



# WAIKATO REGIONAL LAND TRANSPORT PLAN 2021-2051

Mahere Waka ā-Rohe  
o Waikato 2021-2051





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Waikato Regional Land Transport Plan  
2021-2051 | Mahere Waka ā-Rohe o  
Waikato

# Chairman's foreword | Wāhinga kōrero a te Heamana



I am very pleased to present this 2021-51 Waikato Regional Land Transport Plan. The development of this Plan has occurred in unprecedented times with Covid 19 restrictions and all the associated challenges this has posed. Covid will inevitably change the way we work, live, and play leading on we hope to a more sustainable transport system. It is also challenging the transport funding system and placing pressure on funds for providing the vital infrastructure needed to ensure our transport systems are fit for purpose in the future.

In this overarching context the Waikato region continues to be a key player in the Upper North Island and indeed New Zealand's transport systems. The regional road and rail networks play a vital role in linking freight and passenger journeys between our neighbouring regions and the ports. It is important that we keep them well maintained and improved to meet future needs.

The previous three years has seen great progress being made in the region with the commencement of the Te Huia passenger rail service between Waikato and Auckland after a massive amount of work by all stakeholders involved. Other milestones have included final work to complete the Waikato Expressway to south of Cambridge, construction of the Awakino Tunnel bypass and a wide range of other new initiatives.

This Plan has been developed in a dynamic national policy environment with significant changes planned and/or occurring in resource management planning, road safety and climate change policy.

Submitters to our draft plan told us that we need to be more ambitious with our climate change policy and headline target if we as a region want to play our part in reducing climate change emissions and work towards achieving overall national climate change goals. We have responded in this Plan with a package of climate change measures to ensure we are moving toward a 2024 RLTP that has a greater balance between its strategic policy desires and its implementation programme. This will require a strong political and technical commitment going forward to ensure things are put in place to move us to a more sustainable future state.

There is much to be done. To ensure the economic efficiency of our region the Regional Transport Committee (RTC) will continue to advocate strongly for the extension of the Waikato Expressway from south of Cambridge to Piarere as well as seeking funding for the rollout out of the Southern Links corridors. We are also advocating and promoting greater use of rail for freight and passenger movement.

The RTC will also strive to initiate greater mode shift through a range of policy and implementation measures. Metro-spatial planning is currently being undertaken to help determine the future multi-modal transport system in the greater Hamilton area. This important piece of work will be supported by the pending review of our Regional Public Transport Plan and will steer our direction for RLTP 2024.

Road safety continues to be a high priority for the RTC, building off the recently endorsed regional road safety strategy '*Road to Zero for the Waikato*'. Regional speed management planning, as proposed by the new national Speed Management Rule, is looming as a large piece of work for the RTC and we look forward to progressing this important work in association with our transport partners.

The RTC looks forward to implementing this Regional Land Transport Plan 2021-51 to ensure our region is well placed to meet the transport needs of its people. I would like to thank the RTC and all our strategic transport partners as well as submitters who have ensured we have delivered a very robust transport plan laying the foundation for transformative change that is needed to tackle climate change and provide a robust transport system for the future of the region.



Cr Hugh Vercoe

Chairman, Regional Transport Committee

# Executive Summary

The Waikato Regional Land Transport Plan 2021-2051 (RLTP) continues to build off the strategic direction of the 2018 RLTP, setting out the policy framework and transport programme for land transport in the Waikato region. It describes what our region is aiming to achieve for the land transport system in the context of a diverse region with differing transport needs, and in the context of a growing Hamilton-Waikato metro-spatial area. It also illustrates how we will position the region to contribute to national objectives for a land transport system that is effective, efficient and safe, and in the public interest.

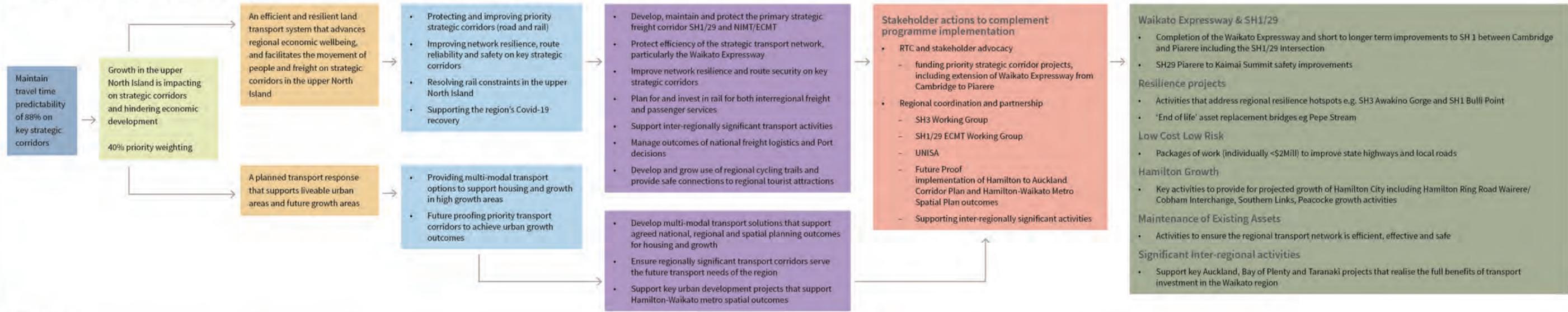
The Regional Transport Committee (RTC) has identified priority transport problems in the RLTP to be addressed through a range of implementation measures. The key focus is on:

- ensuring our strategic inter and intra-regional corridors are fit for purpose and are efficient, particularly in the context of growth pressures in the Hamilton-Waikato metro spatial area, the Hamilton to Auckland Corridor and in the wider upper North Island.
- tackling our complex road safety problem to ensure we have a safe and accessible transport system where no-one is killed or seriously injured on our region's roads.
- providing better transport options for our people, in our urban and rural communities.
- ensuring we are making every effort to meet our climate change responsibilities under a national policy framework that has set net carbon emissions targets and is steering towards a net carbon zero transport system by 2050.
- working together in partnership to ensure integrated land use and transport outcomes that benefit people, their health and well-being, and our environment.

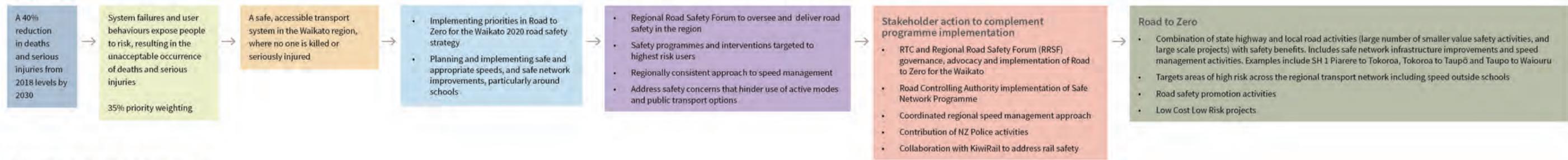
The “Regional Land Transport Plan at a glance” diagram over the following pages summarises the key components of the 2021 RLTP. This is the overall blueprint for the region. This is our case for investment in our regional land transport system. The diagram encapsulates the logical policy connections (the ‘line of sight’) between the problems we are wanting to address, the objectives and end results we are wanting to attain, and the way we will go about achieving this through the identification of key priorities and policy and programme implementation measures.

Overall, the diagram represents a strong consensus, region-wide, on how the RTC and key transport partners will work together to advance transport outcomes for the Waikato region and the upper North Island.

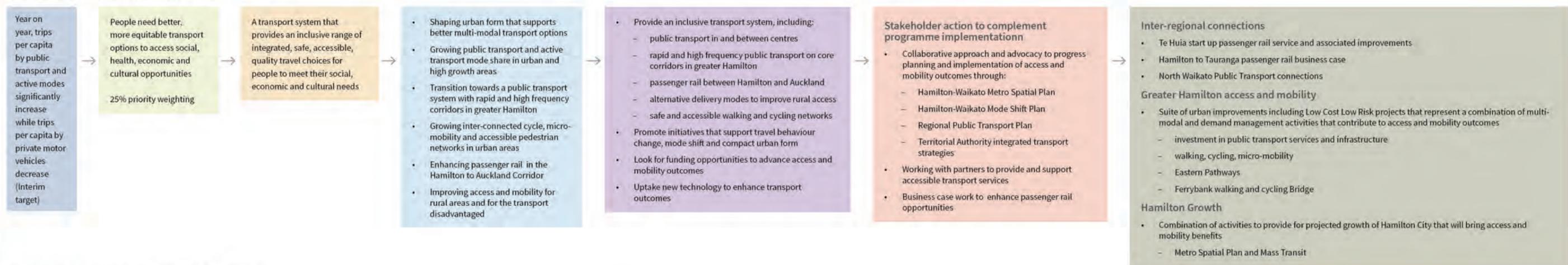
## ECONOMIC DEVELOPMENT/STRATEGIC CORRIDORS



## SAFETY



## ACCESS AND MOBILITY



## UNDERPINNING OBJECTIVES





**MAP 1  
10 YEAR TRANSPORT  
PRIORITIES FOR THE  
WAIKATO REGION**

**LEGEND**

-  Airports
-  Major sea ports

**HAMILTON-WAIKATO METRO SPATIAL AREA**

- Managing growth
- Providing multi-modal transport options
- Mode shift to public transport and active modes
- Future proofing priority transport corridor
- Improve safety outcomes

