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Our draft decision is to replace these arrangements with a weekly travel credit scheme that incorporates both a frequency discount and weekly cap. Under this scheme, the fare for each journey customers make during the Opal week would be debited from their Opal card when they tap off. At the end of the week, frequent customers would receive a travel credit equal to the higher of:

- their total expenditure on Adult Opal fares in that week minus the cost of their 10 most expensive journeys in that week, or
- their total expenditure on Adult Opal fares in that week minus a weekly cap amount of \$65 from July 2016, increasing by \$5 in each year of the determination.

Under the pre-opal card arrangements, weekly tickets were available which basically cost the price of around 8 single fares, giving Monday-Friday works a discount of 2 trips.

Under the proposed new opal card arrangements, commuters would be required to pay for their 10 most expensive journeys in that week, meaning that typical Monday-Friday commuters would not receive any discount for being a frequent commuter.

I suggest that it would be better if commuters would be required to pay for their 8 most expensive journeys in that week. This would give regular Monday-Friday commuters a 2 trip discount for being regular commuters and would still resolve the current problem of commuters taking short/cheap trips early in the week so that their subsequent longer/more expensive trips are free.

Regular Monday-Friday commuters should get some sort of discount on the cost of 10 trips to encourage people to use public transport.