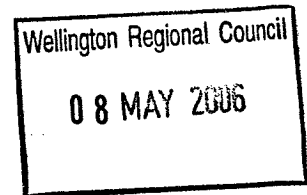




Capital and Coast District Health Board
Private Bag 7902
Wellington South

3rd May 2006



Fare Go!
Greater Wellington Regional Council
PO Box 11646
Wellington

C&C DHB Feedback on Metlink Fare Review

I would like to offer the following comments on the proposed new fare structure, and its implications for our organisation.

Fare Zone System

C&C DHB supports the proposed fare zone system, as it is easily understood. It will improve convenience for commuting staff, and for patients and visitors making trips to our hospitals. It will make it easy for bus and train users to change flexibly between the two modes.

10-trip Concessions

We support the continuation of 10-trip concessions for bus and train travel. These are convenient for both regular and occasional public transport users. Unlike smartcards, if you haven't used public transport for a while, you still know exactly how much 'credit' you have left.

For added convenience and flexibility, the zone system may make it possible to develop a 10-trip ticket product that can be used on both bus and train.

Long-Term Concessions

Current fare structures include bus monthly passes (eg Goldpass, Platinum Pass) and Tranzmetro's monthly and quarterly rail passes. These can be used in weekends as well as for weekday commuting. We are keen to see these type of concessions retained.

They reward commuters who are already committed to using public transport regularly. They also offer a financial incentive for people to change their travel habits and become regular public transport users, especially if marketing messages include a comparison with driving (and parking) costs.

✓

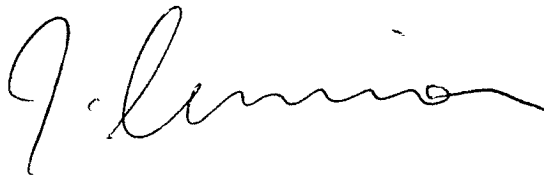
We support a system that enables concession holders to use both bus and train with the same monthly or quarterly pass. This offers added convenience, and keeps travel options flexible if it is possible to change easily between the two.

Additional Ticket Products

A simple, easily understood fare structure will enable other ticket products to be developed in future. The zone system will make it possible to accommodate 'flexible' concessions, tailored more closely to individuals regular journeys. It will be simple to issue a monthly, 3-monthly, 6-monthly or annual pass that allows bus/train travel anytime, anywhere within specified zones, for example 1-4 if a person commutes between Lower Hutt and Wellington, or 4-10 if commuting between Waikanae and Porirua.

Concessions as Incentives to Reduce Car Use.

If longer term concessions are available, these provide workplaces with the possibility of introducing public transport ticket loans as a Travel Plan measure to encourage public transport use. This is done widely in the UK – the employer finances purchase of concession passes by way of a loan (possibly interest-free, depending on Fringe Benefit Tax complications), to be repaid by regular deductions from the employee's pay packet.



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