**+ IMPROVE SAFETY OUTCOMES**

**RESILIENCE**

**RESILIENCE**

**RESILIENCE/  
CLIMATE CHANGE**

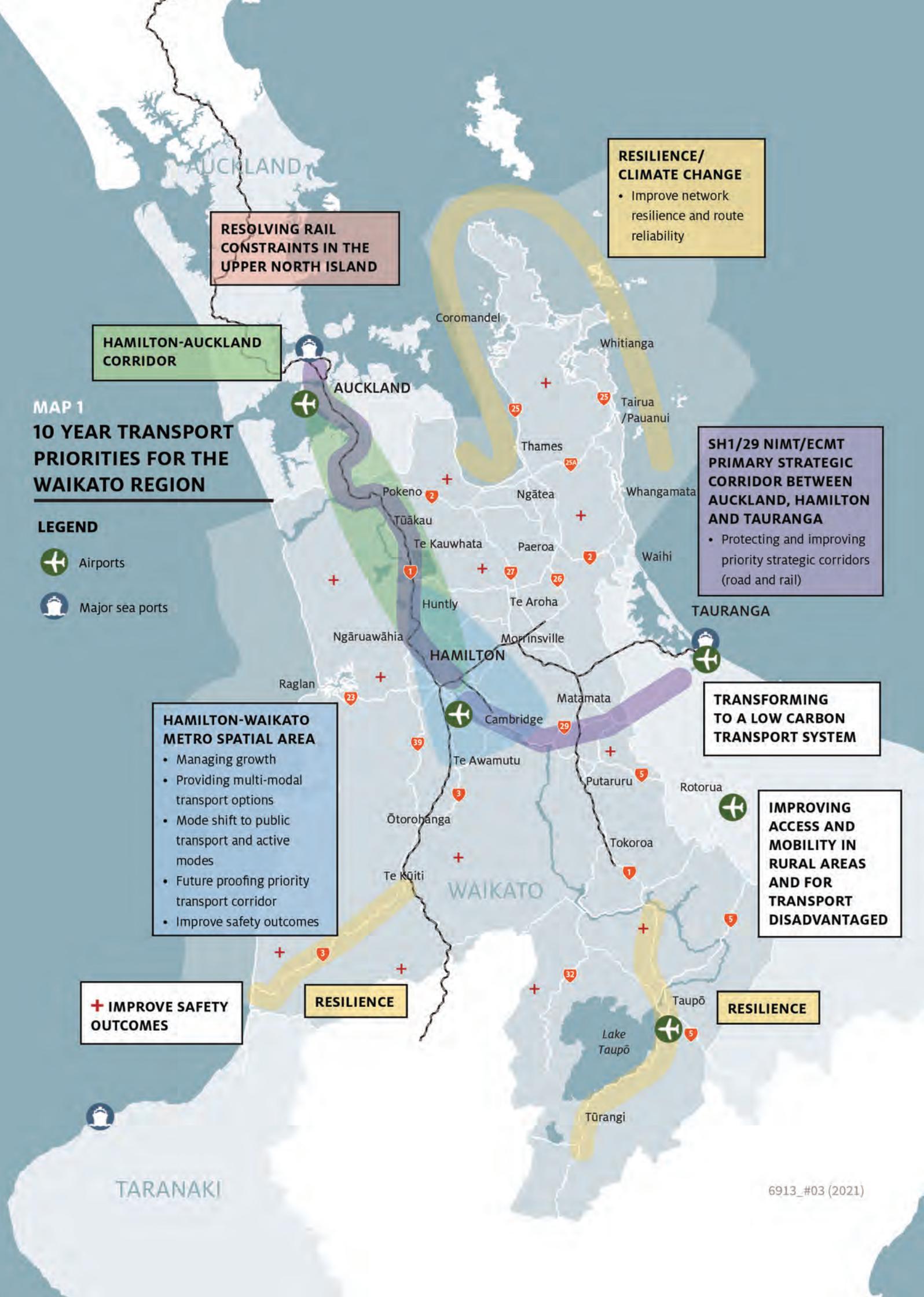
- Improve network resilience and route reliability

**SH1/29 NIMT/ECMT  
PRIMARY STRATEGIC  
CORRIDOR BETWEEN  
AUCKLAND, HAMILTON  
AND TAURANGA**

- Protecting and improving priority strategic corridors (road and rail)

**TRANSFORMING  
TO A LOW CARBON  
TRANSPORT SYSTEM**

**IMPROVING  
ACCESS AND  
MOBILITY IN  
RURAL AREAS  
AND FOR  
TRANSPORT  
DISADVANTAGED**





EXIT  
Taupiri  
Huntly  
←

SERVICE CENTRE  
THIS EXIT

Section 1: Introducing the Waikato  
Regional Land Transport Plan | Whakataki  
kōrero mō te Mahere Waka ā-Rohe o  
Waikato

# Section 1: Introducing the Waikato Regional Land Transport Plan | Whakataki kōrero mō te Mahere Waka ā-Rohe o Waikato

## 1.1 Purpose of the RLTP

The Waikato Regional Land Transport Plan (RLTP) sets out the long-term strategic direction for land transport in the Waikato region over the next 30 years. It describes what our region is seeking to achieve for land transport and how this will contribute to an effective, efficient and safe land transport system in the public interest.

The plan contains two key components:

- a regional policy framework that sets out the Waikato's land transport priorities and corresponding suite of objectives, policies and implementation measures that will direct the region's transport investment; and
- the programme of transport activities the region has identified and prioritised for inclusion in the National Land Transport Programme and investment over the next three years.

The Regional Transport Committee (RTC)<sup>(1)</sup> must prepare a regional land transport plan every six years on behalf of the regional council. A mid-term review of the plan must be undertaken every three years. (LTMA, 2003)

### Why the RLTP is important

The RLTP is the primary document guiding integrated land transport planning and investment within the Waikato region. It outlines a regional view on what the region's main transport problems are and the land transport outcomes the region is seeking. It is also how significant national investment is secured for transport projects.

## 1.2 The region's strategic approach for land transport

The Waikato region has benefited from a long-standing and well supported strategic approach for the regional transport system, which has been embedded through recent iterations of the RLTP. This approach focuses investment across three core objective areas, supported by underpinning baseline objectives depicted in Figure 1.



Figure 1 Long-standing strategic approach for land transport

A clear set of priorities and strong advocacy from the RTC across all three objective areas has resulted in substantial national funding of transport projects in the Waikato region.

This RLTP will see completion of the Waikato Expressway between Auckland and Cambridge. This has been the region's top transport priority for more than a decade. This has brought both national and regional benefits, providing a safer and more efficient transport link connecting the Auckland/Waikato/Bay of Plenty 'golden triangle' and the Ports of Tauranga and Auckland.

Investments have been made across other strategic corridors including advancement of strategically significant Hamilton roading projects such as the Hamilton City Ring Road extension and connection to the new State Highway 1 interchange at Cobham Drive.

The Government's investment in road safety and the commitment of the RTC to improve road safety has also been seen in projects across the region. Through Waka Kotahi NZ Transport Agency's (Waka Kotahi) Safe Network Programme there has been a roll out of infrastructure improvements across the network and setting of safer speed limits.

There has also been considerable investment in access and mobility outcomes across the region including enhanced public transport services and development of urban and rural cycle networks.

### Key achievements from this approach

- Completion of Waikato Expressway project 2021 (Hamilton section remaining under construction)
- Planning and construction of SH3 Awakino Tunnel and Mt Messenger bypasses

<sup>1</sup> The RTC comprises representatives from all territorial authorities in the region, the regional council and Waka Kotahi NZ Transport Agency.

- Implementation work on strategic Hamilton network, including Hamilton City Ring Road extension to new Cobham Drive interchange and development of the Peacocke transport project and residential growth area
- Safe Network Programme safety infrastructure improvements and speed limit changes across the region
- Access Hamilton Strategy and Regional Public Transport Plan implementation including new ticketing system for public transport, new and enhanced public transport services (Hamilton City, Taupō, Tokoroa, Matamata and North Waikato), and extension of urban cycleways
- Te Huia Hamilton to Auckland start-up passenger rail service (commenced early 2021)
- Extension of regional cycle trails network

### 1.2.1 2018 RLTP

The 2018 RLTP provided a solid foundation for preparing RLTP 2021 with only targeted areas updated in this Plan to reflect new national policy and changes to regional priorities since 2018. The 2018 RLTP objective problem statements and weightings are outlined in Figure 2 below.

A review of the 2018 RLTP has reconfirmed the region’s key transport problems and their weightings for RLTP 2021.



Figure 2 2018 RLTP objective weightings



Waikato Express Way, Ngāruawāhia. Photo: Waka Kotahi

### 1.3 Key drivers shaping RLTP 2021

#### 1.3.1 National Policy Drivers

RLTPs are an important part of New Zealand's system for planning and investing in transport infrastructure and services. This is shown in Figure 3 below.

