

## Submission to the Ministry of Transport's Proposed List of Fares for 2007 Bus Review

The proposed fare increases do not take into account the need to address the continued significant use of cash for single purchase tickets on buses. If travel ten usage (in particular) is to be encouraged, there has to be a greater disparity between travel ten prices and single bus trip tickets. At present the concession rate in particular hardly makes it worthwhile, and the proposed increase does nothing to address this, when for example, if you buy a blue travel ten a student will only save 20 cents each trip under the proposed increase. If single ticket prices were significantly higher than each unit of a travel ten, there would be a far greater incentive to use travel tens. This has clear advantages to bus patronage, with faster bus trips due to less waiting at stops. The university routes are particularly prone to this problem, and at peak times up to ten minutes can be added to the time of a bus route for the usual 2 stops near a university while many students pay cash fares. Students will benefit from lower fares and better service along with all commuters.

I propose a 50% increase in single fare tickets, and a 10% decrease in the price of each type of travel ten. This at least will help to focus attention on the method of payment and may end up helping to address many of the regular complaints received about timing and delays.

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