Purpose

- Regional Fare Review Project
- Regional Public Transport Plan Review – Strategic Case Development
Fare Review

Why?

• Agreed action in PT Plan
• Preparation for a new ticketing system
• Make PT better
Fare Review

How?

- Define review objectives (completed)
- Review of existing system (completed)
- Develop improvements with stakeholders (underway)
- Update PT Plan (to do)
- Implement changes (to do 2018)
Fare Review

Scope:

• Region wide
• All fare system components
  • Structure - how fares are calculated (zone, flat or distance)
  • Ticketing products - how fares are paid
  • Fare levels – how much is paid
  • Concessions – discounts for user groups
Fare Review

$20m

Total Cost

Fare system determines who pays & how much
Fare Review

Total Cost

$20m

Funded By

Passengers
$6m

Public Subsidy
$14m
Fare Review

Total Cost

$20m

Funded By

Passengers
$6m

Public Subsidy
$14m

Subsidy Split

NZTA $7.1m
51%

Local Share
$6.9m 49%
Fare Review

Total Cost

$20m

Subsidy Split

Passengers $6m

NZTA $7.1m

Local Share $6.9m

Who pays

individuals

road users

community
Fare Review

Now

Passengers
$6m

Public Subsidy
$14m
Fare Review

Now

- Passengers: $6m
- Public Subsidy: $14m

Increase Fares

- Passengers
- Public Subsidy

Passengers $6m
Public Subsidy $14m
Fare Review

- **Now**
  - Passengers: $6m
  - Public Subsidy: $14m

- **Increase Fares**
  - Passengers

- **Decrease Fares**
  - Passengers
  - Public Subsidy
Fare Review

Objective

To ensure the system is:

- Simple for customers and simple to administer
- Reflective of the costs of running the service
- Affordable for funders and users
- Supports increased use of public transport
## Fare Review

<table>
<thead>
<tr>
<th>Objectives</th>
<th>City Services</th>
<th>Satellite Services</th>
<th>Regional Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Simple for customers and simple to administer</td>
<td>Flat fare system is simple for passengers to understand and to simple administer.</td>
<td>Fares differ by route and distance, increasing complexity for users and administrators.</td>
<td>Regional services utilise a combination of flat fares and distance based fares, which creates some complexity for users and administrators.</td>
</tr>
<tr>
<td>Reflective of the costs of running the service</td>
<td>Flat fares do not reflect the higher costs of travelling longer distances.</td>
<td>Fares are based on distance travelled but vary between services.</td>
<td>Fares are based on distance travelled but vary between services.</td>
</tr>
<tr>
<td>Affordable for users</td>
<td>Fare levels are slightly higher than the NZ average for short journeys but lower for longer journeys. Fares are generally a cheaper alternative to travel by private car, except over short distances (taking into account the purchase price and parking costs).</td>
<td>Hamilton to Huntly/Pukekohe - fare levels are generally lower than NZ average and are significantly cheaper than travel by private car.</td>
<td>Hamilton to Cambridge/Te Awamutu - fares are significantly higher than the NZ average and are largely equivalent to private car costs.</td>
</tr>
<tr>
<td>Affordable for funders</td>
<td>Current farebox recovery 34%</td>
<td>Current farebox recovery 45%</td>
<td>Current farebox recovery 15%</td>
</tr>
<tr>
<td>Supports increased use of PT</td>
<td></td>
<td></td>
<td>TBD</td>
</tr>
</tbody>
</table>
Fare Review
Fare Review

Recommendations

• Introduce zonal fare structure
• Free transfers on all services
• Simplify ticketing products & standardise smartcard / concession discounts
• Amend concession policy

Seeking Direction

• New fare concession options
• Fare capping
Fare Review

Implement a zonal structure

Design principles

• Fare zones should, where possible, include whole communities within a single fare zone
• Fare zones should ensure that similar fares are charged for similar distances travelled
• Fare boundaries should generally be located between stops rather than at stops to avoid confusion
Implement a zonal structure

