

BETTER METLINK FARES



WE WANT YOUR VIEWS

We're looking to change some of our fares, as well as increase fares across the board. Before we do that, however, we want to hear what you have to say.

But first some background to the changes we're considering. Public transport is in a period of transformation. The rail network already has a new operator and a new electric fleet. Soon the region will get new bus operators, a new bus fleet and a new network in Wellington city. Snapper will also become the smartcard for use on all buses in the region.

These measures are part of our vision to get more people using public transport and to ensure Wellington's public transport network remains the best in New Zealand. Getting people out of cars and on to public transport will also help to reduce emissions as part of our commitment to address climate change.

The new bus fleet, new network in Wellington city and extension of Snapper will happen from July 2018, and are a prelude to another significant change in the next few years: a single ticketing system for all travel on public transport in the region, whether by bus, train or ferry.

To make all this happen, we need to start simplifying the fares we offer (we've got several hundred at present) and we need to begin applying those we keep in a more consistent way. We want to introduce a 25 per cent off-peak discount for adult bus and rail customers. We also want to change the concessions policy in our Wellington Regional Public Transport Plan 2014 to improve accessibility to public transport for blind and disabled customers and to provide more affordable travel options on public transport for tertiary students.

That's the basis for many of the proposals in this consultation document.



Please take the time to read this document, and then let us know your thoughts.

At the back, you'll find out where you can get more information and how to make a submission.

If you have questions about the changes, you can come to one of the information meetings we'll be holding around the region. Details will be posted on our website www.gw.govt.nz/have-your-say.

We will need your feedback by 4pm on Monday 18 September 2017.



KEY CHANGES AT A GLANCE



General **3%** fare increase

25% discount for full-time tertiary students

25% discount for blind or disabled customers

50% discount for all school children

25% premium for all cash fares



25% off-peak discount

Free bus connections to trains when using a rail monthly pass

Move Porirua zone boundary north

Metlink Explorer day pass, replacing other day passes

Discontinue school term passes



Align ferry fares with wider fare structure



Discontinue return rail event tickets

Allocate Ngauranga Station to zone 3



Free bus transfers

Discontinue 30-day bus passes

PATRONAGE AND FUNDING IMPLICATIONS

We expect a 4 per cent increase in passenger trips within months of all the changes taking effect. This will boost annual trip numbers by 1.5 million, from 38 million to 39.5 million. We expect the 25 per cent off-peak discount to account for two-thirds of that increase, or 1 million trips – and also to have the biggest cost (\$3.1 million a year).

The combined cost of concessions and fare product changes will be around \$7.5 million. We expect the 3 per cent fare increase – the first since 2013 – to recoup \$2.5 million. The remaining costs would need to be funded from regional rates and a subsidy from the NZ Transport Agency. We expect this to keep fare revenue within our 55-60 per cent target range for funding of public transport.

The amount of the funding shortfall and impact on “farebox recovery” also depends on changes in public transport costs. These changes and any other changes in fare revenue will be considered as part of the next long term plan and may require further increases in fares.

We’ve calculated that about half of all passengers will face a fare increase – mainly adults using Snapper or 10-trip or monthly rail passes. A quarter of passengers will experience no change and another quarter will enjoy a fare decrease.

TIMING

Once Council approves the changes later in the year, we propose introducing them in July 2018 – at the same time as Wellington city’s new bus network becomes operative and Snapper is extended to all buses in the region.

VARIATION TO THE WELLINGTON REGIONAL PUBLIC TRANSPORT PLAN 2014

The Wellington Regional Public Transport Plan 2014 provides the vision for public transport and sets out what we propose to do to achieve the Plan’s goal of *growing patronage by continually improving the Metlink public transport network*.

For fares and ticketing, the Plan’s vision is about delivering an integrated fares and ticketing system that attracts and retains customers. We hope to have this integrated system in a few years’ time - people will be able to use a single smartcard for all their public transport travel, regardless of the services and modes they need to use for their journeys. Integrated fares will mean a simpler set of fare products with no additional costs (or transfer penalties) for journeys requiring more than one service or mode.