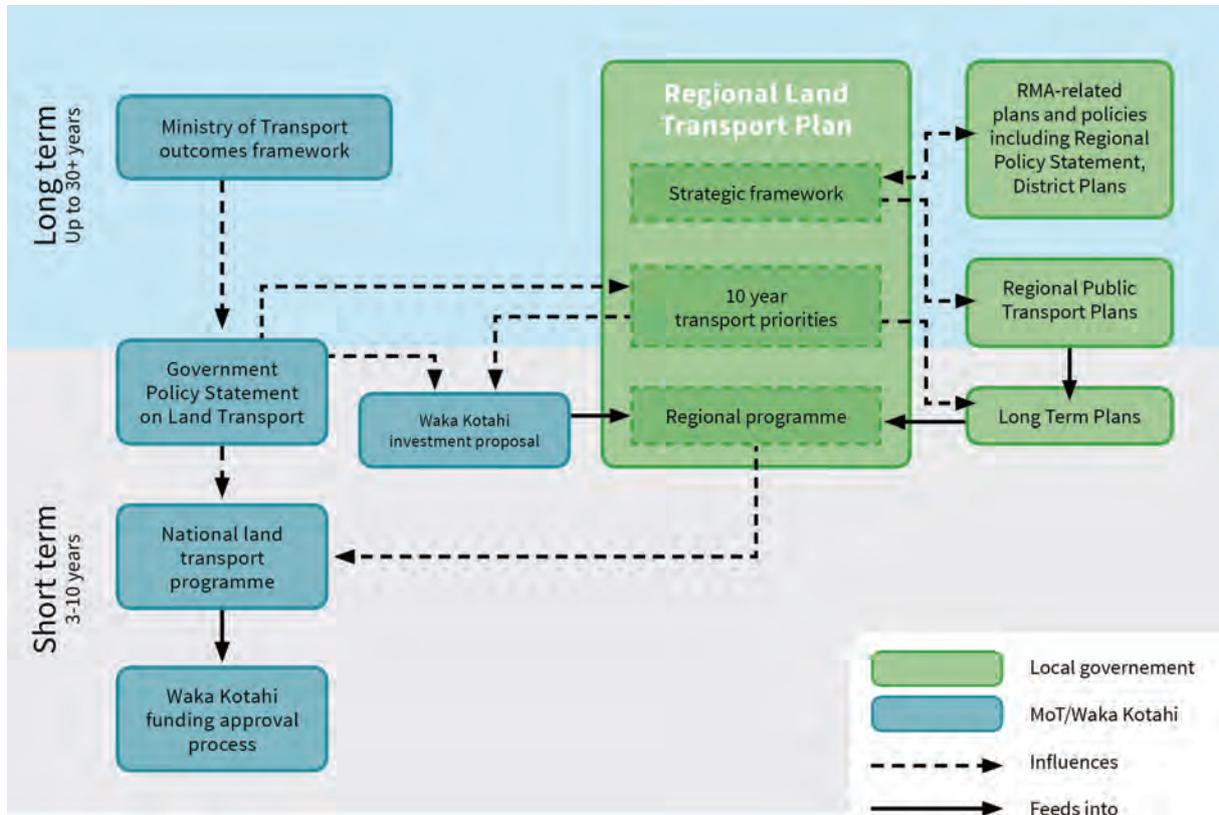


Figure 3 RLTP policy relationships (source: TSIG)

#### GPS 2021

The GPS outlines how the Government will invest in land transport over the next 10 years. The GPS has four strategic priorities, outlined in Figure 4, that contribute to intergenerational wellbeing and liveability outcomes that the Ministry of Transport (MoT) is seeking through the MoT Transport Outcomes Framework (depicted in Figure 6).

The four GPS priorities are:

- improving freight connections
- safety
- better travel options
- climate change

The RLTP must be consistent with the GPS. The region's high-level strategic approach for land transport, depicted in Figure 1, continues to align well with the strategic priorities of the GPS 2021.

Chapter 4 of the RLTP presents the regional policy framework and how it aligns with national priorities.

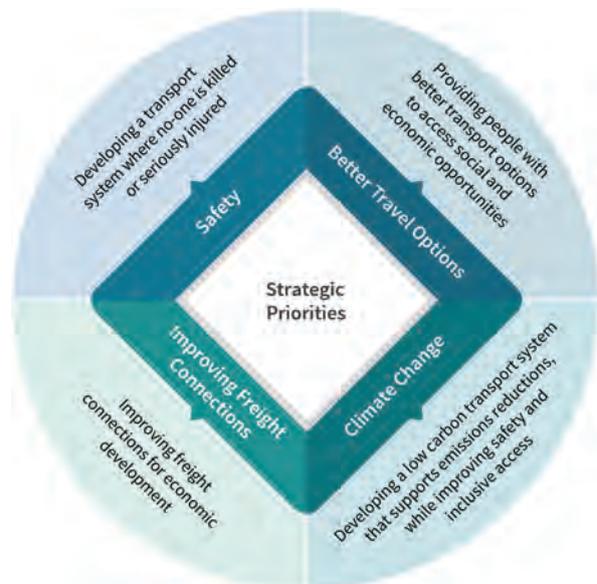


Figure 4 GPS 2021 strategic priorities

## Arataki - Waka Kotahi

Arataki is the Waka Kotahi NZ Transport Agency's (Waka Kotahi) 10-year view of what is needed to deliver on the Government's current priorities and long-term objectives for the land transport system. Arataki identifies the step changes required to deliver the Government's transport priorities.

### Arataki's 5 Step changes

- improve urban form
- transform urban mobility
- significantly reduce harms
- tackle climate change
- support regional development

## Road to Zero 2020-2030

Improving road safety is a national priority under the GPS 2021 that has a vision of no-one being killed or seriously injured while travelling on the country's roads. Supporting this, is New Zealand's Road to Zero 2020-2030 road safety strategy.

Road to Zero takes a 'Safe System approach', which looks at the whole road transport system, recognising that each part plays a role in keeping people alive, whole and healthy. The foundation is safe infrastructure, safe speeds, safe vehicles, system management, supporting safety use of the network, and post-crash response, as shown in Figure 5 below.

People are at the heart of Vision Zero - to create a safe and accessible transport system where no-one is killed or seriously injured in road crashes.

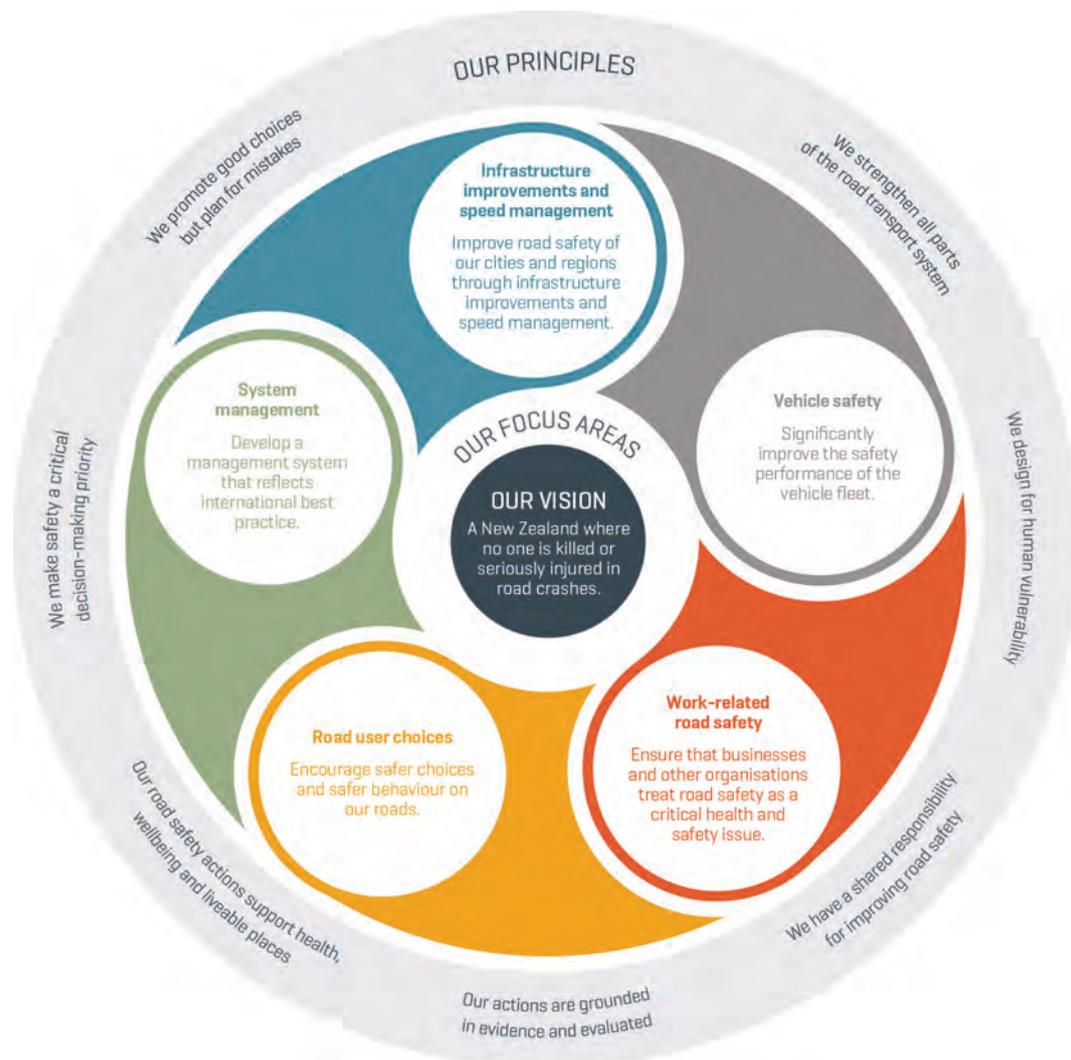


Figure 5 Safe System Approach

## Climate Change Policy

Climate change is a national priority. During development of this RLTP there has been fast paced policy changes around climate change.

The Climate Change Response (Zero Carbon) Amendment Act 2019 sets a domestic target to reduce net carbon emissions to zero by 2050. It also establishes the Climate Change Commission, which will develop emissions budgets to cap emissions in five-year periods beginning in 2022 and provide advice on the direction of policy required for an emissions reduction plan.

In December 2020 the Government announced a climate emergency and launched a new initiative that will require public sector agencies to achieve carbon neutrality by 2025. The Government has also put forward \$50m funding to Councils so that by 2025 all new public transport buses are zero emissions, with the intent that the entire public transport bus fleet is decarbonised by 2035.