<table>
<thead>
<tr>
<th>Zones Travelled</th>
<th>Single Trip Fares</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Smartcard</td>
</tr>
<tr>
<td></td>
<td>Standard</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>City Zone</td>
<td>$2.40</td>
</tr>
<tr>
<td>1 zone (outside of city)</td>
<td>$1.80</td>
</tr>
<tr>
<td>2 zones</td>
<td>$2.90</td>
</tr>
<tr>
<td>3 zones</td>
<td>$4.00</td>
</tr>
<tr>
<td>4 zones</td>
<td>$5.60</td>
</tr>
<tr>
<td>5 zones</td>
<td>$7.80</td>
</tr>
<tr>
<td>6 zones</td>
<td>$10.00</td>
</tr>
<tr>
<td>7 zones</td>
<td>$12.20</td>
</tr>
<tr>
<td>8 zones</td>
<td>$14.40</td>
</tr>
<tr>
<td>9 zones</td>
<td>$16.60</td>
</tr>
</tbody>
</table>
Fare Review

Implement a zonal structure

Estimated Impacts
- Fare levels
- Patronage
- Fare Revenue & Subsidy

Total Cost

Funded By
- Passengers
- Public Subsidy
## Fare Review

### Zonal Structure – Passenger Fares

<table>
<thead>
<tr>
<th>% change in fares compared to existing fares</th>
<th>% of journeys with increased fares</th>
<th>% of journeys with reduced fares</th>
<th>% of journeys with no change to fares</th>
</tr>
</thead>
<tbody>
<tr>
<td>No change</td>
<td>n/a</td>
<td>n/a</td>
<td>47.9%</td>
</tr>
<tr>
<td>0 - 5%</td>
<td>11.3%</td>
<td>27.3%</td>
<td></td>
</tr>
<tr>
<td>6 - 10%</td>
<td>3.8%</td>
<td>2.0%</td>
<td></td>
</tr>
<tr>
<td>11 - 15%</td>
<td>0.1%</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>16 - 20%</td>
<td>0.4%</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td>21 - 25%</td>
<td>0.7%</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>26 - 30%</td>
<td>0.6%</td>
<td>1.7%</td>
<td></td>
</tr>
<tr>
<td>31 - 35%</td>
<td>0.5%</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>36 - 40%</td>
<td>0.1%</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>41 - 45%</td>
<td>0.9%</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>46 - 50%</td>
<td>0.0%</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>51 - 55%</td>
<td>0.0%</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>56 - 60%</td>
<td>0.1%</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>&gt; 60%</td>
<td>0.3%</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>18.8%</strong></td>
<td><strong>33.3%</strong></td>
<td><strong>47.9%</strong></td>
</tr>
</tbody>
</table>
# Fare Review

## Zonal structure – Patronage Change

### Estimated Impacts on Patronage (excl. SGC, free and transfers)

<table>
<thead>
<tr>
<th>Service Area</th>
<th>Boardings p/a</th>
<th>Difference</th>
<th>Difference %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Base Case</td>
<td>Proposal</td>
<td></td>
</tr>
<tr>
<td>Hamilton West</td>
<td>795,000</td>
<td>793,000</td>
<td>-2,000</td>
</tr>
<tr>
<td>Hamilton East</td>
<td>1,556,000</td>
<td>1,553,000</td>
<td>-3,000</td>
</tr>
<tr>
<td>Huntly, Ngawuawahia Hamilton</td>
<td>231,000</td>
<td>229,000</td>
<td>-2,000</td>
</tr>
<tr>
<td>Paeroa, Te Aroaha, Morrinsville, Hamilton</td>
<td>29,000</td>
<td>28,000</td>
<td>-1,000</td>
</tr>
<tr>
<td>Raglan, Hamilton</td>
<td>57,000</td>
<td>60,000</td>
<td>3,000</td>
</tr>
<tr>
<td>Te Awamutu, Hamilton</td>
<td>58,000</td>
<td>63,000</td>
<td>5,000</td>
</tr>
<tr>
<td>Cambridge, Hamilton</td>
<td>40,000</td>
<td>44,000</td>
<td>4,000</td>
</tr>
<tr>
<td>Taupo</td>
<td>18,000</td>
<td>17,000</td>
<td>-1,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,784,000</strong></td>
<td><strong>2,787,000</strong></td>
<td><strong>3,000</strong></td>
</tr>
</tbody>
</table>
## Fare Review