The majority of changes proposed in this document are signalled in the plan. One notable exception is the concession for full-time tertiary students, the disabled and the blind. This change will require a variation to the plan covering:

- A new concession fares policy
- A new policy to encourage off-peak travel, greater use of public transport and greater use of electronic ticketing.

A copy of the proposed variation to the plan and further information on policy changes are available at www.gw.govt.nz/have-your-say.



PROPOSED FARE CHANGES

The changes set out below are a significant step towards achieving our vision to deliver an integrated fares and ticketing system that attracts and retains customers.



General **3%** fare increase

Description

We propose increasing fares by 3 per cent from July 2018. The increase will be the first since 2013.

Reason

We need the extra revenue to help cover the cost of other fare changes, and also to ensure fare revenue contributes sufficiently to the cost of operating public transport (55-60 per cent).

Customer impact

The effect of other parts of the fare package, such as off-peak fares, free transfers and tertiary student discounts, will largely confine the increase to adults using Snapper or 10-trip or monthly rail passes.

The size of any increase will depend on the extent of individual travel. For bus, 1-zone travel using an adult Snapper card will increase by 5 cents, while 6-zone travel using Snapper will increase by 19 cents. For rail, an adult 6-zone monthly pass will increase by \$5.70, and an adult 14-zone monthly pass will increase by \$12.90.



Patronage impact: -0.8%



Revenue impact: +\$2.3 million



Free bus transfers

Description

This will apply to customers who use Snapper and tag on within 30 minutes of tagging off their previous bus. Customers must resume their journey in the same zone where they tagged off their earlier bus.

Reason

To make journeys a more seamless and affordable experience for customers; and because network changes coming in July next year will require more customers to make transfers. (Currently, this applies only on selected services in the Hutt Valley.)

Free transfers will eventually be available between all services, including between bus and rail, but this won't be possible until we modernise the rail ticketing system.

Customer impact

There will be more flexibility and freedom for all customers, cheaper fares for some customers, but a slightly higher fare for a small number of customers in Wellington city who use the three-zone maximum fare (routes where such fares apply will change as part of Wellington bus network changes). The three-zone maximum fare will not be available under the new Wellington city bus network.



Patronage impact: +0.4%



Revenue impact: -\$2.4 million



25% off-peak discount

Description

This discount will apply to adults using Snapper or 10-trip rail passes. Off-peak fares apply between 9am and 3pm and after 6.30pm weekdays and all day weekends and public holidays (the same periods defined by the Government for SuperGold hours).

For bus customers, off-peak fares will apply automatically. For rail customers, a new 10-trip ticket will be available specifically for use in off-peak periods only. Regular 10-trip tickets will be valid for use at all times.

The off-peak discount will not apply to child or other discounted fares, to ferries or to after-midnight services.

Reason

More off-peak travel will help us manage demand in peak periods and also encourage people who do not have to travel at busy times to schedule their trips when we have more capacity on buses and trains.

Customer impact

Bus customers will need to buy a Snapper card if they don't have one already. The off-peak rail ticket will give users more flexibility than existing off-peak tickets because it will apply to all five rail lines in the region. (Currently, customers must buy different off-peak tickets for each line.) Standard off-peak times will apply. (They currently vary from line to line.) Existing off-peak rail tickets will be discontinued.



Patronage impact: +2.6%



Revenue impact: -\$3.1 million



25% discount for full-time tertiary students

Description

This discount will be available to full-time tertiary students using Snapper or a new 10-trip concession rail ticket. It will be valid at all times and will apply to adult fares. The discount is 25 per cent off the adult Snapper fare (equal to a 50 per cent discount on cash).

Students will have to register for the concession. Their Snapper card will then automatically apply the discount. Students travelling by train will get a new 10-trip concession ticket. We will work with tertiary institutions and the rail operator Transdev to work out the best way to register Snapper cards and administer 10-trip concession tickets.

A tertiary discount is currently available on ferries. We propose to reduce that discount to align it with discounts on buses and trains. (See ferry fares below.)



