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Submission: One of your representatives on the radio said that a fairer fare structure would encourage use of public transport. In my case it will discourage it. I am a 71 year old self funded retiree who used public transport all their life. As your researchers have no older retired relatives or are in single relationships or are independently wealthy that might not have noticed that older people more often than not travel with their partner. The suggested \$9 impost cap on daily travel becomes an \$18 impost in most cases and therefore makes it cheaper for me to drive if I could afford the expected new tolls for westconnex. Now the problem is I do rat runs on local roads and increase the burden on maintaining local infrastructure. This is predicated on my only travelling once per week. If we go out twice it is \$36. What you fail to realise in your economic modelling is their is a social cost. Perhaps it would be fairer to tie the age the senior card became available to the pension age of 67. The expectation here is that people will work to that age and should pay the full fare. I am sure that when people reach 60 they falsify their work status to claim the card. This is not policed.