



Report 08.881
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Committee Transport & Access Committee
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Kapiti Plus

1. Purpose

To evaluate the trial of the “Kapiti Plus” scheme operating in Paraparaumu.

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

The Kapiti Plus scheme was approved on a trial basis by this Committee at its 26 March 2008 meeting (**Report 08.158**). The scheme enables those Paraparaumu and Raumati train passengers with a monthly or quarterly train ticket to Wellington to use the buses to and from the Paraparaumu train station at no cost.

The aim of the scheme is to free up spaces in the Paraparaumu station car-park by encouraging train passengers to use the bus to get to the station rather than their cars. This would enable other people to have access to the car-park, thus increasing overall train patronage.

The scheme also provides an opportunity to trial an integrated fare – all Paraparaumu buses operate in zone 9, which is the same zone as the Paraparaumu train station. At the moment train users travelling by bus to the Paraparaumu station pay a 1 zone fare on the bus, and then a 9 zone fare on the train i.e. they pay for 10 zones. A true integrated fare for this bus/train journey, based on the Council zone system, should be 9 zones.

The cost of the trial (the Council is meeting the revenue lost by the bus company from those passengers who previously paid for their ride on the bus) was estimated at about \$8,000 per month. This cost was to be funded through reductions in poor performing bus services. The process of identifying and

reducing these services is currently being undertaken as part of the review of Kapiti bus services (reported elsewhere in this agenda).

Trial evaluation criteria were discussed by this Committee at its 7 May 2008 meeting (**Report 08.277**). The Committee noted that the scheme would be self-funding if sufficient new passengers were attracted to the trains. It was estimated that 40 new users were needed to fully fund the trial. Thus the Committee passed the following resolution:

“Agrees that the trial will aim to result in 40 new passengers using the feeder buses who previously used their cars to travel to the station”

The scheme began on 1 September 2008 for a four month trial.

4. Comment

4.1 Usage and costs to date

The number of trips made on the scheme in the first two months of the trial is set out below:

Month	Trips	Cost
September	5,884	\$4,707
October	5,200	\$4,678

Information has been requested from Tranz Metro regarding the number of train monthly and quarterly ticket sales. This information is still awaited. It is noted however that overall peak-hour patronage on the Paraparaumu train line increased by 19% in September (compared to September the previous year), and patronage on the peak-hour Paraparaumu buses increased by 32%.

4.2 Survey

A survey of bus users was undertaken in mid-November in an attempt to identify any new bus users who had previously used their cars to get to the train station.

The results of the survey are not available at the time of writing this report, but will be available for the Committee meeting. This information is critical to the decision regarding the continuation of the scheme.

4.3 Next steps

The trial ends at the end of December. Options for the future include:

- continuing the trial a little longer (if it is considered that more time is needed to evaluate its success or to resolve operator/funding issues);
- ending the trial (if it is considered it is unsuccessful); or

- making the scheme permanent (if the trial is considered to be successful. In this case consideration might be given to extending it to other areas, although that decision can be made later).

No recommendation is made regarding the future of the scheme in this paper, as the results of the survey are needed for that decision – but the survey information and a recommendation will be provided at the Committee meeting.

Some discussion with the bus operator will be required before any decision regarding the future can be implemented (particularly if that decision is to continue with the scheme). And funding issues will also need to be addressed if the scheme is to continue. If the survey results are promising, it is likely that a recommendation will be made to continue the scheme on a temporary basis until suitable resolution of operator and funding issues. Once those matters are resolved, the scheme could then become permanent.

5. Communication

The decision of the Committee will need to be communicated to users of the scheme, and the operators.

6. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees to decide on the future of the Kapiti Plus scheme.*

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