Reason

The tertiary discount aims to provide more affordable access to public transport for students. This was proposed following engagement with the public on the 2017/18 Annual Plan (recently adopted) and feedback supporting the introduction of a tertiary discount. Support for a tertiary concession was based on:

- Preference to having a similar approach to other regions with student populations (Wellington being the only region not offering a region-wide tertiary discount)
- Commentary that students would not gain much benefit from off-peak fares as they have no control over lecture times which often require peak travel
- Changing patterns of travel and growing affordability issues (particularly with increasing housing costs in Wellington City) resulting in more students living at home and in locations far from the place of study.

Customer impact

Students will save on travel with a saving of 25 per cent with a Snapper or 10-trip ticket (equivalent to a 50 per cent discount on cash).



Patronage impact: +0.2%



Revenue impact: -\$0.7 million



25% discount for blind or disabled customers

Description

Like the tertiary student discount, this will be valid at all times. Customers must be blind or permanently disabled. They must also use Snapper or a new rail 10-trip concession ticket. The discount is 25 per cent off the adult Snapper fare (equal to a 50 per cent discount on cash). Carers who must accompany such customers will also receive the discount.

Blind and disabled customers will have to register for the concession. We propose using existing registration processes, such as the Total Mobility scheme (which includes IHC) and membership eligibility for the Blind Foundation. Their Snapper card will then automatically apply the discount. If travelling by train, the customer can buy a new 10-trip concession ticket after registering. We are working on the best way to register Snapper cards and administer 10-trip concession tickets.

Reason

Current discounts for blind, IHC and certain disabled customers are complicated and inconsistent. The change will remedy this. It will also fit with our new concessions policy and its focus on improving affordability for those most dependent on public transport.

Customer impact

Most blind and disabled customers will enjoy cheaper travel. The cost of travel will increase for a small number of blind and disabled customers who currently get a 50 per cent discount.



Patronage impact: Minimal



Revenue impact: -\$0.1 million



50% discount for all school children

Description

All school children will receive this discount, whether using a child Snapper or paying cash. The change will reduce fares for those travelling shorter distances (1 to 5 zones). Those travelling longer distances (6 to 14 zones) already receive a 50 per cent discount.

Reason

The change simplifies and makes consistent the existing concession. It will also help reduce peak-hour congestion by encouraging parents to send their children by public transport rather than drive them to the school gate.

Customer impact

Most children travel shorter distances (1 to 5 zones) and will enjoy cheaper fares (over 85 per cent). There will be no change for those travelling longer distances other than the general 3 per cent fare increase.



Patronage impact: +1.0%



Revenue impact: -\$0.7 million



25% premium for all cash fares

Description

Our current policy applies a 25 per cent premium when paying with cash (on the Snapper fare). Cash fares are rounded up to the nearest 50 cents. The current policy is not applied to zone 1, so the change will extend the premium to this zone.

Reason

The change will improve consistency and contribute to our new policy of providing more encouragement to pay by electronic means. Cash is less efficient and slows boarding times, especially on busy routes and along the Golden Mile.

Customer impact

Most adult cash fares and the 6-zone child cash fare will increase by 50 cents, mainly as a result of the fare increase. The biggest impact is on the 1-zone fare which will increase from \$2.00 to \$2.50, a 25 per cent increase for customers making a short trip.



Patronage impact: -0.6%



Revenue impact: +\$0.3 million





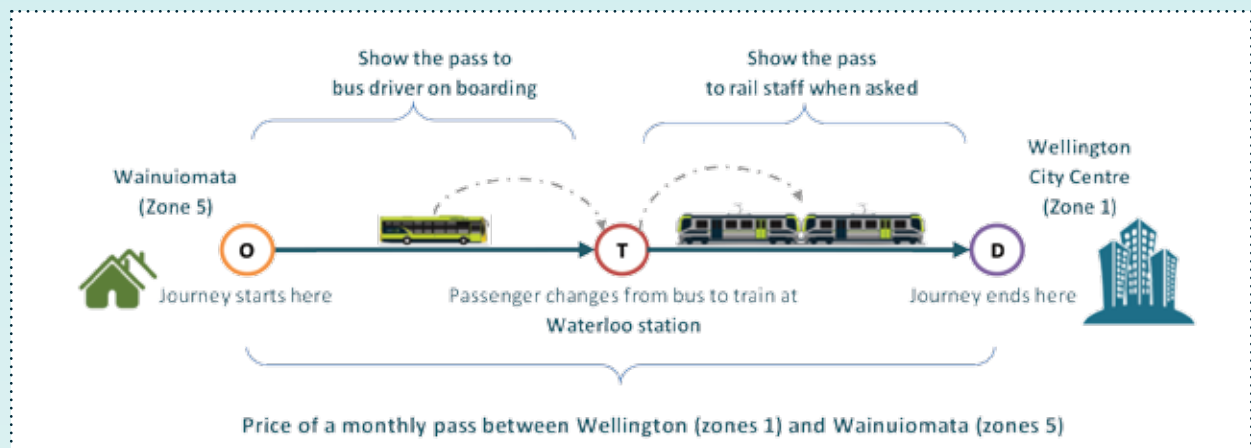
Free bus connections to trains when using a rail monthly pass

