

*(Note: paper subject to layout and design)*

## **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.
















The new bus fleet, new network in Wellington city and extension to 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 percent off-peak discount for adult bus and rail customers. We also want to change the policy for concession fares 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 how to make a submission.

## Key changes at a glance

	General 3% fare increase
	Free bus transfers
	25% off-peak discount
	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
	Free bus connections to trains when using a rail monthly pass
	Move Porirua zone boundary north
	Align ferry fares with wider fare structure
	Metlink Explorer day pass, replacing other day passes
	Discontinue school term passes
	Discontinue 30-day bus passes
	Discontinue return rail event tickets
	Allocate Ngauranga Station to zone 3

## 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

The exact timing of these changes is yet to be determined.

Some changes, such as the free bus transfers, need to be in place for the new Wellington city bus network. Some changes, such as the tertiary discount and blind/disabled discount require the Wellington Regional Public Transport Plan to be varied.

Other changes may need to be phased to manage transition and to allow implementation systems to be developed with operators, ticketing systems and partner organisations. For example, the off-peak and tertiary discounts require considerable changes to the tickets on rail. New systems to set up and administer the tertiary discount may take some time to establish.

An implementation plan setting out the phasing of the proposed changes will be provided when the final package is approved later in the year.

## Variation to the Wellington Regional Public Transport Plan 2014

Our Wellington Regional Public Transport Plan 2014 signalled most of these changes. 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 Wellington Regional Public Transport Plan 2014 and further information on the details of the policy changes are available on our website at [www.gw.govt.nz/have-your-say](http://www.gw.govt.nz/have-your-say).

## PROPOSED FARE CHANGES

The changes below are included in the proposed fare schedule provided in attachment 1.



### 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 providing 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.

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 at the same place 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
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## 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 overwhelming 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 per cent 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 per cent 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% fare increase.

Patronage impact: +1.0%	Revenue impact: -\$0.7 million
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### 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, which is a 25% increase for customers making a short trip.

Patronage impact: -0.6%	Revenue impact: +\$0.3 million
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### 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.

**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.



**Customer impact**

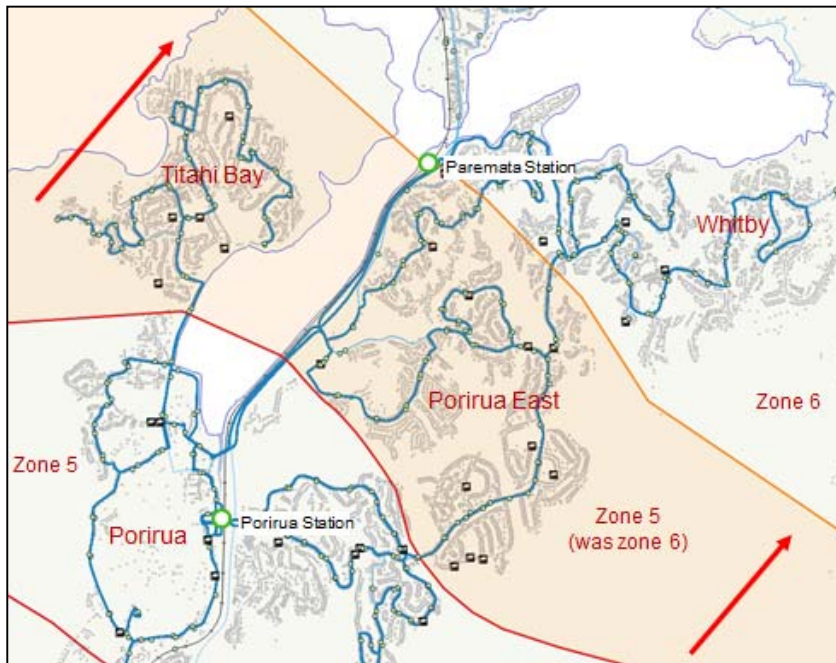
This change will reduce fares for customers who purchase a rail monthly pass for travel to and from Wellington station and use a bus to connect to the train. Free bus connections to trains are already available in Kapiti and Wairarapa so the benefits will be greatest for rail passengers in Porirua, Tawa,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

Patronage impact: +0.9%	Revenue impact: -\$0.4 million
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 **Move Porirua zone boundary north**

**Description**

We plan to move the Porirua zone boundary northwards so that zone 5 includes Titahi Bay, Waitangarua, 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
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## Align ferry fares with wider fare structure

### Description:

The ferry provides a premium service between Eastbourne, Seatoun and the city. Ferry fares have smaller subsidy 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% 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% discount for school children. Child 10-trip fares to Seatoun will reduce by 33% but fares to Days Bay will increase by 22%. There is no change to child cash fares. Children under-5 will travel for free (currently 3 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. The ability to offer 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 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 buy Metlink Explorer day passes for return travel, or buy a single-trip ticket out of Wellington 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

Rail return tickets have a low use. New Metlink Explorer day passes will be available on bus and rail and offer a good alternative for many passengers.

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.



## 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.

## 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](http://www.gw.govt.nz/have-your-say). The deadline is 4pm, 18 September.

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?
  - b. If no, why and what would you change?
2. Do you support a discount for full-time tertiary students?
3. Do you support a discount for the blind and disabled?
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?
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?
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?
7. Do you have any other comments?
8. Do you want to speak to your submission at a public hearing in October?
9. Please provide contact details if you want to speak at the public hearing, or if you want to be kept updated on developments.

## Attachment 1 Proposed fare schedule



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

### Standard fares

#### Snapper, 10-trip and cash fares

Zones travelled	Snapper and 10-trip fares				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%)

#### Period passes

Zones travelled	Monthly pass		Day pass
	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

### 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%

### 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	-

### 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%

### 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%

### 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%

### 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%