

**Absolutely**

**POSITIVELY**

ME HEKE KI PŌNEKE  
WELLINGTON CITY COUNCIL

**Wellington**

1092

12 May 2006

Mr Anthony Cross  
Manager – Transport Service Design  
Greater Wellington  
PO Box 11646  
WELLINGTON

Wellington Regional Council	
18 MAY 2006	
FILE REF:	
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Doc. No. 342785	
Referred to	Date/Int
A.Cross	

Dear Anthony

**Re: Feedback on proposed Metlink fare structure**

Thank you for your letter of 18 April 2006 inviting feedback on the proposed Metlink fare structure.

I am responding as the Transport Spokesperson for Wellington City Council.

I am pleased to advise that Wellington City Council support:

1. The new simple fare structure as proposed in the "Fare go!" brochure. We see the new fare zones as promoting a more integrated passenger transport system that is easier to understand and that does not make arbitrary distinctions between the various passenger transport modes.
2. The introduction of a concession card with photo identification, subject to public acceptance.
3. The need to increase fares. We believe it is important that users contribute towards improvements to their services.
4. Retention of the \$1 central city fare. This lower fare reflects that shorter distances are travelled in the central city and the need to ensure accessibility in the central area.

I would also like to make the following suggestions:

1. Introduce the new fare structure for both bus and train at the same time if possible, even if it means delaying changes to trains for a short period. This will make it simpler and easier for users to understand, particularly if the changes are only a matter of days or weeks apart. It shows we are serious

about eventually achieving a single integrated passenger transport system that does not consider different modes as independent components. It would also eliminate the need for an additional advertising campaign.

2. That the train only "adult monthly" and "concession monthly" fares be replicated for buses. Limiting monthly fares to trains only makes an arbitrary distinction between passenger transport modes and appears contrary to the eventual achievement of a single integrated passenger transport system. I acknowledge that combined bus/train monthly fares will not be possible until the implementation of integrated ticketing.
3. That the existing range of bus passes and Tranz Metro passes be simplified to enable users to easily determine which pass best applies to them. This simplification should reduce the range of passes and should, as far as possible without integrated ticketing, reduce arbitrary distinctions between bus and train modes. It is acknowledged that until the implementation of integrated ticketing these passes will still by necessity be distinguished by company.
4. Note that limiting off-peak fares to trains only creates a distinction between passenger transport modes and appears contrary to the eventual achievement of a single integrated passenger transport system.

Once again, thank you for this opportunity to provide feedback on the proposed new fare structure.

Yours sincerely



Kerry Prendergast  
**MAYOR**