In early 2021 the Climate Change Commission released its 2021 Draft Advice for Consultation which sets out recommendations for reducing emissions in Aotearoa and suggests policy direction for the Government's first emissions reduction plan. This advice states that by 2035 national transport emissions should reduce from 16.6 Mt CO<sub>2</sub>-e to 8.8 Mt CO<sub>2</sub>-e to put us on track to meet our 2050 target.

The New Zealand Energy Efficiency Conservation Strategy 2017-2022 (NEECS) also targets efficient and low emissions transport as one of three priority areas. It includes a target that electric vehicles make up 2 per cent of the vehicle fleet by the end of 2021.

### Other national policy directions

There are a number of other drivers that have shaped RLTP 2021, which are summarised in Table 1. Collectively, they shape the region's key transport problems that are set out in Section 3.

Key themes that have emerged since the 2018 RLTP include:

- moving from a land transport network perspective to a place-based approach that ensures integrated land use and transport planning
- focussing on the Government's Urban Growth Agenda to tackle housing supply and affordability
- emphasis on improving urban form and liveability and transforming urban mobility by ensuring better transport choices
- national emphasis on mode shift and mode neutrality
- introducing a new planning and funding framework to enable integrated planning and investment of the rail network.

### The impact of Covid-19 on RLTP 2021

RLTP 2021 has been developed as New Zealand is navigating the Covid-19 global pandemic. This RLTP has been prepared at a time of significant funding constraints and uncertainty about the on-going impacts of Covid-19 and funding availability. Waka Kotahi has recently commissioned research into the economic and social impacts of Covid-19 over the next four years, and beyond. This is discussed in Section 3.8 of the Plan. The focus in this RLTP therefore, is to support and facilitate the sustainable economic and social recovery of our region from Covid-19.

## 1.3.2 Strategic regional planning drivers

In addition to the national policy drivers described in Section 1.3.1 above, there are a number of key regional and inter-regional planning initiatives that are shaping the future of land transport in the Waikato region. This is being driven by the need for a co-ordinated approach to dealing with rapid growth.

### Upper North Island spatial planning

The Upper North Island Strategic Alliance (UNISA)<sup>(2)</sup> partners have identified inter-regionally significant transport projects that will benefit the upper North Island.

### Growth management planning in the Future Proof sub region and Hamilton to Auckland Corridor

Since the 2018 RLTP became operative, continued collaboration through the Future Proof Partnership<sup>(3)</sup> has seen a refresh in how we plan for urban growth in the sub region.

Informed by the Government's Urban Growth Agenda, Future Proof partners and Cabinet have signed up to a shared statement of spatial intent for the Hamilton to Auckland corridor | Hei Awarua ki te Oranga.

Giving effect to this in the greater Hamilton area are the Hamilton-Waikato Metro Spatial Plan and the Hamilton-Waikato Mode Shift Plan. Together these plans paint an ambitious vision of transit-oriented urban development, with high quality public transport, walking and cycling, and reduced reliance on private vehicles.

### Hamilton to Auckland (H2A) Corridor Plan | Hei Awarua ki te Oranga

Central government has partnered with Future Proof, Tāmaki Makaurau iwi and Auckland Council to deliver on the Government's Urban Growth Agenda through the H2A Corridor Plan, which is being incorporated into the Future Proof Strategy. The Plan's vision is to support sustainable growth and to increase connectivity between Hamilton and Auckland. Transport is a key enabler for the corridor to unlock high priority development areas. The Eastern Transport Corridor,

<sup>2</sup> UNISA is a partnership between Auckland Council, Northland, Waikato and Bay of Plenty Regional Councils, Hamilton and Tauranga City Councils, and Whangarei District Council.

<sup>3</sup> Future Proof is a partnership between Waikato iwi, Waikato Regional Council, Waikato and Waipa District Councils, Hamilton City Council, Auckland Council, Franklin Local Board, Auckland/Hauraki iwi, Waikato District Health Board, Waka Kotahi, and the Crown, to manage growth in the sub-region a coordinated way.

for example, is required to unlock the full potential of the Ruakura high priority development area. Future initiatives are identified such as rapid intercity rail between Hamilton and Auckland and public transport provision to connect all communities along the corridor.

### Hamilton-Waikato Metro Spatial Plan

The Hamilton-Waikato metro spatial area is one of three spatial areas identified in the H2A Corridor Plan. The Hamilton-Waikato Metro Spatial Plan will be a key shaper of the transport network as it sets out a future urban form and development priorities for the Hamilton-Waikato-Waipā metro area. The Plan includes a radical transport shift to a multi-modal transport network, the vision of which is described in Section 3.3 of this RLTP.

### Hamilton-Waikato Mode Shift Plan

The Minister for Transport required the six main growth cities in New Zealand to have a mode shift plan that sets out a clear direction for achieving mode shift. The Hamilton-Waikato Mode Shift Plan was developed in 2020. It focuses on short term planning and delivery of projects to increase the share of travel

in the Hamilton-Waikato metro area by public transport, <sup>(4)</sup> walking and cycling, and other forms of micro-mobility. The plan has endorsed a more rapid transformation from a coverage to ridership public transport network and has highlighted the requirement to significantly boost walking and cycling as a transport choice through addressing safety concerns. This is to be achieved through well designed and segregated cycling/micro-mobility infrastructure.

### Other key regional planning drivers

There are also a range of other plans that influence the RLTP 2021, including:

- The Waikato Plan (overarching strategic plan for the region)
- Waikato Regional Policy Statement (must take account of under the GPS)
- Territorial Authority integrated transport strategies and spatial plans (refer to Figure 3 for relationship of plans)
- Business cases related to transport projects in the region.

A summary of the key drivers influencing RLTP 2021 is provided in Table 1.



Public Transport Service, Hamilton

4 The term micro-mobility refers to small, light-weight, personal use vehicles like Ebikes and electric scooters.

Strategic Drivers for RLTP 2021	
<p>GPS</p> 	<ul style="list-style-type: none"> <li>• GPS strategic priorities: safety, better travel options, improving freight connections, climate change</li> <li>• key areas of focus for regions: implementing the Road to Zero Strategy, improving the freight network, maintaining the network</li> </ul>
<p>Arataki</p> 	<ul style="list-style-type: none"> <li>• key drivers that will shape the future transport system: demographic change, climate change, technology, customer desire, changing economic structure, funding and financial challenges</li> <li>• step changes: improve urban form, transform urban mobility, significantly reduce harms, tackle climate change, support regional development</li> </ul>
<p>Climate Change</p> 	<ul style="list-style-type: none"> <li>• identified as one of the most significant drivers influencing the NZ transport system over the next decade (Arataki)</li> <li>• national elevation to GPS strategic priority</li> <li>• new legislation sets domestic emissions reduction target to zero net carbon emissions by 2050 Climate Change Response (Zero Carbon) Amendment Act</li> <li>• Climate emergency declaration for New Zealand, December 2020 - public sector to be carbon neutral by 2025</li> </ul>
<p>Road safety</p> 	<ul style="list-style-type: none"> <li>• national priority embedded in Road to Zero national strategy</li> <li>• vision where no one is killed or seriously injured in road crashes in NZ</li> <li>• road safety in Waikato region is a nationally significant issue</li> <li>• national and regional targets for a 40% reduction in deaths and serious injuries by 2030</li> </ul>
<p>Growth</p> 	<ul style="list-style-type: none"> <li>• Urban Growth Agenda and NPS - Urban Development</li> <li>• national priority to improve housing availability and affordability and to ensure well-functioning urban environments</li> <li>• requirement to provide sufficient development capacity in urban areas to meet the different needs of people and communities</li> <li>• requirement to identify rapid transit corridors in the RLTP</li> </ul>
<p>Metro Spatial Plan</p> 	<ul style="list-style-type: none"> <li>• Hamilton-Waikato Metro Spatial Plan as part of delivery of H2A Corridor Plan</li> <li>• aims to deliver a transformational change to an urban form that is shaped around a multi-modal rapid and frequent transport network with a radical mode shift to public transport and active transport modes</li> </ul>
<p>Mode Shift</p> 	<ul style="list-style-type: none"> <li>• Keeping Cities Moving - a national plan for mode shift</li> <li>• Hamilton-Waikato Mode Shift Plan</li> <li>• transformative aims in conjunction with Hamilton-Waikato Metro Spatial Plan</li> </ul>
<p>Rail</p> 	<ul style="list-style-type: none"> <li>• bringing rail into the LTMA framework</li> <li>• draft NZ Rail Plan promoting strategic investment in rail and more mode neutrality in decision-making</li> <li>• Hamilton-Waikato Metro Spatial Plan recognises a future rapid and frequent public transport network linking major growth centres, which may include rail</li> </ul>
<p>Covid-19</p> 	<ul style="list-style-type: none"> <li>• range of impacts (discussed in Section 3.8) - economic and social impacts, impacts on the transport system and changes in travel behaviour patterns</li> <li>• funding challenges for delivery of transport programmes</li> <li>• opportunities for regional transport system through 'shovel-ready' projects as part of NZ Upgrade Programme</li> </ul>

Table 1 Summary of key strategic drivers shaping RLTP 2021

## 1.4 What RLTP 2021 is trying to achieve

We can see from the discussion in Section 1.3 that there are a number of critical strategic policy and planning drivers that are requiring a re-think on how best to invest in the future of our regional land transport system.

While our overall strategic approach is still robust, the RTC has developed a new vision and headline targets for RLTP 2021 and has updated the regional policy framework (including our high-level 10 year transport priorities) to better reflect the current context and priorities for future investment.

### 1.4.1 Our vision and objectives

The regional vision and objectives for the land transport system is depicted in Figure 6. The approach has been refined from the 2018 RLTP to respond to the strategic drivers discussed above that will shape the land transport system over the life of the RLTP, and beyond. The detailed priorities and policy measures are presented in Section 4 of the Plan.

