

File: TD/07/09/04

## Report 13.104

### Council

#### Minute extract from meeting held on 26 June 2013

#### Fare Structure Review

Tass Larsen, Manager, Projects and Planning, spoke to the report.

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*Moved*

*(Cr Glensor/ Cr Bruce)*

*That the Council:*

- 1. Receives the report.*
- 2. Notes the contents of the report.*
- 3. Agrees that the matters for decision in the report have a medium degree of significance.*

#### ***Principle based approach***

- 4. Agrees the principles for the Fare Structure Review evaluation are:*

*Principle 1: Affordability of fares*

*Principle 2: Increasing patronage*

*Principle 3: Reducing complexity*

*Principle 4: Rewarding target behaviours*

*Principle 5: Improving consistency*

*Principle 6: Meeting fare box recovery targets*

*Principle 7: Enabling incremental change.*

#### ***Fare Structure Preferred Option***

- 5. Notes that the Fare Structure Preferred Option will be refined through further analysis and future Council decisions as part of the integrated fares and ticketing project and review of the Regional Public Transport Plan.*
- 6. Agrees that consultation on the future Fare Structure will occur through consultation on the review of the Regional Public Transport Plan in 2013/14.*

7. *Agrees the following elements of the Preferred Option for the future Fare Structure:*

***Structure***

- a. *Existing 14 concentric zones retained with minor zone boundary changes*
- b. *25% peak / off peak differential available between 9am and 3.30pm and after 6.30pm (Monday to Friday), and between 5am Saturday to 12 midnight Sunday, and all public holidays*
- c. *Universal smart card payment system for all Metlink public transport services*
- d. *Transfer penalties eliminated and integrated fares, on smart cards only*
- e. *Consistent fare structure and fare products for bus and rail, and*
- f. *Premium fares for identified services*

***Products***

- g. *Existing standard fare products phased out and replaced by the following:*
  - i. *single smart card fare as the standard fare*
  - ii. *no transfer penalties on smart cards*
  - iii. *fare capping on smart cards*
  - iv. *weekend family pass for up to four children travelling free with a fare paying adult (valid on weekends and public holidays only)*
  - v. *single cash fare set at a premium above the smart card fare*
- h. *Bulk purchase product enabling group purchase of period pass at discounted rate*
- i. *Travel by public transport to and from a venue included in the price of entry tickets to larger events*

***Concessions***

- j. *Priority for concessions as follows*
  - i. *free travel on all services for children under 5 years old*
  - ii. *50% concession fare for all services for children and young adults from five years old up to and including 18 years old*
  - iii. *free travel for all SuperGold card holders outside peak hours.*

***Moved as an amendment***

***(Cr Bruce/ Cr Ponter)***

- iv. *50% concession for all services for tertiary students.*

*This concession could be obtained through direct negotiation with NZTA and Government, a local economic stimulus package, or a bulk concession negotiated with VUWSA as in 8c.*

The amendment was **LOST**.

8. *Directs officers to undertake further policy work including;*

- a. *discussions with operators on proposals to introduce the weekend family pass and changes to the child and young adult concession*
  - b. *discussions with event organisers and operators to investigate including public transport fares in the cost of an event ticket*
  - c. *development of proposals for a bulk purchase scheme for group travel and work with the main tertiary institutions in Wellington with the view to initially developing a scheme for tertiary students*
  - d. *detailed analysis and user testing of off peak fares*
  - e. *detailed analysis of transfers and fare capping through the integrated fares and ticketing project.*
9. *Notes that the existing concessions for people not identified in recommendation 7(j) above will be phased out once they are able to be replaced by the off peak fare.*
10. *Agrees that an approach be made to NZTA for a national resolution to the issue of concessions for people with disabilities.*

***Timing of implementation***

11. *Notes the proposed timing of implementation is based on assumptions about the lead time required and the financial impacts, and may alter once further analysis is completed.*
12. *Agrees the following timing for the introduction of initiatives that have a potential negative impact on fare revenue:*

*Short to medium term*

- i. *50% concession fare for all services for children and young adults from 5 years old up to and including 18 years old*
- ii. *Weekend family pass*

*Medium to long term*

- iii. *Integrated ticketing and removing transfer penalties*
- iv. *Capped fares*
- v. *Travel by public transport included in event ticket*
- vi. *Bulk purchase scheme*
- vii. *Off peak fare.*

***Moved as an additional resolution***

***(Cr Aitken/ Cr Brash)***

***13. Notes:***

- a. *The information presented to the Council on the social impact of the changes in public transport fares; and*
- b. *The reported decline in user satisfaction with the affordability of public transport; and*
- c. *The principle of affordability; and*
- d. *Confer with the Ministry of Social Development on the detrimental impact of transport costs on households with low or very low income, especially amongst beneficiaries in*

*this region, and whether the current State income transfers are sufficient to enable members of those households to have affordable access to public transport.*

The motion was **CARRIED** and became part of the substantive motion.  
The substantive motion was then put to the vote and was **CARRIED**.