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Submission: As an opal user, I believe that this fare review proposes to make the fare scheme more complicated, more opaque and more difficult for users to navigate. Please keep things simple. Perth has a great system – pay for how far you go, no matter how you get there using a clear and transparent zone system. The weekly travel credit makes things even more complicated than they already are by debiting your account (forcing you to top up more) and then crediting it at the end of the week. Increasing complexity is not logical or predictable. By proposing to make the system more counterintuitive, this review fails its own criteria for success (#5).

Additionally, the retention of different fares for different modes should be discarded. Public transport users like myself accept that there will be a level of cross-subsidy, for example, between the overcrowded 8.30am bus and the 6am bus with plenty of seats. The review even accepts that light rail and bus fares should be the same for the sake of simplicity. To make things even simpler, make all opal fares opal fares. The mode of transport is determined almost completely by the destination and the infrastructure that the government has built rather than differences in fares. The public transport network should be one network and priced as one network, not three or four networks.

While I agree that paper tickets should be more expensive than opal cards, I think 40% is a bit excessive. While I begrudge passengers who take a long time to pay their cash fares and keep the bus from moving, I think a 25-30% premium is more appropriate.