The vision for land transport in the Waikato region is “an integrated, safe and resilient transport system that delivers on the well-beings of our diverse Waikato communities”.

Strategic objectives:

- **strategic corridors and economic development** – an efficient and resilient land transport system that advances regional economic wellbeing and supports liveable urban areas now, and in the future
- **road safety** – no-one is killed or seriously injured on our regional transport system
- **access and mobility** – our land transport system provides an inclusive range of integrated and safe travel choices for people to meet their various needs.

The strategic objectives are supported by underpinning objectives that inform decision-making in all areas:

- **climate change and environmental sustainability** – ensuring that transport plays its role in delivering an energy efficient, resilient, and low carbon sustainable future
- **integrated land use and transport planning** – ensuring that collaborative spatial-based approaches to decision-making continue to drive the best outcomes for our communities.



Hamilton Cycleway. Photo: Hamilton City Council



Figure 6 Strategic Policy Framework for RLTP 2021

Our headline targets are a new addition to RLTP 2021. They represent where we want to see progress in key areas towards our vision for land transport in the Waikato region.

The headline targets are supported by a monitoring framework in Section 7 of the RLTP, which will help us to know whether we are on the right track to meeting our objectives and achieving our long-term vision for land transport in the Waikato region.

### 1.4.2 Our focus moving forward

RLTP 2021 seeks to:

- continue to build on the momentum set in the 2018 RLTP
- secure funding to invest in regional land transport priorities across all three objective areas – working towards meeting the Ministry of Transport’s Outcomes Framework and the specific transport outcomes desired for the region
- ensure the efficiency, resilience and safety of our strategically important inter and intra-regional road and rail corridors by:
  - maintaining current assets
  - continuing to advocate for targeted investment in strategically important road and rail corridor improvements
  - future-proofing strategic corridors
- make substantial progress towards our regional road safety vision that no-one is killed or seriously injured on Waikato roads
- contribute to the Government’s climate change emissions targets by ensuring climate change is at front of mind in our transport decision-making, by providing transport choice, and by making low carbon and micro-mobility transport modes attractive, particularly in urban areas
- continue to work towards improving urban form and transforming urban mobility - taking up transformational transport opportunities in the Hamilton-Waikato metro spatial area
- supporting the differing transport needs of rural communities
- continuing to provide for the transport needs of transport disadvantaged groups
- supporting regional development and economic recovery from the Covid-19 pandemic.

#### The road to transformative change - challenges on delivering climate change outcomes

This RLTP was developed under the 2018 RLTP policy framework, with climate change and environmental sustainability being an important underpinning objective which cuts across all other transport objective areas in RLTP 2021. It was also developed prior to the Government’s recent Declaration of a Climate Emergency and the release of the Climate Change Commission’s 2021 Draft Advice for Consultation.

Towards the latter stages of confirming RLTP 2021 it became apparent that the pace of change in the national policy space to address climate change has sped up. But whilst GPS 2021 has elevated climate change as a national strategic priority, the Government has not provided the funding to achieve the transformational change necessary to meet its’ climate change targets and expectations.

National Land Transport Fund (NLTF) funding is severely constrained for RLTP 2021, with Waka Kotahi stating that 90% of anticipated revenue is committed to a significant programme of work already underway, including the funding of continuous programmes at current levels of service. There is therefore, extremely limited funding for new projects through the NLTP activity classes to support mode shift and climate change transport activities, like cycling, walking and public transport initiatives. This make the road to transformative mode shift to decarbonise the land transport system a very big challenge. We are similarly seeing a challenge in funding the local share for the Road to Zero safety programme.

The national situation is reflected at the regional level with the imbalance we are seeing in RLTP 2021 between our aspirational policy framework and the amount of projects and level of funding for mode shift / climate change activities put forward by Approved Organisations in the Plan. Regional stakeholders would like RLTP 2021 to deliver more but RLTP 2021 is likewise constrained in delivering on the region’s 10-year transport priorities.

What RLTP 2021 does do, is to set a strong policy framework for supporting the planning work and future significant transport projects that will likely be coming out of the Hamilton to Auckland Corridor Plan, Hamilton-Waikato Metro Spatial Plan and Hamilton-Waikato Mode Shift Plan and business case work. It is in our largest metro area where we can make the most significant advances in reducing carbon emissions from the transport sector. RLTP 2021 also supports mode shift in other urban towns around the region as well as promoting region-wide mode shift such as enhanced use of rail for freight and passenger transport and addressing regional resilience issues.

Strong regional advocacy for funding will be a key priority focus over the next three years under RLTP 2021 to secure investment in our regional land transport system to support growth and to set a road map for moving towards our carbon emissions reductions headline target we have set ourselves in the Plan.

## 1.5 How to navigate RLTP 2021

An outline of what is contained in each section of the Plan is presented below:

<b>Executive summary:</b>	contains the “line of sight” diagram which summarises the RLTP by mapping out our agreed policy direction, our high-level objectives and transport priorities, and our strategic response through the regional land transport programme and agreed stakeholder actions.
<b>Part 1: Regional Policy Framework</b>	
<b>Section 1:</b>	has introduced RLTP 2021, has explained where we have come from, and has outlined the high-level strategic drivers that are currently shaping our strategic transport response for RLTP 2021.
<b>Section 2:</b>	introduces the Waikato region and describes the region’s current land transport system as a context for discussion around the region’s key transport issues in Section 3 of the Plan.
<b>Sections 3:</b>	describes the region’s key transport issues and evidence base for the priority problems the RLTP will address.
<b>Section 4:</b>	details the regional policy framework for land transport presented in a series of policy templates based around our key objective and underpinning objective areas. The case for investment for the region’s key transport priorities is also presented here.
<b>Part 2: Regional Programme</b>	
<b>Section 5:</b>	presents the updated regional programme of transport activities, our prioritised significant activities, and activities of inter-regional significance.
<b>Section 6:</b>	outlines the anticipated funding to give effect to the RLTP.
<b>Section 7:</b>	details how we will monitor the RLTP to see how we are progressing towards realising our land transport vision and objectives for our region.



State Highway 25, Thames Coast Road. Photo: Thames-Coromandel District Council

Section 2: Transport today in the Waikato  
region | Tūmomo waka ki te rohe o  
Waikato

# Section 2: Transport today in the Waikato region | Tūmomo waka ki te rohe o Waikato

## 2.1 A snapshot of our region

The Waikato region is the fourth largest regional economy in New Zealand and the fourth largest region by population. It covers a wide geographical area, encompasses 11 local authorities, three of which lie across regional council boundaries, two Police districts, and is home to many different communities and iwi.

The region is nationally important for a range of export facing primary industries such as dairy, meat, forestry and aquaculture. Tourism has also become increasingly important, although this has been impacted by Covid-19.

Over 60% of the region’s population lives in the Hamilton, Waipā and Waikato districts. This sub-region is experiencing high population growth. The rest of the region is not growing at the same pace, but has seen higher than anticipated growth in recent years, in large part due to high net international migration. This has been impacted by the Covid-19 pandemic and border closures and going forward the region is expected to continue to grow, but at a slower rate. Like the rest of the country, our population is ageing.

A visual snapshot of key aspects of the Waikato region’s people and our economy is presented in Figures 7 and 8.<sup>(5)</sup> What this tells us is that our regional land transport system plays a hugely important role in supporting the diverse transport needs of the region for our people and for the regional and national economy.



Peacocke Development, Hamilton. Photo: Hamilton City Council

5 Arataki V2; Waikato Projections 2018-2068; Statistics New Zealand Census, 2018; The Waikato Plan, 2017

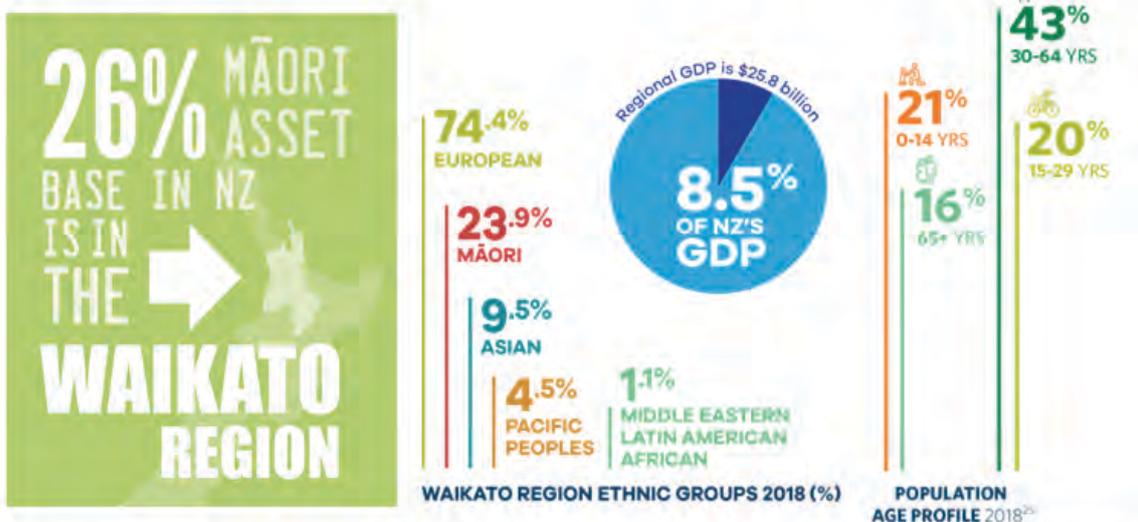
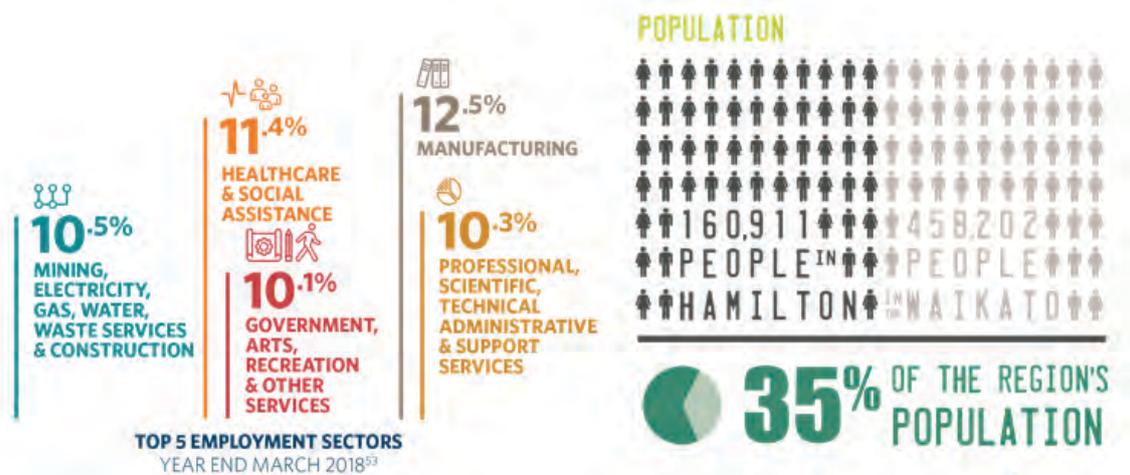


