

Appendix 3: Complete list of consultation questions

Question 1

Are the objectives and principles appropriate? If not, why not?

Question 2

Are there any objectives or principles that should be added, amended or deleted? If so, what are your suggested changes?

Question 3

Is the content required for the policies appropriate? If not, why not?

Question 4

What should be included or excluded?

Question 5

What of the two suggested options should be included in section 3, and why?

Question 6

Is a 50 percent farebox recovery ratio target for Auckland, Wellington and Canterbury appropriate? Why?

Question 7

Is it appropriate for all regional authorities to set a farebox recovery ratio target? Why?

Question 8

Are the proposed operating principles appropriate? Why?

Question 9

Are there any principles missing that should be included?

Question 10

Given the information available to regional councils, is the proposed formula for calculating the farebox recovery ratio appropriate? If not, how would you calculate it?

Question 11

Does your regional council currently receive revenue data from commercial services? The Public Transport Management Act 2008 provides for regional authorities to obtain this data, but if you do not, what are the barriers that prevent you from doing so?

Question 12

In the absence of commercial service farebox revenue data, is the alternative method for calculating commercial services' farebox revenue appropriate (commercial services patronage × average fare on contracted services)? If not, how should it be calculated?

Question 13

Do you think SuperGold card revenue should be treated as fare revenue? Why?

Question 14

Please identify any difficulties in calculating operating subsidies across regions, including rail contract payments.

Question 15

In future iterations of the policy, should other system operations and maintenance costs and administration costs be included in the farebox recovery ratio formula? Why?

Question 16

In future iterations of the policy, should public transport capital expenditure associated with the long-run replacement of assets be included in the farebox recovery ratio formula?

For ARTA and Greater Wellington Regional Council: Please comment regarding rail specifically. This is particularly important for rail.

Question 17

Are the proposed fare review requirements appropriate? Why?

Question 18

Are the proposed reporting requirements appropriate? Why?

Question 19

Should the NZTA monitor services that are not achieving a farebox recovery ratio of 25 percent? Why?

Question 20

Should the NZTA research optimal fare and subsidy settings for public transport systems in New Zealand? Why?

Question 21

Are there any other issues with the draft policy?

Question 22

Does the draft policy enable regional councils to fulfil their obligations under the Local Government Act 2002?

Question 23

How will regional councils and ARTA implement this policy? How long will this take? (See section 1.12.)

Question 24

What do you consider to be the relationship between developing commercial services, where possible, and farebox recovery? (See section 1.6.2.)

Question 25

Do you think increasing the number of commercial services would help improve your farebox recovery ratio? If not, why not?

Question 26

Please comment on:

- the Guideline's relevance, practicality and usefulness, and
- whether you think anything should be amended, omitted or inserted into the Guideline.

Question 27

Please identify any other feedback you may have on the draft Guideline.

Further information

The NZ Transport Agency (NZTA) is consulting over its Draft NZTA Farebox Recovery Policy and Draft Fare Policy Decision-Making Guideline.

The Draft NZTA Farebox Recovery Policy document aims to set out the NZTA's proposed requirements relating to farebox recovery policy in the regions, which is to be implemented by regional councils and the Auckland Regional Transport Authority (ARTA).

The Draft Fare Policy Decision-Making Guideline aims to support regional councils and ARTA to improve value for money on the investment in public transport services through a best practice process for 'fare policy decision-making' or reviewing fares.

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