



Report 09.234
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Committee Transport & Access Committee
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Kapiti Plus Integrated Ticket

1. Purpose

To consider the future of the “Kapiti Plus” integrated rail/bus ticket.

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

At its 26 March 2008 meeting the Committee agreed to trial a combined bus/train ticket in Kapiti. The ticket allowed those with a monthly or quarterly train ticket between Paraparaumu and Wellington to travel free on connecting bus services in Paraparaumu.

The primary objective of the trial was to reduce pressure on parking at the Paraparaumu station, but it also allowed the Council to evaluate the impact of an integrated ticket.

The cost of the trial was to be met from efficiency savings made on Kapiti bus services. Evaluation criteria were set by the Committee to assist considering the success of the trial.

At its meeting on 26 November 2008, the Committee heard that, based on the evaluation criteria, the trial had been a success. A survey undertaken by Council had shown that many people who had previously driven to the station were now using the bus. And as the park-and-ride is still full, this indicates that additional train users have been attracted.

The scheme was thus extended until the end of May “*to allow further analysis and funding matters to be considered*”.

4. Comment

The Committee's "further analysis and funding matters" comment was to assess the likely on-going cost of the scheme, and determine if the funding (which was to come from savings made from reducing inefficient bus services in Paraparaumu) is available.

The annual cost of the scheme (currently estimated to carry 62,000 passengers a year) is estimated to be \$60,000. Funding for this can be met from savings resulting from the bus service changes resulting from the Kapiti bus service review.

The bus operator, Mana Coachlines, has agreed to continue the Kapiti Plus ticket on a permanent basis.

5. Next steps

The Kapiti Plus ticket has proved to be very popular with train users, and already there has been pressure to extend the scheme. Waikanae is an obvious candidate.

The scheme has allowed Council to introduce a true integrated ticket, one which does not penalise passengers for transferring. While the scheme does have cost implications (in terms of having to reimburse the bus operator for lost revenue), this cost seems (based on the Paraparaumu example) to be off-set by encouraging new users.

However the Paraparaumu example was relatively easy to introduce – because all bus trips were in the one zone, the administration of the scheme was relatively simple. And the demand for car-parking at the station was high, meaning the potential to attract new train users to fill any empty car-parks was also high. Other areas may not have the same favourable combination of factors, meaning implementation will not be so easy.

In addition, any extension of the scheme should be considered in light of the proposal in the LTCCP for charging at park-and-rides. Any extension of the scheme would ideally be introduced at the same time as charges are introduced – that way car-users would have the option of a free bus rather than having to pay to park at the station.

6. Communication

The decision of the Committee will need to be communicated to local media, and users.

7. Recommendations

That the Committee:

- 1. Receives the report.*

2. *Notes the content of the report.*
3. *Agrees to continue with the Kapiti Plus scheme on a permanent basis.*
4. *Agrees to consider extending the scheme only once the issue of charging at park-and-rides has been resolved by Council.*

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