Description

We currently offer free bus connections for Kapiti and Wairarapa rail monthly passes for travel to and from Wellington Station. We propose extending this to monthly passes for Porirua, Tawa, Johnsonville and the Hutt Valley.

Monthly pass holders can only use buses within the zones covered by their monthly pass. For example, a customer with a zone 5 monthly pass cannot board a zone 6 bus to reach a zone 5 train station. He or she would need a zone 6 monthly pass. Free connections are not available at the Wellington city end of journeys.

The following diagram illustrates how the pass will work from Wainuiomata. Five zones are travelled, so a zone 5 monthly pass is required, even though the train connection is made in zone 4 at Waterloo.



Reason

We want to provide a consistent regional approach. We also want to encourage more people to bus to their local train station, rather than drive and park. This will also fit with the integrated fare and ticketing system we are developing for the region.

In the future, monthly passes will be replaced by weekly fare caps available on bus, rail and ferry.

Customer impact

This change will reduce fares for customers who purchase a rail monthly pass for travel to and from Wellington Station and use a bus to connect to the train. Free bus connections to trains are already available in Kapiti and Wairarapa so the benefits will be greatest for rail passengers in Porirua, Tawa, Johnsonville and the Hutt Valley.



Patronage impact: +0.9%



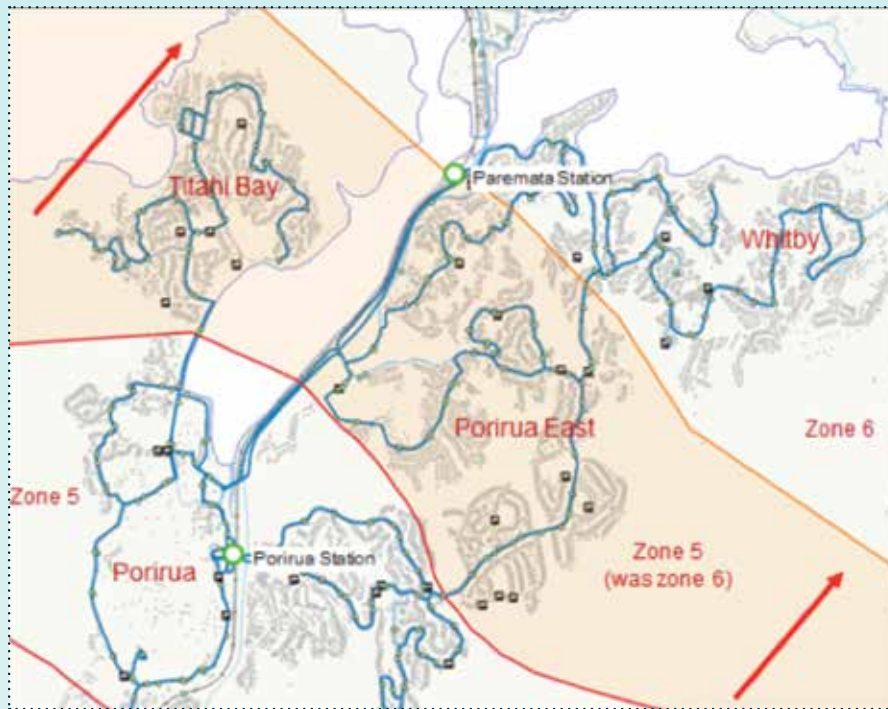
Revenue impact: -\$0.4 million



Move Porirua zone boundary north

Description

We plan to move the Porirua zone boundary northwards so that zone 5 includes Titahi Bay, Waitangirua, Ascot Park and most of Papakowhai. The boundary will pass through Paremata Station (which will be in both zones 5 and 6), north of bus stops at 17 Tirowhanga Road and 51 Omapere Street.



