

Author name: Anonymous

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Submission: I am a commuter who uses the train to get to and from work each day - ie: 10 times per week.

Previously I purchased a yearly train ticket; with the introduction of Opal my fares increased by approximately 15%.

The draft determination will increase that by a further 20%, resulting in an increase of around 35% in 2 years - this is simply not "fare" (pun intended).

You point out in the report :

- People change modes will be better off, but also say that there is only a very small percentage of people this applies to.
- The majority of people commuting every day will be worse off.

Or in other words, that few people will benefit and significant number will be significantly worse off.

I agree that the 8 trips per week as currently implemented is not efficient, and the weekly rebate proposed looks as though a good way to address this, but it would make sense to use the 8 most expensive trips, not 10 in order to retain a "fare" distribution.

Increasing the weekend caps will force me back onto the road - I have 6 in my family, and at the proposed rates it is cheaper to drive.

In summary:

- Happy with the proposed rebate approach but not the 10 most expensive trips.
- Should be based on 8 most expensive trips to retain existing price levels for commuters - a 20% increase is an unwarranted attack on regular commuters.
- Proposed weekend caps will drive me (and I assume others) back onto the roads.