Figure 7 Visual snapshot of the Waikato Region

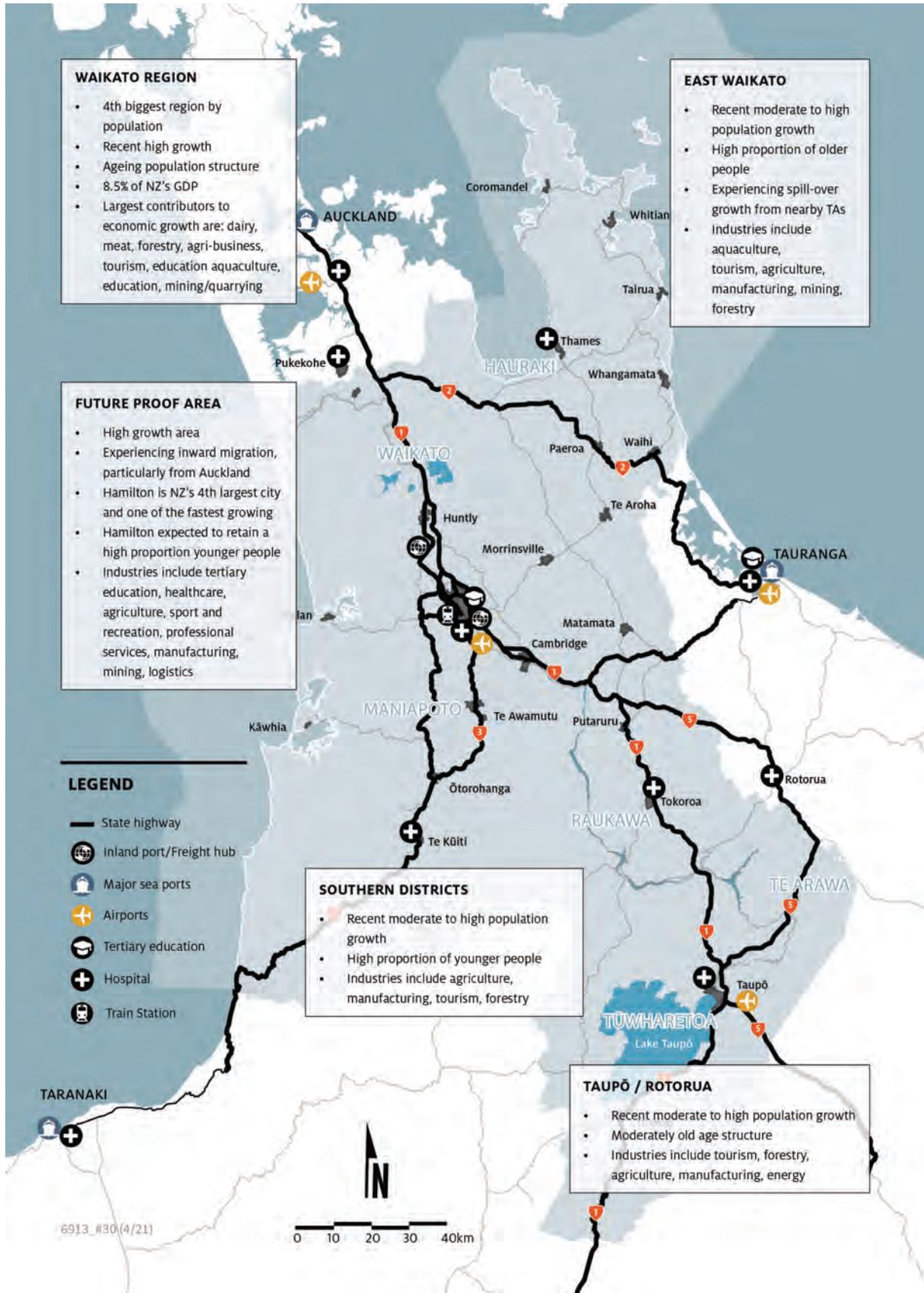


Figure 8 Snapshot of people and industry of the Waikato Region

## 2.2 Our regional land transport system

The Waikato region's land transport networks connect people and freight to key destinations both within and outside of the region. The land transport system also provides key public transport services, predominantly in the greater Hamilton area and other regional towns. A snapshot of the regional land transport system is outlined in Table 2 and supporting figures.

The region's network of inter and intra-regionally significant road and rail corridors (see box and Map 2 and Map 3) are supported by an extensive network of rural roads that play an important role in the efficient movement of people and freight.

Some of the region's key sectors, such as the agricultural, forestry, and aquaculture sectors, rely upon rural roads to connect to wider networks. The nature of these industries and economic challenges they are facing, mean that resilient, well-maintained, and efficient networks of both local roads and strategic corridors, and efficient low carbon transport options are increasingly important.

### Key strategic transport corridors

- SH1/29, North Island Main Trunk (NIMT) and East Coast Main Trunk (ECMT) road and rail corridor are the primary freight corridor linking Auckland, Hamilton and Tauranga, and associated sea and inland ports.
- Waikato Expressway, which forms part of SH1 between Auckland and Cambridge, is nationally important and is due to be completed after a decade of investment.
- SH1 and NIMT road and rail corridor is the primary people movement corridor linking Auckland and Hamilton.
- SH1 south of Cambridge and the NIMT are the primary freight and people movement corridors between the upper and lower North Island.
- SH2 is a key interregional connection between Auckland, Thames-Coromandel and the Bay of Plenty region that supports significant numbers of local trips and access to key visitor destinations.
- SH3 is the key interregional connection between the Waikato and Taranaki regions.
- SH5 connects the Waikato, Bay of Plenty and Hawke's Bay regions.
- SH25 and SH25A are key lifeline, freight and tourism routes around the Coromandel Peninsula.
- Hamilton City arterial corridors play a strategically important function as part of the wider strategic regional network.



*Southern Interchange, Hamilton Section. Photo: Waka Kotahi*

 <ul style="list-style-type: none"> <li>• Fourth largest public transport service in New Zealand consisting of:             <ul style="list-style-type: none"> <li>◦ an urban public transport network in greater Hamilton</li> <li>◦ regional services operating between regional and town centres.</li> </ul> </li> <li>• Electronic ticketing system (Bee Card 'tag on/tag off' introduced in 2020).</li> <li>• Graduated fares.</li> </ul>	 <ul style="list-style-type: none"> <li>• Waikato regional road network forms a key part of strategically important inter and intra road and rail corridors in the Upper North Island and national land transport network.</li> <li>• Waikato's road network represents 15.8% of NZ's state highways and 10.5% of local roads.</li> <li>• 97% of the rural state highway network has a 3 or less star-rating.</li> </ul>	 <ul style="list-style-type: none"> <li>• Walking and cycling provide transport options for short to medium length journeys.</li> <li>• Network consists of:             <ul style="list-style-type: none"> <li>◦ urban pedestrian footpaths</li> <li>◦ a growing urban cycle network in Hamilton city and other towns.</li> </ul> </li> <li>• A growing regional network of regional cycle trails as per Figure 9.</li> </ul>	 <ul style="list-style-type: none"> <li>• Two strategic rail corridors which connect Hamilton with the Ports of Auckland and Port of Tauranga:             <ul style="list-style-type: none"> <li>◦ North Island Main Trunk (NIMT)</li> <li>◦ East Coast Main Trunk (ECMT).</li> </ul> </li> <li>• Passenger rail service, Te Huia, between Hamilton and Auckland commenced early 2021.</li> </ul>	 <ul style="list-style-type: none"> <li>• Key regionally significant infrastructure Hamilton Airport located south of Hamilton city.</li> <li>• Titanium Park business park at Hamilton Airport.</li> </ul>	 <ul style="list-style-type: none"> <li>• Hamilton is becoming a major distribution and logistics centre, with access to road and rail networks, Hamilton Airport, and strategically located to service the Ports of Auckland, Port of Tauranga and markets to the south.</li> <li>• Key distribution hubs include Crawford Street, Te Rapa; Northgate, Horotiu; and Ruakura freight hub and inland port development.</li> </ul>
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Table 2 Waikato region land transport system



Cougar Park, Mountain Bike Park, Tokoroa. Photo: South Waikato District Council

**NIMT**  
National rail freight corridor in the North Island. Interregional passenger rail Hamilton to Auckland.

**SH2**  
Key interregional corridor connecting Auckland, Coromandel and Bay of Plenty – local journeys and tourism.

**SH25 & SH25A**  
Key lifeline corridor supporting community access, freight and tourism around the Coromandel Peninsula.