Reason

Currently, many customers making short journeys to Porirua's CBD cross the boundary. Moving it north will allow people in Titahi Bay and Porirua East to travel within their suburb and to also reach the CBD without going into another zone. This change is consistent with the rule that, wherever possible, each zone should encompass an entire locality so residents are not penalised for travelling short distances within that locality.

Customer impact

Travel from Titahi Bay, Waitangirua, Ascot Park and Aotea to Porirua's CBD will be a 1-zone, rather than 2-zone, fare. However, school children travelling from Whitby to schools in Porirua East and Aotea will face a 15 per cent fare increase because they will cross the new boundary.



Patronage impact: +0.2%



Revenue impact: -\$0.4 million





Align ferry fares with wider fare structure

Description:

The ferry provides a premium service between Eastbourne, Seatoun and the city. Ferry fares have smaller subsidies and are set differently from rail and bus. Fares will continue to reflect this premium service but we propose adjusting them to align with our wider fare structure.

We will work with the ferry operator to develop the final package of fares following consultation on these changes.

Reason

Fares for the ferry service between Eastbourne and the city are currently set in isolation from other fares. Creating more consistency will help prepare the way for an integrated ticketing system.

Customer impact

Adult monthly passes will stay the same, but adult 10-trip fares will increase by about 3 per cent as a result of the general fare increase. Adult return fares will rise by 9 per cent, and family return fares by 8 per cent.

Child fares will be changed to be consistent with the proposed 50 per cent discount for school children. Child 10-trip fares to Seatoun will reduce by 33 per cent, but fares to Days Bay will increase by 22 per cent. There is no change to child cash fares. Children under five will travel for free (currently three and under only).

Tertiary students paying cash for one-way or return tickets will no longer get a concession, but will have to pay adult prices. Tertiary monthly passes will be discontinued. Tertiary 10-trip fares will increase by about 12 per cent.

These changes will be delivered in partnership with the ferry operator.



Metlink Explorer day pass, replacing other day passes

Description

A new Metlink Explorer day pass will replace all other day passes. It will allow unlimited travel on all buses and trains, starting at 9am on weekdays and all day on weekends and public holidays. The pass will allow one child to travel free.

The cost of the day pass will depend on where you are travelling. It will cost \$10 for unlimited travel within zones 1 to 3; \$15 for unlimited travel within zones 1 to 7; \$20 for unlimited travel within zones 1 to 10; and \$25 for unlimited travel within zones 1 to 14.

Reason

The change will consolidate six day passes, each with different rules, into a single product. It is part of our move to rationalise fares.

Customer impact

Fares will be lower for many customers (particularly if transferring between train and bus), but higher for others, depending on which day pass they use. Existing day passes account for only 2 per cent of total trips. Having four versions of Metlink Explorer will give users more flexibility and convenience than before.

We expect minimal changes to overall patronage and revenue.



Discontinue school term passes

Description

We propose discontinuing school term passes.

Reason

Bus and rail school term passes currently vary in their rules and discounts, and are not available in all parts of the region. Their use is low (less than 1 per cent of all trips in the case of trains), and they are difficult to administer. Discontinuing them will help simplify fares in preparation for new networks and integrated ticketing. Convenient and affordable alternatives are available, especially for bus travel.

Customer impact

Customers who currently use school term passes will need to use other products such as Snapper on bus and the rail 10-trip and monthly pass. Changes to other child fares, including extending the 50 per cent discount to all school children will result in cheaper fares.

For bus, Snapper is already in wide use and provides a convenient and cost effective alternative.

For rail, school children will need to use monthly passes and 10-trip tickets and prices will increase for some. Existing rail school term passes are priced at 2.5 times the child monthly pass for travel to and from school only. While school term passes are convenient for some, the monthly pass and 10-trip tickets will offer more flexible options as they are available for travel on all lines within their valid zones.