### Zonal structure – Revenue & Subsidy Change

<table>
<thead>
<tr>
<th>Service Area</th>
<th>Fare Revenue p/a ($)</th>
<th>Base Case</th>
<th>Proposal</th>
<th>Difference</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton West</td>
<td>1,876,000</td>
<td>1,889,000</td>
<td>13,000</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>Hamilton East</td>
<td>3,536,000</td>
<td>3,556,000</td>
<td>20,000</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Huntly, Ngawuawahia Hamilton</td>
<td>632,000</td>
<td>639,000</td>
<td>7,000</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Paeroa, Te Aroaha Morrinsville, Hamilton</td>
<td>105,000</td>
<td>110,000</td>
<td>5,000</td>
<td>4.8%</td>
<td></td>
</tr>
<tr>
<td>Raglan, Hamilton</td>
<td>229,000</td>
<td>214,000</td>
<td>-15,000</td>
<td>-6.6%</td>
<td></td>
</tr>
<tr>
<td>Te Awamutu, Hamilton</td>
<td>269,000</td>
<td>228,000</td>
<td>-41,000</td>
<td>-15.2%</td>
<td></td>
</tr>
<tr>
<td>Cambridge, Hamilton</td>
<td>199,000</td>
<td>162,000</td>
<td>-37,000</td>
<td>-18.6%</td>
<td></td>
</tr>
<tr>
<td>Taupo</td>
<td>33,000</td>
<td>46,000</td>
<td>13,000</td>
<td>39.4%</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6,879,000</strong></td>
<td><strong>6,844,000</strong></td>
<td><strong>-35,000</strong></td>
<td><strong>-0.5%</strong></td>
<td></td>
</tr>
</tbody>
</table>
Fare Review

Implement a zonal structure

**Recommendation sought:**
That the RPTP sub-committee endorse the proposed zonal structure and recommend that it be adopted by the Waikato Regional Council and implemented as part of installation of the new ticketing system
Fare Review

Free Transfers

• All services within region
• Smartcards only
  • Incentive smartcard use
  • Incentivise tag on/off
  • Reduce potential for misuse

Recommendation sought:
That the RPTP sub-committee endorses the proposals to:
I. extend free passengers transfers across all public services within the Waikato region in association with the use of smartcards only,
II. exclude free passenger transfers in association with cash tickets, and;

recommends that the proposals be adopted by the Waikato Regional Council and implemented as part of installation of the new ticketing system.
Fare Review

Rationalise & simplify products

Currently

>30 fare schedules

100’s of fares (pricing points)
## Fare Review

### Rationalise & simplify products

<table>
<thead>
<tr>
<th>Zones Travelled</th>
<th>Single Trip Fares</th>
<th>Multi Trip Products</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cash</td>
<td>Smartcard</td>
</tr>
<tr>
<td></td>
<td>Standard</td>
<td>Child</td>
</tr>
<tr>
<td>City Zone</td>
<td>$3.40</td>
<td>$2.40</td>
</tr>
<tr>
<td>1 zone (outside city)</td>
<td>$2.60</td>
<td>$1.80</td>
</tr>
<tr>
<td>2 zones</td>
<td>$4.10</td>
<td>$2.90</td>
</tr>
<tr>
<td>3 zones</td>
<td>$5.60</td>
<td>$4.00</td>
</tr>
<tr>
<td>4 zones</td>
<td>$7.90</td>
<td>$5.50</td>
</tr>
<tr>
<td>5 zones</td>
<td>$11.00</td>
<td>$7.70</td>
</tr>
<tr>
<td>6 zones</td>
<td>$14.00</td>
<td>$9.80</td>
</tr>
<tr>
<td>7 zones</td>
<td>$17.10</td>
<td>$12.00</td>
</tr>
<tr>
<td>8 zones</td>
<td>$20.20</td>
<td>$14.20</td>
</tr>
<tr>
<td>9 zones</td>
<td>$23.30</td>
<td>$16.30</td>
</tr>
</tbody>
</table>

|                 | Standard Day Pass | Concession Day Pass (includes child) |
|                 | TBD               | TBD                               |
Fare Review

Rationalise & simplify products

Current fare products/ticket types include:

