

Integrated Fares June PCG Meeting

Date: 13 July 2015
 Time: 01.00pm – 02.00pm
 Venue: HSBC Level 17, Britomart Room

Attendees: [REDACTED]

Apologies: [REDACTED]

Item	Action	Responsible	Status
Actions closed at this meeting			
AP30	Send early draft of funding application to [REDACTED] at NZTTL to ensure he is aware of this. <i>Sent to [REDACTED]</i>	[REDACTED]	CLOSED
AP32	Meet with [REDACTED] [REDACTED] to determine the impact of the MyAT project <i>[REDACTED] met with [REDACTED] and there is now ongoing dialogue.</i>	[REDACTED] [REDACTED]	CLOSED
AP33	Recruit specialist resource to focus on customer and operator facing aspects of the solution. <i>Gaps have now been closed, and there will be ongoing close management to ensure customer facing aspects addressed.</i>	[REDACTED] [REDACTED]	CLOSED
Open actions			
AP27	Review Contact Centre modelling to see if we can reduce overall cost <i>Still awaiting confirmation from [REDACTED] but do expect costs to have decreased.</i>	[REDACTED]	Open
AP35 (15.06.15)	Analyse impact of extending inter-leg time (eg. 1 hour across network) and report back to PCG	[REDACTED] [REDACTED]	Open
AP36 (15.06.15)	Document lessons learned from direct engagement workshops with Thales France and OSL	[REDACTED]	Open
AP37 (15.06.15)	Review BDC zone display options, and once feedback received from Thales on cost implications, report back to PCG with recommendations	[REDACTED] [REDACTED]	Open
AP38 (13.07.15)	AT Metro to reach decision on approach for family offering and bring back to PCG for approval.	[REDACTED] [REDACTED] y	Open
Decisions Log			

Minutes

D001	Agreed that this Steering Group is established with Core Members of [REDACTED]
D002	Agreed that preferred zonal structure was the 5-ring plus short-trip fare.
D003	Agreed that the weekly cap was preferred over monthly pass (provided we can find a way to manage apportionment and that we can get Operators to agree to this approach).
D004	Agreed that we would work towards submitting our business case to the April Board based on a 2-week turnaround from Thales ([REDACTED] will support us with this).
D005	\$\$\$ cap preferred over trip/journey-based cap ideally with multiple levels.
D006	Agreed that the business case to now be submitted to the May Board
D007	(05.05.2014) Agreed that Zone-to-Zone pricing structure is preferred
D008	(05.05.2014) Agreed that the combined Journey and \$\$\$ cap is preferred due to incentive to travel and decongestion benefits.
D009	(05.05.2014) Agreed that distance-based apportionment is preferred
D010	(14.05.2014) Agreed that zone 2C will not be split into 2 zones (2S and 2W)
D011	(14.05.2014) Agreed that we should proceed with Focus Groups
D012	(07.07.2014) Agreed that we should budget to run another set of focus groups prior to going to public consultation.
D013	(06.08.2014) Agreed that we should now aim for September Board for business case submission to include the alternate “do minimum” options
D014	(01.09.2014) Agreed that the fare for a journey involving transfers must have the same fare outcome as a 1-leg journey. Understood that this will require development of the transfer discount.
D015	(01.09.2014) Agreed that if we cannot implement a weekly cap, we should implement a weekly pass as a stepping stone towards caps in the future.
D016	(01.09.2014) Agreed that we would proceed with technical delivery option 2 – limited Thales development.
D017	(14.10.2014) Agreed that public consultation for integrated fares would take place in February 2015.
D018	(10.11.2014) Limited scope of public consultation agreed.
D019	(30.01.2015) Decision made to issue Notice To Proceed to Thales for Zone Lite development as part of Release 7.0 (see below).
D020	(03.03.2015) Decision to retain this forum until the project is much closer to delivery at which stage it may then be folded into the HOP Governance Group
D021	(03.03.2015) Agreed that weekly pass is not a viable customer proposition and that we would proceed based on either (1) dual day and week cap (subject to technical capability) or as a fall back (2) a monthly pass offering.
D022	(23.03.2015) Agreed that Monthly Pass is the preferred solution for launch of integrated fares.
D023	(23.03.2015) Agreed that period pass apportionment would stay scheme based.

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D024	(23.03.2015) Agreed that we would launch with a single all-zone day pass and month pass, and 3 ferry monthly passes
D025	(23.03.2015) Agreed we would go with re-settlement as the preferred approach for late transaction handling.
D026	(23.03.2015) Agreed we would proceed with the dual fare cap development in the CST noting it will delay release 7.0
D027	(08.05.2015) Agreed that Ferry Fare integration would not be investigated further, and would be put onto the future development roadmap for consideration. This project will not be doing anything further with this requirement.
D028	(08.05.2015) Out-scope Dual Fare Caps development in the CST from Integrated Fares and add to the on-going development roadmap.
D029	(08.05.2015) Proceed with Option 1 CSB development – 7-day lag settlement and apportionment.
D030	(15.06.2015) Proceed with Direct Number of Zones as the fare calculation method for the ticketing solution (TCS).
D031	(13.07.2015) Students and SuperGold passengers cannot benefit from the family offering (2 children free on weekends/public holidays)
D032	(13.07.2015) Day Pass proposition approved to change from current 24 hour to calendar day (due to apportionment / settlement approach)
D033	(13.07.2015) Orakei to remain in Isthmus zone.

Item	General business
1	Key Decisions for this meeting
1.1	<p>There were a number of key decisions for this meeting as follows:</p> <ul style="list-style-type: none"> Family offering- Select preferred technical option/proposition Day pass – approve changed proposition due to technical approach Orakei train station – stay within Isthmus zone or move to City Zone
1.2	You can find the presentation set we walked through here .
2	Family offering
2.1	<p>████ confirmed the proposition that has been marketed to the public during the public consultation:</p> <p><i>Family weekender - 2 children free with every AT HOP paying adult on weekends and public holidays</i></p>
2.2	<p>Some conclusions:</p> <ul style="list-style-type: none"> SuperGold passengers will not benefit from this Students will not benefit from this Day Pass and Month Pass will be able to take 2 children

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	<ul style="list-style-type: none">• Adult HOP cash ticket purchasers will be able to take 2 children
2.3	3 technical approaches were discussed with no clear consensus reached. █████ commented that AT Metro need to reach a common position on this and then bring this to PCG for approval (see AP38).
3	Day Pass
3.1	█████ outlined the proposed apportionment approach change for the day pass which will mean that it will change from a 24 hour proposition to a calendar day proposition. █████ showed analysis of current day pass purchasers which showed that 25% would be impacted as they use the pass over 2 calendar days.
3.2	The changed proposition was approved (see D032), and it was noted we need specific comms around this when we launch.
4	Orakei Station
4.1	During the consultation there was significant feedback from passengers impacted by the increase in fare in Orakei from 1 stage to 2 zone (\$1.70 to \$3.00).
4.2	Investigation was done on the benefits/costs of changing Orakei station to the City zone to eliminate this issue (refer attached paper).
4.3	█████ documented analysis of this issue and the options with the conclusion that leaving Orakei in the Isthmus zone is strongly preferred. The PCG agreed to retain Orakei in the Isthmus zone (see D033).