We expect minimal changes to overall patronage and revenue.



Discontinue 30-day bus passes

Description

We propose discontinuing 30-day bus passes. Free bus transfers will provide cheaper fares for most passengers.

Reason

Currently, some bus operators offer passes specific to their own routes. The value of these passes is reduced with the new network and extension of Snapper across the bus network, which provides free bus to bus transfers.

Customer impact

The impact will be limited. Free transfers with Snapper will offer a similar-priced alternative for most passengers, without the need for a big, upfront payment.

We expect minimal changes to overall patronage and revenue.





Discontinue return rail event tickets

Description

We propose discontinuing return rail tickets to special events in the city. Instead, customers will be able to use off-peak fares (via a 10-trip ticket), buy a Metlink Explorer day pass for return travel, or buy a single-trip ticket out of Wellington on event days.

Single-trip tickets are available only from barrier staff at the stadium entrance to the Wellington Station platform on event days.

Reason

The return tickets are difficult to administer and on event days are often used for non-event travel. They are cheap for long-distance journeys and expensive for short trips.

Customer impact

We expect the impact to be low because the new off-peak fares and Metlink Explorer day pass will offer a good alternative for many passengers. For example, the new off-peak return fare on rail will cost \$11.10 from Upper Hutt and \$15.40 from Waikanae, compared with \$12 at present. From Johnsonville, the off-peak fare will be \$5.62 compared with \$6 now.

The new Metlink Explorer day pass (with four prices) provides an alternative bus/rail option. A child travels free on the Metlink Explorer day pass.

We expect minimal changes to overall patronage and revenue.



Allocate Ngauranga Station into zone 3

Description

We propose allocating Ngauranga Station to zone 3 to fix a historical anomaly where the station is in zone 1 but adjacent bus stops are in zone 3.

Reason

Adjacent bus stops are in zone 3.

Customer impact

Travel will be more expensive from Wellington Station, but cheaper from the Hutt Valley.

We expect no change to overall patronage and revenue.

FUTURE FARE CHANGES

The changes below are proposed in the future when we move to a single integrated ticketing system across all modes. These future fare changes are not possible without a single integrated ticketing system.



Free transfers

The future fare structure will provide free transfers between all modes. Free transfers between bus, rail and ferry services are not possible without a single integrated ticketing system.



Fare capping to replace period passes

The future fare structure will include day and week fare caps. A fare cap is where the total fare paid for a selected period of travel is capped at a set amount. Fare caps will replace all period passes such as day and monthly passes.



PROPOSED FARE SCHEDULE


The following tables show the proposed new fares. The change compared to existing fares is shown in (brackets).