- **Cash**
  - Single trip with free transfer on Hamilton services – pricing variants: Adult / Child
  - Day Explorer – pricing variants: Adult / Child

- **Smartcard**
  - Single trip with transfers on some service – pricing variants: Adult / Child / Senior60+
  - Day Explorer – pricing variants: Adult / Child
  - Return Plus (limited services only) – pricing variants: Adult/Child
Rationalise & simplify products

Current fare products/ticket types include:

- Cash
  - Single trip with free transfer on Hamilton services – pricing variants: Adult / Child
  - Day Explorer – pricing variants: Adult / Child
- Smartcard
  - Single trip with transfers on some service – pricing variants: Adult / Child / Senior60+
  - Day Explorer – pricing variants: Adult / Child
  - Return Plus (limited services only) – pricing variants: Adult/Child

Proposal:

- Cash
  - Single trip **no free transfers** – pricing variants: Standard/Child
- Smartcard
  - Single trip **with free transfers all services** – pricing variants: Standard/Concession
  - Day pass – prepaid (smartcard only) – pricing variants: Single zone / multi zone
Fare Review

Rationalise & simplify products

Proposal:

- **Cash**
  - Single trip *no free transfers* – pricing variants: Standard/Child

- **Smartcard**
  - Single trip *with free transfers all services* – pricing variants: Standard/Concession
  - Day pass – prepaid (smartcard only) – pricing variants: Single zone / multi zone

Standardise

- Set adult smartcard fare as the standard fare
- Standardise cash tickets at a 40% premium to standard smartcard fare
- Standardise discounts for concessions & products at 30% of the standard smartcard fare
Fare Review

Rationalise & simplify products

Proposal:

Recommendation sought:

That the RPTP sub-committee endorses the proposals to:

I. rationalise ticketing products and minimise use of cash

II. set cash fares at a standardised premium of 40% relative to smartcard fares (rounded to the nearest 10 cents) across all routes and services;

III. utilise standard adult smartcard fare as the common reference point for all other fares (cash fare premium and concession discounts)

IV. standardise the discount at 30% off the standard adult smartcard fare for all concession groups and products

recommends that the proposals be adopted by the Waikato Regional Council and implementec part of installation of the new ticketing system.
Fare Review

Amend fare concession policy

Free Travel
- Children under the age of 5
- Supergold Card Holders – free travel off-peak (9am to 3pm and after 6.30pm weekdays and all day weekdays and public holidays).

Discounted Travel
- Child Fares - discount varies depending on service
- Senior 60 plus - 30% discount Hamilton & Taupo only
- 3rd Party funded concessions
Fare Review

Amend fare concession policy

Proposal

- Phase out 60+ concession
  - Current users retain entitlement
  - No new concessions issued
  - partially superseded SGC scheme
  - Low use 0.6% of total patronage

Recommendation sought

That the RPTP sub-committee endorses the proposal to phase out of the 60 plus concession over time being included in the updated RPTP and subject to public consolation.
Fare Review

Potential New ticketing Products – Incentivise Greater Use of PT

Off - Peak Fare  +110,000 p/a  $560,000 p/a
Fare Review

Potential New ticketing Products – Incentivise Greater Use of PT

Off-peak Fare

- +110,000 p/a
- $560,000 p/a
Fare Review

Potential New Concession Options

Youth Concession
5 - 19 years
+16,000 p/a
$80,000 p/a

Tertiary Concession

Low Income Concession

Disability Concession
Fare Review

Potential New Concession Options

Youth Concession
5 - 19 years
+16,000 p/a
$80,000 p/a

Tertiary Concession
+46,000 p/a
$286,000 p/a

Low Income Concession

Disability Concession
Fare Review

Potential New Concession Options

Youth Concession
5 - 19 years
+16,000 p/a
$80,000 p/a

Tertiary Concession
+46,000 p/a
$286,000 p/a

Low Income Concession
+55,000 p/a
$367,000 p/a

Disability Concession
Fare Review

Potential New Concession Options

- **Youth Concession**
  - Age: 5 - 19 years
  - Additional: +16,000 p/a
  - Current: $80,000 p/a

- **Tertiary Concession**
  - Additional: +46,000 p/a
  - Current: $286,000 p/a

- **Low Income Concession**
  - Additional: +55,000 p/a
  - Current: $367,000 p/a