**SH1 & SH29**  
Priority interregional freight corridor linking Auckland, Waikato and Bay of Plenty. Waikato Expressway component between Auckland and Cambridge.

**ECMT**  
National rail freight corridor connecting NIMT with Port of Tauranga.

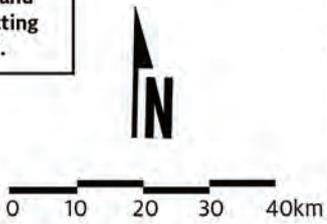
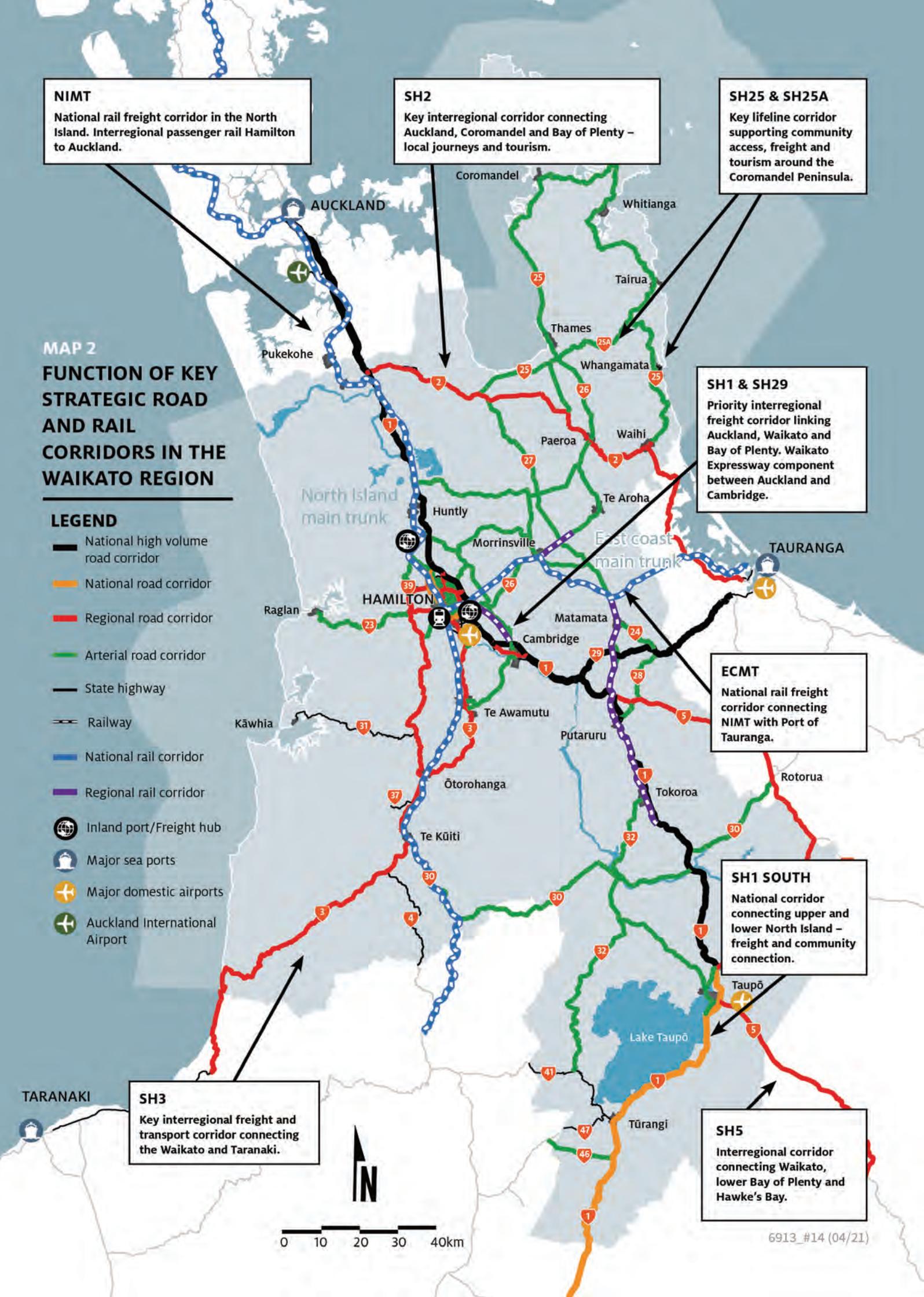
**SH1 SOUTH**  
National corridor connecting upper and lower North Island – freight and community connection.

**SH3**  
Key interregional freight and transport corridor connecting the Waikato and Taranaki.

**SH5**  
Interregional corridor connecting Waikato, lower Bay of Plenty and Hawke's Bay.

**MAP 2**  
**FUNCTION OF KEY STRATEGIC ROAD AND RAIL CORRIDORS IN THE WAIKATO REGION**

- LEGEND**
- National high volume road corridor
  - National road corridor
  - Regional road corridor
  - Arterial road corridor
  - State highway
  - Railway
  - National rail corridor
  - Regional rail corridor
  - Inland port/Freight hub
  - Major sea ports
  - Major domestic airports
  - Auckland International Airport



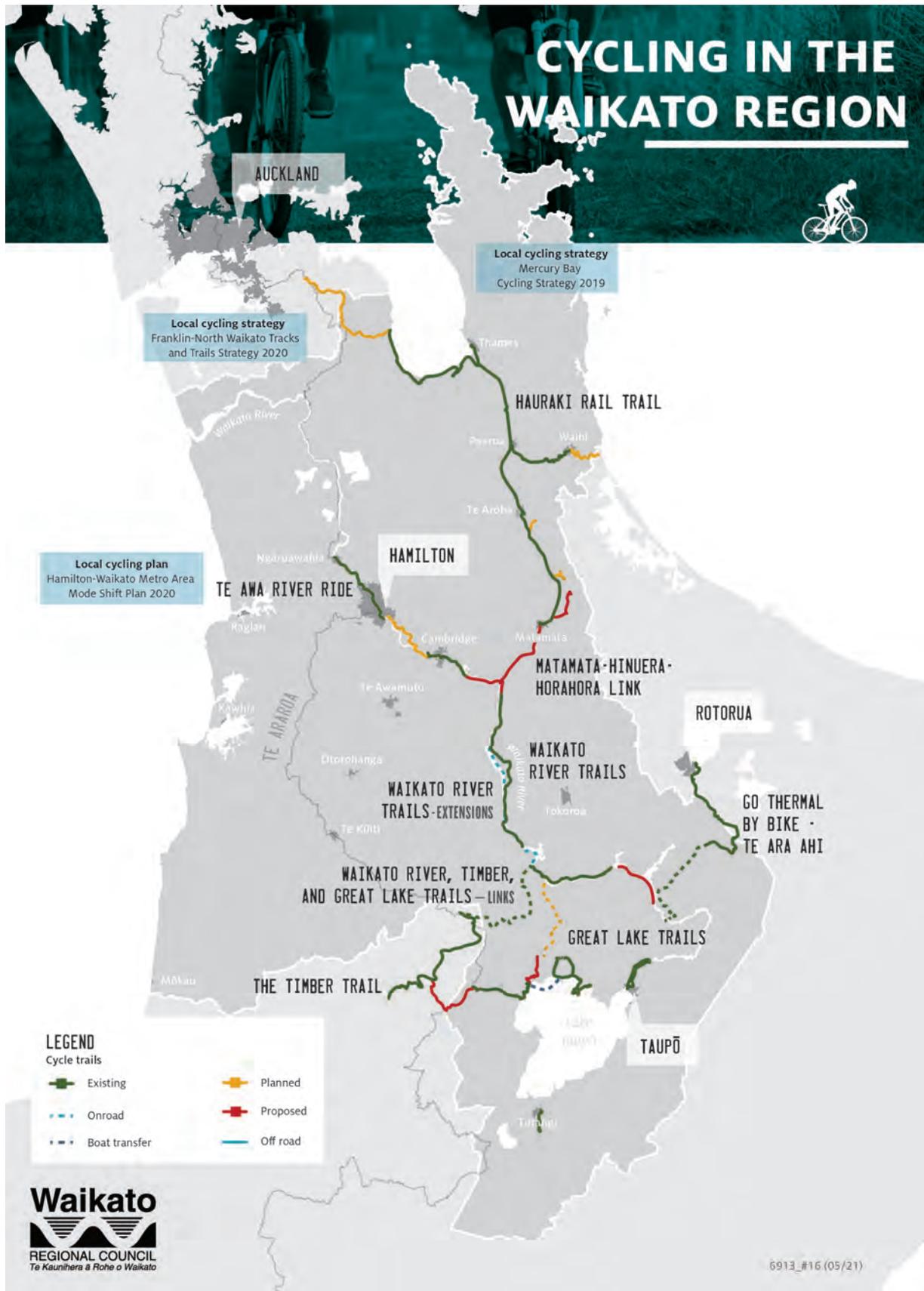


Figure 9 Regional cycle trail network



Figure 10 Waikato regional public transport network

## 2.3 Our role in the Upper North Island

The Upper North Island Strategic Alliance has prepared the

following joint statement setting out why the upper North Island is important, the role of transport in the upper North Island, and setting out shared priorities and focus areas.

