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Submission: This is clearly a means of increasing charges without completing appropriate due diligence.

The report and recommendations do not satisfactorily consider the direct and indirect costs of increasing fares on Public Transport.

Point 1 - Changing modes of transport should have always been included within the system - it's a fundamental aspect of a modern city standard transport debt card system that is introduced across all forms of transport. Correcting this fault should not have been a means or an excuse to rise fares for others.

Point 2 - The government are on record at the time of introducing the Opal card encouraging such activity of taking short trips, being fully aware that a very small percentage of patrons were taking short trips just to short cut the system.

Point 3 - The bonus free travel after 8 rides and cheaper travel on weekends will have an adverse affects such as ;

a) The number of people and families being tourists in this great City of Sydney will decrease. Tourism income and associated industries will drop as the disposable income will be limited.

b) Opportunity costs will see limited disposable income not being spent.

c) Car travel will become more attractive thus increasing congestion, pollution and requirement for road repair and maintenance, impacting on business and being a productive State of Australia.

Point 4 - The percentage increases are unjust considering that there is little or no competition in the market.

Point 5 - Those that use the system more regularly should remain being rewarded. A bonus free travel after 10 rides rather than paying for the most expensive 10 rides would be a more justified change to the system at this point.