

Report 08.277  
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Committee Passenger Transport  
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## Introduction of an Integrated Bus/Train Ticket in Kapiti

### 1. Purpose

To consider a timeline for the introduction of the trial integrated bus/train ticket in Kapiti, and criteria by which to evaluate the trial.

### 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 meeting on 26 March, this Committee discussed a proposal for trialling an integrated ticket/fare for bus/train users travelling between Paraparaumu and Wellington (refer **Report 08.158**), and passed the following resolutions:

- Agrees to introduce an integrated monthly fare/ticket for Paraparaumu bus and train users on an up to 4 month trial basis, subject to sufficient funding for the trial being freed up from reducing poor performing services
- Notes that the trial can be ended by either party, as per a written agreement
- Asks officers to report back further on an actual timetable and the specifics of the evaluation.

This report addresses the timetable, and the evaluation criteria used to determine if the trial is a success (and therefore likely to be continued).

### 4. Timetable

According to the above resolution, the trial cannot commence until funding for the 4 month trial (estimated at \$33,000) has been found. In accordance with the resolution, the funding is to come from savings made from reducing poor performing services.

The process of identifying these poor performing services has begun, but is likely to take some time. And any savings may then take some time to eventuate. This makes setting a start date difficult.

A more definite option is to set a start date now, in anticipation that savings will be found. 1 September 2008 may be a suitable start date. This is the same date as the introduction of the proposed fare increase, which would allow travellers an option to minimising the impact of the fare increase. And as it is still some time away, it will also allow time for the savings to be identified, the formal trial agreement to be agreed, and advance publicity to be undertaken.

## **5. Evaluation criteria**

Any evaluation criteria need to be related to the objective of the trial. The objective is to free up space at the Paraparaumu park-and-ride, which would then be able to be used by new train users, by encouraging existing car users to take the bus. The trial will therefore ultimately be successful if new train users result. It was estimated in the earlier report that 40 new regular train users would cover the costs of the trial, and thus this can be the measure of success.

However establishing if an extra 40 passengers travel on the train may be difficult, as it assumes we can accurately measure before and after numbers. This can be difficult with the current ticket system. And it may take some time for any increase in patronage to occur, and there will be seasonal fluctuations in patronage, as well as external influences (such as the price of petrol).

An easier, and arguably more accurate measurement, is to measure the number of new passengers on the buses that were previously car users. If 40 people on the buses indicate (through a survey) that they previously used their cars to travel to the station, this would indicate that 40 extra spaces have been freed up at the park-and-ride, thus allowing 40 new train users to park there.

It is suggested therefore that the trial be considered completely successful if there are 40 new regular passengers using the four local feeder buses to Paraparaumu station who previously used their cars to travel to the station. (It is intended that the integrated ticket be available for use at all times of the day, although as it is based on the monthly rail ticket, it is expected that it will be used predominantly at peak times)

It is noted that if there are 40 new regular train users, the trial will have paid for itself, making redundant the need to find additional funding.

## **6. Next steps**

The next steps in the introduction of the integrated ticket involve:

- continuing to investigate options for savings from poor performing services
- formalising the agreement with the bus operator

- preparing a publicity plan for the introduction of the trial.

## **7. Communication**

No external communications are required at this stage.

## **8. Recommendations**

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Agrees that trial should target 1 September 2008 as a start date.***
4. ***Agrees that trial will be considered to be completely successful if there are 40 new passengers using the feeder buses who previously used their cars to travel to the station.***

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