Standard fares

Proposed Snapper, 10-trip and cash fares

ZONES TRAVELLED	PROPOSED SNAPPER AND 10-TRIP FARES				PROPOSED CASH FARES	
	ADULT	CHILD	OFF-PEAK	CONCESSION	ADULT	CHILD
1	\$1.71 (+3.0%)	\$0.86 (-30.6%)	\$1.28 (-22.9%)	\$1.28 (-22.9%)	\$2.50 (+25.0%)	\$1.50 (0%)
2	\$2.81 (+2.9%)	\$1.41 (-11.3%)	\$2.11 (-22.7%)	\$2.11 (-22.7%)	\$4.00 (+14.3%)	\$2.00 (0%)
3	\$3.74 (+3.0%)	\$1.87 (-1.6%)	\$2.81 (-22.6%)	\$2.81 (-22.6%)	\$5.00 (0%)	\$2.50 (0%)
4	\$4.20 (+2.9%)	\$2.10 (-9.9%)	\$3.15 (-22.8%)	\$3.15 (-22.8%)	\$5.50 (0%)	\$3.00 (0%)
5	\$5.13 (+3.0%)	\$2.57 (-6.5%)	\$3.85 (-22.7%)	\$3.85 (-22.7%)	\$6.50 (0%)	\$3.50 (0%)
6	\$6.52 (+3.0%)	\$3.26 (+2.8%)	\$4.89 (-22.7%)	\$4.89 (-22.7%)	\$8.50 (+6.3%)	\$4.50 (+12.5%)
 7	\$7.40 (+3.1%)	\$3.70 (+1.6%)	\$5.55 (-22.7%)	\$5.55 (-22.7%)	\$9.50 (+5.6%)	\$5.00 (0%)
 8	\$8.27 (+3.0%)	\$4.14 (+1.5%)	\$6.20 (-22.8%)	\$6.20 (-22.8%)	\$10.50 (0%)	\$5.50 (0%)
9	\$9.33 (+3.0%)	\$4.67 (+3.1%)	\$7.00 (-22.7%)	\$7.00 (-22.7%)	\$12.00 (+4.3%)	\$6.00 (0%)
10	\$10.26 (+3.0%)	\$5.13 (+3.0%)	\$7.70 (-22.7%)	\$7.70 (-22.7%)	\$13.00 (+4.0%)	\$6.50 (0%)
11	\$11.74 (+3.0%)	\$5.87 (+2.1%)	\$8.81 (-22.7%)	\$8.81 (-22.7%)	\$15.00 (+3.4%)	\$7.50 (0%)
12	\$12.62 (+3.0%)	\$6.31 (+2.6%)	\$9.47 (-22.7%)	\$9.47 (-22.7%)	\$16.00 (+3.2%)	\$8.00 (0%)
13	\$13.92 (+3.0%)	\$6.96 (+3.1%)	\$10.44 (-22.7%)	\$10.44 (-22.7%)	\$17.50 (+2.9%)	\$9.00 (0%)
14	\$14.83 (+3.0%)	\$7.42 (+3.1%)	\$11.12 (-22.8%)	\$11.12 (-22.8%)	\$19.00 (+5.6%)	\$9.50 (0%)
 Days Bay	\$9.00 (+3.4%)	\$4.50 (+21.6%)	NA	\$6.80 (+11.5%)	\$12.00 (+9.1%)	\$6.00 (0%)
Seatoun	\$7.20 (+1.4%)	\$3.60 (-33.3%)	NA	\$5.40 (0%)	\$12.00 (+9.1%)	\$6.00 (0%)

Proposed period passes

ZONES TRAVELLED	PROPOSED MONTHLY PASS FARES		PROPOSED DAY PASS FARES	
	ADULT	CHILD		
	1	\$51.30 (+3.0%)	\$25.80 (-30.6%)	\$10.00 (NEW)
	2	\$84.30 (+2.9%)	\$42.30 (-11.3%)	\$10.00 (NEW)
	3	\$112.20 (+3.0%)	\$56.10 (-1.6%)	\$10.00 (NEW)
	4	\$126.00 (+2.9%)	\$63.00 (-9.9%)	\$15.00 (NEW)
	5	\$153.90 (+3.0%)	\$77.10 (-6.5%)	\$15.00 (NEW)
	6	\$195.60 (+3.0%)	\$97.80 (+2.8%)	\$15.00 (NEW)
	7	\$222.00 (+3.1%)	\$111.00 (+1.6%)	\$15.00 (NEW)
	8	\$248.10 (+3.0%)	\$124.20 (+1.5%)	\$20.00 (NEW)
	9	\$279.90 (+3.0%)	\$140.10 (+3.1%)	\$20.00 (NEW)
	10	\$307.80 (+3.0%)	\$153.90 (+3.0%)	\$20.00 (NEW)
	11	\$352.20 (+3.0%)	\$176.10 (+2.1%)	\$25.00 (NEW)
	12	\$378.60 (+3.0%)	\$189.30 (+2.6%)	\$25.00 (NEW)
	13	\$417.60 (+3.0%)	\$208.80 (+3.1%)	\$25.00 (NEW)
	14	\$444.90 (+3.0%)	\$222.60 (+3.1%)	\$25.00 (NEW)
	Days Bay	\$270.00 (0%)	\$135.00 (-50.0%)	NA
	Seatoun	\$270.00 (0%)	\$135.00 (-50.0%)	NA



