

14 July 2022  
Future Fares Review 2022  
Greater Wellington Regional Council  
100 Cuba Street,  
Te Aro  
PO Box 11646,  
Wellington 6011  
[futurefares@gw.govt.nz](mailto:futurefares@gw.govt.nz)

Dear Sir / Madam

Kapiti Coast District Council welcomes the opportunity to submit on the Future Fares Review 2022, please see our comments below.

#### General

Council supports many of the proposals in the Fares Review 2022 since it has been advocating for reduced fares, particularly for the transport disadvantaged, and for measures to encourage mode shift and address climate change for some time.

The Kapiti Coast District Council in its Sustainable Transport Strategy, Growth Strategy and Housing Needs Assessment has identified a number of challenges that need to be addressed including reliance on the private car, demographics and demographic change, climate change, depredation, transport poverty and affordability.

Transport makes up 57% of carbon dioxide emissions in Kāpiti, as our population grows so to will those in transport poverty. Without intervention and mode shift traffic congestion will increase over time.

Transport and the ability to move around easily has a significant impact on our daily lives, and travel patterns and opportunities are influenced by health, age and affordability. Therefore, Council supports initiatives to improve access to cultural, social, economic and physical well-being opportunities.

The Kapiti Coast District Council Sustainable Transport Strategy contains a number of focus areas including better connectivity and delivering mode choice, addressing climate change and affordability that will be supported by the outcomes sought in this fares review.

We note that the proposals need to be balanced against service viability and funding, and we would be very pleased to support Greater Wellington Regional Council to advocate for

increased central government funding to encourage mode shift and measures to address climate change.

To support these changes and the move from paper to electronic tickets Council also seeks that access to outlets supporting the purchasing and loading of electronic tickets should be increased, particularly for the transport disadvantaged, students and those with limited ability to access mobile application based options.

The following sections of this submission provide more specific feedback on the proposals in the Future Fares Review 2022.

Q1: Please give us your comments on Greater Wellington's adoption of the Government's Community Services Card half-price fares initiative.

Council supports this initiative and has been advocating for reduced fares for the transport disadvantaged for some time. We recognise that greater accessibility, by way of price, proximity and frequency of public transport, has intersectional benefits and would support those burdened by social inequities currently.

We believe that this could be taken further, and that regional and territorial authorities should be continuing to advocate to central government to provide free fares for Community Service Card holders.

Council has recently endorsed the Free Fares Campaign, and the Local Government New Zealand remit to call on central government to fully and permanently fund free public transport for students, community service card holders, under 25's, and total mobility card holders and their support people.

Q2: Metlink should increase the off-peak travel discount from 25 to 35 percent to encourage greater off-peak usage.

Council agrees with proposals to increase off peak travel discount. In addition to better affordability, this has the ability to improve access and support mode shift. We see this as having benefits for people and the planet

However, whilst it is acknowledged that the level of discount needs to be balanced against the viability of the services and funding, we wonder whether a shift from 25% to 35% is sufficient to support increased usage. As an example, the cost saving on a \$10 ticket would be \$1 and may not be sufficient to encourage a switch to public transport usage. With transport making up over 50% of our emissions profile in Kāpiti, it's crucial that we continue advocating for greater incentives around public transport use. Any reduction in price is likely to support this.

Council advocates for a higher level of discount on off peak services and would support Greater Wellington Regional Council in calling for additional funding from Central Government to provide for this.

Q3: Metlink should introduce cumulative off-peak discounts for all concession holders

Council agrees with the proposal to introduce off peak travel discounts for the reasons outlined above.

However, there appears to be some inequity between concession holders, where Community Service Card holders benefit from a higher level of discount than tertiary students (25%) for on peak travel, when arguably these groups could be equally transport disadvantaged.



Council considers that at the very least a 50% discount should be applied to all concession holders in addition to the cumulative off-peak discounts.

Additionally, as noted in our response to question 1, Council has recently endorsed the Free Fares Campaign, and the Local Government New Zealand remit to call on central government to fully and permanently fund free public transport for students, community service card holders, under 25s, and total mobility card holders and their support people.

Q4: Metlink should introduce a policy that allows children to travel free on weekends when accompanied by their parent or guardian.

Council agrees with the proposal for free travel for school aged children on the weekend, but it is unclear why they would need to be accompanied by a fare paying adult. Many children, particularly those in the 15 / 16-year-old age bracket, may be encouraged to use public transport rather than relying on lifts in private vehicles if it was free without being joined by a fare paying adult. This would support mode shift and more sustainable travel patterns from an early age.

As noted in our responses to questions one and three, Council has recently endorsed the Free Fares Campaign, and the Local Government New Zealand remit to call on central government to fully and permanently fund free public transport for students, community service card holders, under 25s, and total mobility card holders and their support people.

Q5: Metlink should consider including a fare capping discount of 35 percent on a daily and weekly basis.

Council agrees with the concept of fare capping. However, using a calendar week to apply a discount may not provide flexibility, particularly for shift workers who do not work a standard week, or those do not travel every day.

It is also unclear how this level of discount compares to existing and other discounted ten trip and monthly tickets and if ten trip and monthly tickets would continue to be available under this fares review. It appears that the introduction of longer-term discount will be conditional on funding and could be gradually introduced over time.

Council is concerned people that currently buy ten trip and monthly tickets should not be disadvantaged by these new proposals.

Q6: Metlink should consider introducing new targeted fares products for group, visitor, family and event travel across the region.

Council agrees with targeted fare products for group, visitor, family and event travel.

However, the level of support on this may depend on the detail and how this compares to existing products in terms of level of discount.

The threshold that is applied to group and family travel will also impact on take up and it is suggested that options are consulted upon once these are available. The definition of family may also be relevant, for example, if this is mum, dad and one or two children on a weekend then the family product would need to be cheaper than that for two full fare paying adults. This is since the outcome of this fares review could mean free child travel per fare paying adult on weekends anyway.

Any events fare products should also apply to events across the region, and it would be useful to consult with Local Authorities involved in supporting major events to ensure that these are all captured, for example the Kapiti Womens Triathlon and Kapiti Food Fair.

Q7: Metlink should consider introducing a distance-based Integrated Fare Structure

In principle Council agrees with a distance based Integrated Fare Structure. This has the potential to encourage mode shift as it makes end to end journeys more seamless.

However, as with other comments, our level of support may depend on the detail and how this compares to other products in terms of level of discount. The changes should not result in a more expensive journey than is currently experienced, as an example the Kapiti Combo monthly plus rail ticket includes bus between zone 4 and the outermost zone listed on the ticket.

We also note that supporting mode shift will also depend on the integration of the physical services, time, and the efficiency of transfer between modes since many people will determine mode choice based on time as well as cost. The Kapiti Coast Sustainable Transport Strategy recognises that better connectivity between modes is needed to support mode shift and in turn, reduce our district's emissions.

Thank you for considering our comments.

Yours sincerely



Gary Simpson  
**ACTING CHIEF EXECUTIVE**