

Author name: S. McLaughlin

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Submission: Opinion on:

Questions 2 & 3 - Retaining mode based fare structure makes more sense. I agree with removing the "penalty" for switching modes and the fare increases in the example seem reasonable. Fully integrated fares would be great but it makes no sense to substantially increase fares for the 90% of journeys using a single mode to benefit 10%.

Additionally, modes of transport are not equal, I'd be fairly confident in guessing that the only reason someone would choose to catch a bus is if there is no train station nearby. They're slow, uncomfortable and have to contend with traffic. We should be aiming to minimise bus use, not subsidise it by increasing fares on more efficient (from a consumer point of view) transport options.

Question 5 - I would not support increasing long distance fares in order to decrease short distance fares if it disadvantages lower income areas. People who commute 1hr each day should see a cost benefit to the time lost on transport.

Question 6 - I support the removal of distance banding and calculating fares based on actual distance travelled.

Question 9 - I doubt the current Off Peak system does much to encourage passengers to travel to work earlier or later. It's not really reasonable to turn up to work 2-3 hours after everyone else but people could make 1 hour work.

I would like to see a system where people using the network from 7.30am to 8.30am and 5pm-6pm are considered "Peak" users. 1 hour either side of this peak time would be partially discounted and any time outside of that would be Off-Peak.

As for how you would define "using the network", I don't know. Simplest would be tap on time but that doesn't take into account time spent on the network or destination.

Question 12 - I benefit from the weekly reward, I don't fully recall but I believe the discount was necessary in order for Opal to net out at the same price as a Weekly paper ticket.

Question 13 - The weekly travel reward has not changed my "normal" behaviour. I'll be making 10 trips per week no matter what. I have had some occasions making short trips in the middle of the day to get lunch and I do feel more free to make these trips. If and when I start making more work related trips during the day I'm sure I'll be happy not to have to deal with expense reimbursement.

Question 14 - No, I would not support the weekly reward being ineligible for use in peak hours. However I do think trying to "game the system" by making an extra short trip every day is harmful to the system overall. Perhaps a percentage of your total weekly trip value reimbursed at the end of the week (if you exceed 8 trips) would be better.