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Date of submission: Tuesday, 26 January 2016

Submission: With current Opal pricing, the first eight trips in a week are charged, and the remainder of trips taken in a week are free.

For the majority of commuters with full-time work, this represents four weekdays at full fare, one free weekday, and the possibility of free travel on the weekend.

This structure has the important advantage that it encourages people in full-time work to take public transport every weekday: if public transport is taken less than five days a week, there is no added benefit without taking contrived extra trips.

As a bonus, this structure also provides free weekend travel, which is likely to involve leisure/tourist activity.

With the proposed changes, there is no incentive to travel to work a full five days, because there is no fare advantage in doing so. Consequently, people who share cars are more likely to travel to work on days on which their car is available.

With fewer people taking 10 trips in a week, the likelihood of free weekend travel is also sharply reduced, creating a disincentive for travel using public transport on the weekends as well.

The projected savings presented in the media from changing the model for free trips using the Opal card do not appear to account for any of these effects, therefore I believe that changing this system will decrease use of public transport, provide a lower increase in projected revenue, and will reduce the use of public transport on weekends.