

From: Governance
Sent: Friday, 1 April 2022 4:10 pm
To: Have your Say
Subject: Annual Plan: CHANGING THE BUS FARE STRUCTURE - TOPIC ONE
Attachments: AnnualPlan2022-changingTheBusFareStructure.pdf

Importance: High

From: Philip & Chris
Sent: Friday, 1 April 2022 3:36 pm
To: Governance
Subject: CHANGING THE BUS FARE STRUCTURE - TOPIC ONE
Importance: High

Dear Sir

Please find attached in PDF FORMAT my submission regarding the ECAN proposals to alter the Bus Fare Structure.

Please notify of when my submission can be heard by the ECAN Councillors.

Thank you

Philip Haythornthwaite
1st April 2022

Governance

Submission to Environment Canterbury

ANNUAL PLAN 2022 - Topic One

Kaupapa tuatahi - Changing the Bus Fare Structure

I WISH to be heard in support of this submission.

Submitter: Mr Philip Haythornthwaite
Address:

Pages: 002 + Cover Letter

Proposal: THAT Option 2 be used but the Fare Structure remain as close as possible to what we currently have which is already a very cheap Bus-fare on a Nationwide basis.

Reasons in support of the above proposal:

- A) Option 2 is a very good fare structure to use as the current Adult Bus Fare to travel around Zone 1 is already exceptionally low as an adult bus fare and the very important part of the Environment Canterbury (hereinafter ECAN) Bus Fare Structure must remain in place, that of the ***Metrocard Transfer System***. This gives the ECAN bus traveller a huge amount of help and if used well, very, very cheap bus fares. Take for instance a trip out I make every three weeks, I get onto the Orbiter, change at Eastgate, get off in Ferrymead, to my appointment, then back on the No 3 or No 140 and depending on which of these buses I manage to get onto, return home on the Orbiter or a bus from the Central Bus Exchange. Because all my travelling is done in under two hours my bus fare of \$2.65c when I boarded the Orbiter has now become an average fare of \$0.6625c per Bus Trip. By the end of any day a person in Christchurch Zone 1 pays out a maximum of \$5.30c per day to use the ECAN Bus System and more importantly can use the bus system as many times as they wish provided they have used their Metrocard.
- a) **Bus Fare Costs:** The Ecan Bus Fare for Zone 1 should be reduced from \$2.65c to \$2.50c which would therefore remove the need to increase the ECAN Rate structure for the Bus system as I do not believe that reducing the bus fare but putting up the rates is a fair or honest way to do this job. The \$2.00c bus fare should be used for promotional work when ECAN is trying to get people to move to the Metrocard instead of using Cash. The cash fare for Zone 1 should be \$5.00c with one free transfer which should make it even clearer to the cash fare user that they should get a Metrocard as fast as possible. The fact that the Rates Increase for the Christchurch City Area would be \$195.78c per year totally removes ALL BENEFITS FROM THE BUS FARE REDUCTION as this requires me to make an extra 300 bus trips on top of what I am currently doing which is a ridiculous request of the ratepayer and Bus User.
- b) **Cause Of Problems:** ECAN has to accept that it has been the cause of the loss of recent bus passenger numbers. The removal of all the Bus Colours from Route 1- Blue Route, Route 3 - Purple Route, Route 5 - Yellow Route, and Route 7 - Orange Route has affected a lot of people especially those with Sight Difficulties as the green blob that now comes along the road can disappear into the colour of the road as the green colour now used by ECAN is the first part of a persons colour aspect to disappear and should have been considered when selecting colours, whereas the, Blue, Purple, Yellow and Orange buses could be clearly seen hundreds of metres away. For instance the Orange Bus could be seen from The Palms Bus Stop at the Hills Road\Shirley Road

intersection without any difficulty. *ECAN needs to get these FOUR major colours re-instated forthwith!!*

- c) **Total Mobility Card Holder Concessions:** ECAN must not interfere with the current Total Mobility Card Holder Concessions under any circumstances. When this type of concession change was previously proposed ECAN wanted to give advantage to the bus user but at the expense of the Total Mobility Taxi User by reducing the concession for them from 50% to 35%. This is totally unacceptable as the majority of ECAN contracted buses are inaccessible to the wheelchair user as are the majority of the backdoors as well. It also unfairly increases costs on the group of people who have some of the highest transport costs in their lives and have to live on a very low income as well. The rights of access to a ECAN contracted bus have not significantly changed since the first two accessible buses were introduced to Christchurch on 24th February 1997.

B) CONCLUSION

We have here in Christchurch and Canterbury a top-class public transport system and other than the minor alteration to the fare structure suggested, the bus fares should be left alone.

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Philip Haythornthwaite

Ph:
Fax

1 April 2022

Annual Plan 2022 - Changing The Bus Fare Structure
Environment Canterbury
P O Box 345
CHRISTCHURCH

Dear Sir

Please find attached my submission on the Annual Plan 2022 and the issues of the Bus Fare Structure.

Please RECORD MY REQUEST TO BE HEARD.

Please also formally advise me in writing of the date and time of the meeting to present my submission(s).

Yours Sincerely

Philip Haythornthwaite