- **Disability Concession**
  - Additional: +108,000 p/a
  - Current: $90,000 p/a
# Fare Review

## Potential New Concession Options

<table>
<thead>
<tr>
<th>Category</th>
<th>Additional Persons</th>
<th>Additional Income</th>
<th>Additional Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Youth Concession 5-19</td>
<td>16,000 p/a</td>
<td>$80,000 p/a</td>
<td></td>
</tr>
<tr>
<td>Tertiary Concession</td>
<td>46,000 p/a</td>
<td>$286,000 p/a</td>
<td></td>
</tr>
<tr>
<td>Low Income Concession</td>
<td>55,000 p/a</td>
<td>$367,000 p/a</td>
<td></td>
</tr>
<tr>
<td>Disability Concession</td>
<td>108,000 p/a</td>
<td>$90,000 p/a</td>
<td></td>
</tr>
</tbody>
</table>
Fare Review

Potential New ticketing Products – Incentivise Greater Use of PT

- Off-peak Fare: +110,000 p/a, $560,000
- Short Distance Fare
- Period Passes
- Fare Capping
Fare Review

Potential New ticketing Products – Incentivise Greater Use of PT

Off - Peak Fare
+110,000 p/a
$560,000

Short Distance Fare
+28,000 p/a
$55,000 p/a

Period Passes

Fare Capping
# Fare Review

## Potential New ticketing Products – Incentivise Greater Use of PT

<table>
<thead>
<tr>
<th>Product</th>
<th>Increment/Change</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off - Peak Fare</td>
<td>+110,000 p/a</td>
<td>$560,000</td>
</tr>
<tr>
<td>Short Distance Fare</td>
<td>+28,000 p/a</td>
<td>$55,000</td>
</tr>
<tr>
<td>Period Passes</td>
<td>+?</td>
<td>$?</td>
</tr>
<tr>
<td>Fare Capping</td>
<td>+?</td>
<td>$?</td>
</tr>
</tbody>
</table>
## Fare Review

Potential New ticketing Products – Incentivise Greater Use of PT

<table>
<thead>
<tr>
<th>Product</th>
<th>Passengers/Year</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off-Peak Fare</td>
<td>+110,000 p/a</td>
<td>$560,000</td>
</tr>
<tr>
<td>Short Distance Fare</td>
<td>+28,000 p/a</td>
<td>$55,000 p/a</td>
</tr>
<tr>
<td>Period Passes</td>
<td>+?</td>
<td>$?</td>
</tr>
<tr>
<td>Fare Capping</td>
<td>+?</td>
<td>$?</td>
</tr>
</tbody>
</table>
Fare Review

Recommendation further investigate:

<table>
<thead>
<tr>
<th>Category</th>
<th>Additional Cost p/a</th>
<th>Annual Cost p/a</th>
</tr>
</thead>
<tbody>
<tr>
<td>Youth Concession 5-19 years</td>
<td>+16,000 p/a</td>
<td>$80,000 p/a</td>
</tr>
<tr>
<td>Disability Concession</td>
<td>+108,000 p/a</td>
<td>$90,000 p/a</td>
</tr>
<tr>
<td>Short Distance Fare</td>
<td>+28,000 p/a</td>
<td>$55,000 p/a</td>
</tr>
<tr>
<td>Fare Capping</td>
<td>+?</td>
<td>$?</td>
</tr>
</tbody>
</table>
Fare Review Recommendations:

1. That the RPTP sub-committee endorses the proposals to:
   I. implement a zonal fare structure encompassing the entire region,
   II. extend free passengers transfers across all public services within the Waikato region in association with the use of smartcards only,
   III. exclude free passenger transfers in association with cash tickets,
   IV. rationalise ticketing products and minimise use of cash,
   V. set cash fares at a standardised premium of 40% relative to smartcard fares (rounded to the nearest 10 cents) across all routes and services within the region,
   VI. utilise standard (adult) smartcard fare as the common reference point for all other fares,
   VII. standardise the concession discount at 30% off the standard adult smartcard fare for all concession groups and products, and;
   recommends that the proposals be adopted by the Waikato Regional Council and implemented as part of installation of the new ticketing system in 2018,

2. That the RPTP sub-committee endorses the proposal to phase out of the 60 plus concession over time being included in the updated RPTP and be subject to public consultation,

3. That the RPTP sub-committee recommends that further feasibility work be undertaken to determine the viability and business rules that would enable:
   I. Fare capping for passengers,
   II. Short distance fare discounts, and;
   Notes, that if proven viable, fare capping and short distance fares products are likely to be implemented after the new ticketing system goes live in 2018.

