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Submission: Too much emphasis on accounting, particularly the continuing obsession with pricing different modes independently, has again resulted in an over-complicated structure. Better to have just a distance-based charge, say the maximum distance between any two tap on/off points, regardless of mode. This would make the fare system simple and understandable.

Because of the differential pricing, people will be further discouraged from using the Manly Ferry. This can only make rush hour congestion worse on Military Road and at Wynyard, slowing journeys and requiring more buses, therefore more expenditure. Wynyard already seems to be at capacity, with traffic incidents leading to gridlock several times a year. Ferry transport holds the possibility of easing road congestion (with attendant savings), if not priced so as to discourage its use. Why discriminate against bus passengers during off peak hours? Surely the same benefits would derive from reducing bus congestion during peak hours?

Also, those not lucky enough to have access to rail transport already have a lower quality (slower, less comfortable) transport experience. Why should they also have to pay more?

Please can we have a more holistic approach, with the costs of congestion and slower journey times considered along with the direct operating costs of public transport.