Special fares

Proposed After Midnight fares

FARE PRODUCT	CURRENT	PROPOSED	% CHANGE
After Midnight N1, N2, N3 and N4 (Wellington)	\$6.50	\$7.00	+7.7%
After Midnight N5 (Wellington – Newlands)	\$6.50	\$7.00	+7.7%
After Midnight N6 (Within Tawa/Porirua)	\$6.50	\$7.00	+7.7%
After Midnight N6 (Wellington –Tawa/Porirua)	\$13.00	\$14.00	+7.7%
After Midnight N8, N22, N66, N88 (Within Hutt Valley)	\$6.50	\$7.00	+7.7%
After Midnight N8, N22, N66, N88 (Wellington – Hutt Valley)	\$13.00	\$14.00	+7.7%

Proposed rail event tickets

FARE PRODUCT	CURRENT	PROPOSED	% CHANGE
Wellington Event Ticket – Hutt/Kapiti Adult Single	\$6.00	\$8.00	+33.3%
Wellington Event Ticket – Hutt/Kapiti Child Single (half adult fare)	\$3.00	\$4.00	+33.3%
Wellington Event Ticket – Johnsonville Adult Single	\$4.00	\$4.00	–
Wellington Event Ticket – Johnsonville Child Single (half adult fare)	\$2.00	\$2.00	–



Proposed Harbour ferry return fares

FARE PRODUCT	CURRENT	NEW	% CHANGE
Adult return	\$22.00	\$24.00	+9.4%
Child return	\$12.00	\$12.00	–
Family return	\$61.00	\$66.00	+8.2%
Matiu Somes (Commercial) – Adult return	\$23.00	\$25.00	+8.7%
Matiu Somes (Commercial) – Child return	\$12.00	\$13.00	+8.3%
Matiu Somes (Commercial) – Family return	\$67.00	\$68.00	+1.5%
Harbour Explorer Excursion (Commercial) – Adult return	\$22.00	\$24.00	+9.1%
Harbour Explorer Excursion (Commercial) – Child return	\$12.00	\$12.00	+0.0%


Proposed Otaihanga and Paekakariki shopper services

FARE PRODUCT	CURRENT	PROPOSED	% CHANGE
Paekakariki – Paekakariki station	\$2.00	\$2.50	+25.0%
 Otaihanga – Paraparaumu	\$3.00	\$3.50	+16.7%
Leinster Ave – Paraparaumu	\$3.00	\$3.50	+16.7%
Paekakariki – Paraparaumu	\$4.50	\$5.00	+11.1%

Proposed Kapiti combo tickets

FARE PRODUCT	CURRENT	PROPOSED	% CHANGE
 Waikanae bus/train combo – 2 zones	\$7.00	\$7.00	0%
 Otaki bus/train combo – 5 zones	\$12.00	\$12.00	0%

Proposed Wairarapa Connection minimum fare

FARE PRODUCT	CURRENT	PROPOSED	% CHANGE
Minimum fare – 8 zones	Varies	Varies	0%
 Surcharge on peak outbound services for 4-6 zone monthly passes	\$5.00	\$5.00	0%
Surcharge on peak outbound services for 7 zone monthly passes	\$1.00	\$1.00	0%





SUBMISSION FORM

Either complete this form and send it to the address below, or make an online submission at www.gw.govt.nz/have-your-say.

If you have questions about the changes, you can come to one of our information meetings. A public hearing is proposed to be held in October. Watch our website for details.

The deadline for submissions is 4pm, 18 September 2017.

Public transport fare changes
Freepost 3156, GWRC
PO Box 11646, Manners Street
Wellington 6142

QUESTIONS

1. Overall, do you support the proposed fare changes?

a. If yes, what do you like best?

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b. If no, why and what would you change?

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2. Do you support a discount for full-time tertiary students?

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3. Do you support a discount for the blind and disabled?

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4. Do you support a new policy to encourage more frequent use of public transport, more off-peak travel and greater use of electronic ticketing?

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5. Do you support funding the proposed changes through a combination of fare increases, regional rates and NZ Transport Agency subsidies? If no, how do you propose the changes are funded?

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6. Do you support the proposed 3% general fare increase to help offset the cost of the proposed changes? If no, what level of fare increase would you support?

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7. Do you have any other comments?

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8. Do you want to speak to your submission at a public hearing proposed for October?

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Please provide contact details if you want to speak at the public hearing, or if you want to be kept updated on developments.

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