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Date of submission: Tuesday, 2 February 2016

Submission: No free travel after eight journeys using the Opal card. -- I'm not unsympathetic to those who exercise bodies and brains to avoid a higher weekly charge. They would mostly be among the young and enterprising. A hike in the initial maximum weekly fare should not discourage use of public transport.

The Sunday fare cap would almost triple - extremely bad, especially for families. Hopefully exemptions would still apply for numbers of children.

Among those who would be slugged with a higher fare are passengers who travel more than 15 kilometres ..., or more than 65 kilometres ... with a proposal to remove a cap on distances and increase the per kilometre rate of travel. -- If a person cannot get work closer to home, or cannot afford accommodation closer to work, this impost would be most unfair. We should be encouraging decentralisation of employing bodies instead.

Obviously, everything should be done with the aim of reducing the number of cars on the road.

Re integrated fares, where commuters who switch between trains, buses, ferries or light rail are no longer charged twice for the same journey. -- It is incredible that it has taken all these years for the government to propose a solution to the blindly obvious inequity suffered by those who are forced to change modes of transport to complete a journey. Dr Mehreen Faruqi of the Greens rightly describes this proposal as a "no-brainer".

The IPART tribunal recommends off peak discounts for train trips, but none for bus, ferry and light rail. -- Good for train travellers. Surely crowding on buses in peak hours should surely be a reason to offer something similar for bus and ferry travellers? Working out a suitable scheme should be within the competency of Transport officials. I also fear that the frequency of off-peak services, already unsatisfactory in some places, might be cut back even further.

IPART's proposed means-testing of eligibility for the Gold Opal card, could make it unaffordable for many self-funded retirees who do not hold concession cards but still live on low, fixed incomes. These retirees would be eligible only for the Opal Concession card, with the daily cap of \$7.50 recommended to be increased to \$9 from July.

This is a huge hike for seniors. It would certainly discourage them from taking public transport. It would also isolate many people who regularly travel to volunteer jobs or to help out family and friends, or to take part in sport, fitness and other social groups.

Furthermore, it is unclear in which category the very many seniors holding a part-pension would go.

Rather than segregate some seniors from others in terms of access to affordable public transport, I definitely think all should pay the same rate. While \$3.60 is a big initial increase, a slightly higher gradual increase than that already proposed for subsequent years could bring the Gold Opal up to half of the cost of the Opal Concession card. This might be a fairer way to go.