4. That the RPTP sub-committee provides direction to in relation whether potential new fare concessions options outlined in this report should be considered further.
Regional Public Transport Plan Review
Strategic Case Development
Plan review update and approach

Phase 1 Strategic case
- May-Aug 2017
  - Identify problems & benefits (workshop 1)

Phase 2 Programme business case
- Sep 2017
  - Identify high level strategic responses (workshop 2)
- Sep-Oct 2017
  - Assessment of current RPTP to identify gaps (policy & service)
- Oct-Nov 2017
  - Develop long list of options – policy and service changes

Phase 3 Indicative business case
- Nov-Dec 2018
  - Options refinement & technical analysis

Phase 4 Plan development
- Dec-Mar 2018
  - Draft plan development & public consultation
- Apr-Jul 2018
  - Hearings and final plan development
RPTP Strategic Case Development

- What are the key problems/opportunities for public transport in the region?
- What are the potential benefits that can be gained from addressing the problem?
Key messages from first RPTP Development Subcommittee meeting

• Population and demographic changes
• Integration of transport services and partnership approach
• Recognise the role of community transport services
• Recognise one size doesn’t fit all and the need for a more tailored/bespoke PT response
• Need to look at PT from systems perspective
• Changes to new technologies
• Identifying PT a key priority in Hamilton and new growth areas
High population growth

Congestion, especially in Hamilton

Less active population

Isolation

Lack of choices

Ageing populations

Population decline in rural areas

Travel time reliability

Affordability

• Problem 1: Population growth and dependency on cars = congestion

• Problem 2: Lack of suitable transport choices

• Problem 3: Poor perceptions and journey experiences
Problem 1: High population growth and increasing dependency on cars is causing congestion in our towns and city, hampering economic development and community wellbeing.

Problem 2: Lack of suitable transport options is limiting access to essential services and employment, impacting on economic and social viability of communities.

Problem 3: Poor perceptions and journey experiences are a barrier to growing public transport patronage, resulting in reduced value for money spent on transport infrastructure and services.
Problem 1:

High population growth and increasing dependency on cars is causing congestion in our towns and city, hampering economic development and community wellbeing.
• Mobility
• Liveability
• Economy
• Wellbeing
+20%  
Regional Population
+$40\%$
Sub-Regional Population
Over 30 years

+$2000-3000$
Per peak hour from city surrounds
Consequences of this problem for Waikato?
Space problem

Average occupancy < 2 people per car

+62,260 people over 30 years
25% Of Los Angeles’s built environment is dedicated to transport.
**CONGESTION LEVEL**

- 26% EXTRA TRAVEL TIME

- 5% increase since last year

**EXTRA TRAVEL TIME**

- Morning Peak: 41%
- Evening Peak: 49%
- Highways: 22%
- Non-highways: 27%

**MOST CONGESTED DAY**

- Thursday, 16 Jun 2016

**EXTRA TRAVEL TIME**

- 27 min PER DAY
- 103 h PER YEAR
$1.9 billion
2% of Auckland’s GDP
“What is difficult to measure is the number of customers choosing not to battle the traffic and the added stress on staff.”

“Deliveries to and from our business are often impacted by traffic-related delays.”

“Staff have left the business due to travel fatigue.”

“We have extended our regular operating hours to accommodate our customers’ travel delays.”

“For our business it means we have much less productive hours available.”
We can’t build our way out of congestion

- Current approach — increase network capacity to cater for peak demand
- Need to make more efficient use of existing infrastructure
200 deaths
Summary problem 1: High population growth and increasing dependency on cars is causing congestion in our towns and city, hampering economic development and community wellbeing.

