

5 September 2016

Dan Hawke

fyi-request-4294-68b3fd27@requests.fyi.org.nz

Dear Mr Hawke

Local Government Official Information and Meetings Act 1987 (LGOIMA)

CAS-379080-N5Z5B4

Thank you for contacting Auckland Transport on 18 August 2016 requesting the following information:

Do you have further decisions or documents/emails/meeting minutes that cover the Isthmus/City issues raised in the consultation and discussion?

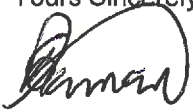
Please see the table below which contains answers to the specific references mentioned in your request.

| Concern | Auckland Transport response |
|---------------------------------------|--|
| Include Orakei in the City Zone (12%) | <p>Serious consideration was given to whether Orakei train station should be in the City, Isthmus or overlap zones. In the end, it was decided to put Orakei into the Isthmus zone for the following reasons:</p> <ul style="list-style-type: none"> • The Orakei basin is a logical boundary for the City Zone • Before Feb 2016 fare review bus trips from Orakei were 2 stages, and train 1 stage which were aligned in the fare review – under zone fares we also required consistency between bus and train • Orakei station is not a hub for transfers, so it could not be put into both zones (as we did for Newmarket) • There are substantial parking constraints at Orakei Station with passengers travelling from around the region to pay a 1 stage fare prior to Feb 2016 fare review (less spaces for Orakei residents) • Our proposed fares will encourage passengers to go to their nearest station |

| | |
|--|---|
| City zone should be made bigger (5%) | Careful consideration was given to the boundary of the city zone. The zone boundary was substantially based on the stage 1 boundary to minimise passengers who would end up going from a 1 stage to a 2 zone fare (and face a substantial fare increase). By closely aligning the city zone boundary with the former stage 1 boundary, Auckland Transport was able to minimise impacted passengers. |
| Newmarket should be included in City Zone (4%) | The Newmarket train station and stops surrounding this station were put into zone overlap so that they are included in both the City and Isthmus zones. |
| City & Isthmus should be one zone (4%) | Consideration was given to amalgamating both the City and Isthmus zones but this was rejected as it would have resulted in a substantial decrease in fare revenue which would have forced Auckland Transport to mitigate this through increased fares. |
| Epsom should be included in city zone (2%) | From Epsom to the City it was a 2-stage fare prior to Simpler Fares. As the City zone boundary was aligned to the stage 1 boundary, Epsom passengers will pay 2 zones. Note the 2 zone fare is the same as the former 2 stage fare. |
| Kingsland in city zone (2%) | Kingsland station and surrounding stops were put into zone overlap so they are included in both the City and Isthmus zones |
| City should be an overlap zone for people traveling through it to another destination (2%) | <p>Passengers travelling into the city, and then transferring onto other services get the benefit of further travel in the City Zone for no addition charge under the journey concept.</p> <p>Passengers travelling from the Isthmus to the Isthmus through the City Zone who do not tag off in the city zone benefit from not being charged for the city zone.</p> |
| Westmere should be in the city zone (1%) | The zone boundary at Westmere is aligned to the old 1 stage boundary so passengers who paid 2 stages will pay 2 zones. By leaving the boundary there is also ensure passengers from Westmere who travel away from the city will not be penalised by having to pay for the City zone. |
| Remuera should be in the city zone (1%) | The zone boundary at Remuera is aligned to the old 1 stage boundary so passengers who paid 2 stages will pay 2 zones. By leaving the boundary there is also ensure passengers from Remuera who travel away from the city will not be penalised by having to pay for the City zone. |
| Grafton included in city zone (1%) | Grafton was always part of the City zone both before and after public consultation. |

If you have any further queries please contact Auckland Transport on 09 355 3553 quoting Official Information request number **CAS-379080-N5Z5B4**.

Yours Sincerely



Colin Homan

Group Manager AT Metro Development

