

## Options included in public consultation July to September 2012

Component	Current fare structure	Options presented for consultation
<b>Fare structure</b>		
Basic structure	<ul style="list-style-type: none"> <li>'zonal' based with tickets valid for single boarding only. Very limited free transfers on identified special purpose tickets</li> </ul>	<ul style="list-style-type: none"> <li>Zonal or</li> <li>Zonal for cash and point-to-point distance based for SV cards</li> </ul>
Zonal based principles, numbers and geographic structure	<p>Concentric zones radiating out from Wellington's CBD</p> <ul style="list-style-type: none"> <li>14 zones</li> <li>Fares calculated according to number of zones travel within (unless on cross town routes then maximum fare = 3 sections)</li> </ul>	<ul style="list-style-type: none"> <li>Existing 14 concentric zones</li> <li>5 district based zones (roughly TA boundaries)</li> <li>7 district based zone (Kapiti and Wairarapa split into 2 zones)</li> </ul>
Transfer ticket conditions	<ul style="list-style-type: none"> <li>Very limited free transfers on identified special purpose tickets</li> <li>Limited free transfers (between services of same operator)</li> </ul>	<ul style="list-style-type: none"> <li>Not discussed as previous Council decision to move towards integrated ticketing and fares</li> </ul>
Fare vs distance	<ul style="list-style-type: none"> <li>Most current fares are based on the number of zones travelling in. As the zones are geographically more spaced the further away from Wellington CBD, longer journeys tend to have a lower cost per km, and shorter journeys have a higher cost per km</li> </ul>	<ul style="list-style-type: none"> <li>Flag fall plus constant distance charge</li> <li>Flag fall plus distance charge that reduces with increasing distance</li> <li>Flag fall plus distance charge that increases with increasing distance</li> </ul>
Fare vs time period	<p>Some off peak discounts</p> <ul style="list-style-type: none"> <li>Rail – inter peak fares (20 to 25% off the cash fare with off peak defined differently on various lines)</li> <li>Bus – no off peak discount for single or return trips but some day tickets valid after 9am</li> </ul>	<ul style="list-style-type: none"> <li>No off peak fare</li> <li>General off peak fare</li> <li>Discount level of 25 or 50% discount</li> <li>Off peak not defined whether inter peak only or all times excluding am and pm peak</li> </ul>

Component	Current fare structure	Options presented for consultation
<b>Fare products</b>		
Cash tickets	Single ride tickets based on <ul style="list-style-type: none"> <li>• Zone based</li> <li>• Adults / children</li> <li>• Same fares for bus and rail</li> <li>• No transfers generally</li> <li>• Priced at 25% to 40% above SV card (bus) or 10 (rail) trip ticket depending on number of zones travelled through</li> </ul>	<ul style="list-style-type: none"> <li>• No alternative options presented</li> </ul>
Stored value and multi-trip tickets	SV card (bus) or 10 (rail) trip ticket <ul style="list-style-type: none"> <li>• Zone based</li> <li>• Adults / children</li> <li>• No transfers generally</li> </ul>	<ul style="list-style-type: none"> <li>• Smart card with single 'stored value' purse with capped fare</li> <li>• Smart card with trip by trip payment option</li> </ul>
Periodicals	Rail monthly (paper) tickets <ul style="list-style-type: none"> <li>• Station to station basis</li> <li>• Adults/children</li> <li>• Price 25% below the 10-trip tickets</li> </ul> Bus monthly stored-value card <ul style="list-style-type: none"> <li>• 3 different smart card systems</li> <li>• Commercially set fare</li> <li>• Adults only</li> </ul> School term passes – rail (paper) <ul style="list-style-type: none"> <li>• Station to station basis</li> <li>• Price 25% below 10 trip tickets</li> </ul>	<ul style="list-style-type: none"> <li>• Periodical ticket</li> </ul>
<b>Fare concession groups</b>		
Infants and pre-schoolers	<ul style="list-style-type: none"> <li>• Free</li> </ul>	<ul style="list-style-type: none"> <li>• No alternatives presented</li> </ul>

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School children (5-15) and high school children (16-19)	<ul style="list-style-type: none"> <li>• General trips – discounts typically 50% (longer trips) with school ID or uniform</li> <li>• To/from school – school term passes, discounted 25% from SV card/ 10-trip tickets</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain existing approach (excludes home schooled and students with no school ID)</li> <li>• Maintain existing approach and extend to all children in full time primary or secondary education</li> <li>• Maintain existing approach and extend to all young people under 20 years old</li> <li>• Add concessionary fares for tertiary students</li> <li>• Discount levels of 25, 33 or 50%</li> </ul>
Seniors (65+)	<ul style="list-style-type: none"> <li>• Free except during weekday peak periods (before 9am, 3pm to 6.30pm)</li> <li>• Government scheme (SuperGold card)</li> </ul>	<ul style="list-style-type: none"> <li>• Retain existing</li> <li>• Extend to include afternoon peaks</li> </ul>
Beneficiaries, people with disabilities	<ul style="list-style-type: none"> <li>• Limited concessions for specific disabilities (e.g. blind and IHC)</li> <li>• Only available on some services</li> </ul>	<ul style="list-style-type: none"> <li>• Retain existing limited concessions</li> <li>• Phase out concessions</li> <li>• Replace with off peak discounts for all users</li> </ul>