Elements of the problem:
Growth, high car dependency

Consequences:
- Space- land use
- Travel time delay and congestion- economic cost
- Increased air pollution, affecting health
- Less active population, also affecting health

Benefits if this problem is addressed:
- System accommodates growth
- Better use of space
- Enhanced liveability
- Enables economic growth

Recommendation: that the Subcommittee endorses problem statement 1 for inclusion in the RPTP review.
Problem 2: “Lack of suitable transport options is limiting access to essential services and employment, impacting on economic and social viability of communities”
9,786 households
20,000 people
32%
More than double 25% of population
25%
Community transport
South Waikato example transport experiences

“Hard to find information readily”

“[Limited transport options means] we are having to look to provide our own transport (for clients)”

“Lack of suitable transport is limiting peoples’ participation in work, education and the community. Creates isolation.”

“The time transport runs does not fit in with services or work”

“There is a hardship for cancer patients having to catch an early bus to go to Waikato and then wait around for the bus to return.”
When people have no transport choices
Summary problem 2: **Lack of suitable transport options** is **limiting access** to **essential services** and **employment**, impacting on **economic and social viability** of communities

**Consequences:**
- Limited employment opportunities
- Delayed access to essential services
- Health and wellbeing repercussions
- Isolation

**Elements of the problem:**
Limited options, suitability of options, ageing population, population decline in some rural areas

**Benefits if this problem is addressed:**
- Increased employment
- Better health outcomes
- Enhanced liveability
- Enables economic growth

**Recommendation:** that the Subcommittee endorses problem statement 2 for inclusion in the RPTP review
Problem 3: “Poor perceptions and journey experiences are a barrier to growing public transport patronage, resulting in reduced value for money spent on transport infrastructure and services”
Past Performance

Hamilton Bus Patronage

Year

Total Boardings

Past Performance

2005 - 2009 = Growth +107%
Past Performance

2005 - 2009 = Growth +107%

2010 - 2012 = Flat lined +2%
Past Performance

2005 - 2009 = Growth +107%
2010 - 2012 = Flat lined +2%
2013 - 2016 = Decline -12%
Past Performance

- **2005 - 2009**: Growth +107%
- **2010 - 2012**: Flat lined +2%
- **2013 - 2016**: Decline -12%

**Perceptions**
- No major improvements
If we improve PT will people use it?
Summary problem 3: Poor perceptions and journey experiences are a barrier to growing public transport patronage, resulting in reduced value for money spent on transport infrastructure and services.

Elements of the problem:
Travel time reliability, perceptions of relative convenience, safety and cost

Consequences:
- Patronage uptake – some decline
- Travel time delay and variability - economic cost
- Reduced value for money spent on transport infrastructure and services

Benefits if this problem is addressed:
- More throughput, meaning decreased congestion
- Better use of space
- Enhanced liveability
- Enables economic growth

Recommendation: that the Subcommittee endorses problem statement 3 for inclusion in the RPTP review.
Draft problem and benefit map

**Problem 1:** Population growth and increasing dependency on cars

**Problem 2:** Lack of suitable transport options limiting access to essential services and employment

**Problem 3:** Poor perceptions and journey experiences

**Benefit 1:** A transport system that moves people more efficiently and affordably, influencing the way land is used to increasingly enhance the attractiveness and liveability of our urban areas

**Benefit 2:** Increased numbers of people have access to employment, education, and healthcare, increasing economic and social wellbeing of communities
Benefit one:
A transport system that moves people more efficiently and affordably, influencing the way land is used to increasingly enhance the attractiveness and liveability of our urban areas

<table>
<thead>
<tr>
<th>KPI 1</th>
<th>Increased patronage per head of population</th>
</tr>
</thead>
<tbody>
<tr>
<td>KPI 2</td>
<td>Improved public transport journey time on key routes</td>
</tr>
</tbody>
</table>
Benefit two:

*Increased numbers of people have access to employment, education, and healthcare, increasing economic and social wellbeing of communities*

<table>
<thead>
<tr>
<th>KPI 1</th>
<th>Increased access to employment and education in rural communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>KPI 2</td>
<td>Increased access to community services</td>
</tr>
</tbody>
</table>
Next Steps

• Stakeholder workshop on 18 September to determine ‘strategic response’
• Problems, benefits and strategic responses will set the scope for the RPTP review