

Author name: R. Hayward

Date of submission: Friday, 29 January 2016

Submission:

I object to the planned increase in fares by removing the discounts for frequent travel.

I doubt very much that the removal of the 'transfer penalty' will lower multi-mode fares by 20-50% and cause a \$100m loss in revenue, as Hugo Harmstorf suggests.

Removing the 'transfer penalty' when switching from a train to a bus will not necessarily result in decreased fares, the trip will be more streamlined by having only one transaction, but the fare will still increase with the increased distance.

It is proposed to charge passengers for the 10 most expensive fares a week, as opposed to the current eight. This will increase my fares to more than they were pre-Opal. I doubt very much that the cost savings would be passed back in lower fares for single journeys, as is claimed. If this were the case, there would be no motive to change the current system.

I also disagree that the current system only benefits full time workers who would not be using their cars anyway, and is of no benefit in getting cars off the road.

The proposed changes will only result in increased fares for everyone and add to the cost of living.