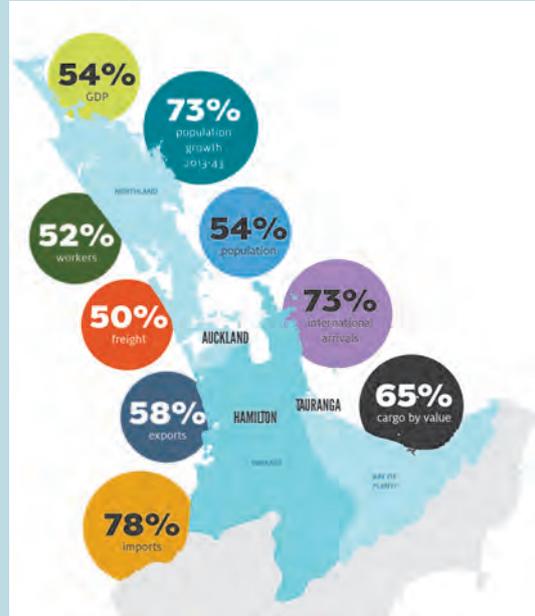
### Upper North Island Strategic Alliance Joint Statement

#### Why the Upper North Island is important

The Upper North Island (UNI) is critical to the social and economic success of New Zealand.

The Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP, housing more than half of New Zealand's population and providing for the movement of more than half of New Zealand's freight.

Growth in the UNI has increased more rapidly than for the rest of the country and that is predicted to continue. This growth has many benefits for the country, but it brings with it a range of challenges that local and central government agencies need to work on together to resolve.



#### The role of transport

Transport is an important enabler of social, economic and environmental outcomes. The UNI contains vital transport networks and acts as New Zealand's gateway to the world, with Ports of Auckland, Tauranga and Northport exporting and importing the majority of New Zealand's goods. These ports are served by a developing network of inter-modal inland ports and freight hubs, which support the efficient transfer of goods between producers and consumers.

Wider road and rail infrastructure networks connect key growth areas, ports and freight hubs, and support the majority of national economic activity. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility both inter-regionally, regionally and sub-regionally.

Ensuring a safe, efficient and sustainable transport network is critical for the UNI to achieve desired social and economic outcomes and for New Zealand to continue to compete internationally.



#### Why collaboration is important

The interdependencies between regions, most evident in shared transport networks, means that the ongoing success of the UNI requires key decision-makers to work together, sharing and coordinating information and understanding wider strategic priorities in planning and investment processes.

A collaborative, forward-thinking approach to infrastructure planning and investment across the Upper North Island is required to ensure freight supply chains and strategic road and rail corridors continue to perform well into the future.

### Shared Priorities

In developing the respective UNI Regional Land Transport Plans, the regions have collaborated to better understand the UNI strategic context, and within this, its issues and opportunities relevant to the transport network. An outcome of this is the identification of shared priority areas of focus that support investment decisions and contribute to delivering the desired social and economic outcomes. Shared priorities that the regions are actively working together on are:

- managing the transport implications of population growth and land use change,
- improving the efficiency and reliability of freight movements,
- improving the safety of road users across the network, particularly in high risk areas.

These areas benefit the most from an aligned UNI approach as they require multi-agency attention, have a prevalence of cross boundary journeys, and are key contributors to the significance of the UNI to New Zealand. While the shared priorities are developed at a UNI scale, subregional and regional priorities continue to provide specific areas of focus for regions within the upper North Island, an example being the importance of ensuring a resilient transport network for areas prone to disruption.

A work programme for the shared priorities is helping to improve and better coordinate regional delivery and response to UNI significant issues, determined through Regional Land Transport Plans. It is essential that this commitment to collaboration continues and develops even further to maximise social and economic outcomes for the UNI and the regions within it.

### Strategic areas of focus for the Upper North Island 2021-31:

Whangārei to Auckland (SH 1 and Rail)	Strategic road and rail corridors to deliver safe and reliable journeys between Auckland and Whangārei. This includes delivering SH1 Whangārei to Port Marsden project through the NZ Upgrade Programme (NZUP) and considering further options to increase transport choice between Whangārei and Northport and investigating opportunities for additional improvements between Port Marsden Highway and Te Hana.
Auckland Urban Road	Support inter-regional movement of people and goods to key hubs, through improved journey time reliability into and through urban Auckland, supported by mode shift and delivery of Auckland Transport Alignment Project (ATAP) and the NZUP.
Auckland Urban Rail	Enable an increased role for rail in and through Auckland to support the movement of freight across the UNI, and personal travel between Waikato and Auckland. This includes delivering the Rail Network Investment Programme (RNIP) and NZUP (for example the third main and the extension of the Auckland Metro electrified rail network from Papakura to Pukekohe) and considering further potential investments subject to revised growth triggers.
Auckland to Tauranga (SH2)	The focus is on improving safety and maximising use of existing infrastructure, including travel demand management and transport choice initiatives to help manage peak demand. Improvements include delivering the Takatimu North Link and Te Puna to Ōmokoroa projects through the NZUP.
Hamilton to Tauranga (SH1/29 and rail)	Provide safe and reliable journeys for people and freight on this nationally strategic corridor, including SH1/29 improvements through NZUP and strategic rail network improvements.
Hamilton to Auckland (SH 1 and Rail)	Support delivery of growth initiatives through the Hamilton-Auckland Corridor project for both people and freight with multi-modal transport choices along the corridor and within communities and businesses. The initiatives include the Auckland to Hamilton Rapid Rail business case and Hamilton-Waikato Metro Spatial Plan Transport PBC. Improvements to road and rail corridors include completion of the Waikato Expressway and Auckland Southern Corridor improvements.



## Section 3: Our key transport issues | Ngā tino take ā-waka

# Section 3: Our key transport issues | Ngā tino take ā-waka

## 3.1 Introduction

This section of the RLTP identifies the region's key transport problems and provides a summary of the accepted evidence base for the region's top transport problems. A list of contributing documents for this section is provided in Appendix 3 of the Plan.

## 3.2 Our key transport problems

The high-level transport problems for RLTP 2021 have been brought forward from the 2018 RLTP. The problem statements below have been updated with the Regional Transport Committee (RTC).

### RLTP 2021 Problem statements

#### Strategic corridors 40%

Growth in the upper North Island is impacting on strategic corridors and hindering economic development.

#### Road safety 35%

System failures and user behaviours expose people to risk, resulting in the unacceptable occurrence of deaths and serious injuries.

#### Access and mobility 25%

People need better, more equitable transport options to access social, health, economic and cultural opportunities.

The weightings have also been carried forward from the 2018 RLTP with best-available evidence still supporting this focus.

The key issues behind each problem statement are discussed below, organised around key themes or components of the problem.

## 3.3 The issue of population and land use growth on our strategic transport corridors

One of the most significant drivers of demand for land transport is population growth and land use change. Managing these pressures is the subject of considerable effort in integrated land use and transport planning, particularly in the Future Proof area and North Waikato which are growing the most quickly. However, growth and land use change is also occurring across the region. This is putting pressure on our strategic transport networks, with growing congestion, less reliable travel times, and a need to continually improve transport options for communities.

Integrated land use planning outcomes can positively influence the transport outcomes we are seeking. Integrated land use planning that aligns with existing transport infrastructure and services, that reduces travel demand, and supports transport choice and higher levels of public transport use, can achieve the transport outcomes we want without having to invest in expensive infrastructure such as more roading. Good urban development such as higher and mixed densities can lead to shorter car trips and lower levels of car use. Urban design can support active transport modes.

Integrated transport and land use planning lies at the core of the intervention hierarchy approach for transport planning and decision-making. Waka Kotahi expects this approach to be applied to all steps in the planning and investment process for land transport programmes and projects. The intervention hierarchy approach is outlined in Figure 11. It means that the lowest cost alternatives and options, including making best use of existing transport capacity, should be considered as a first step before looking at higher cost alternatives and options.

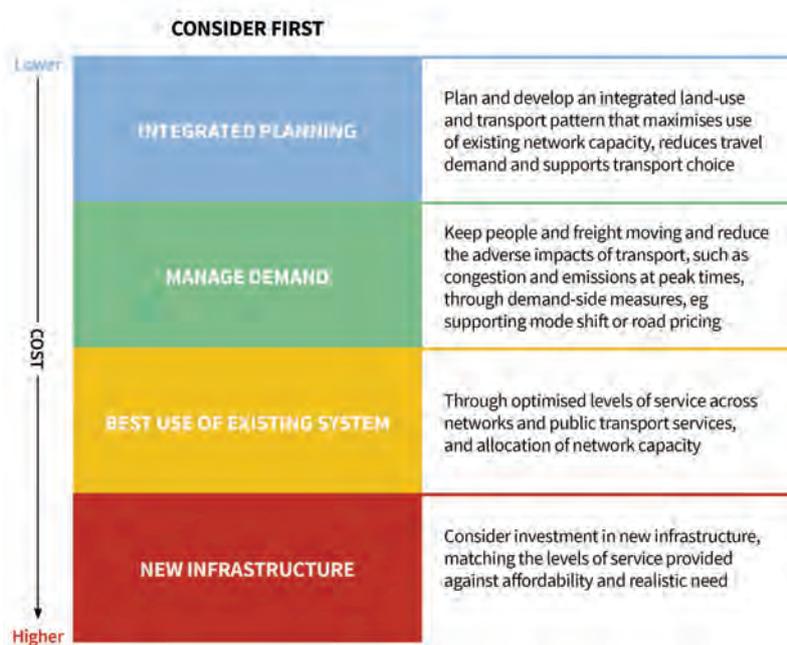


Figure 11 Intervention Hierarchy approach

A snapshot of growth and land use change occurring in the region:

### Growth in the upper North Island

- Growth in the upper North Island has increased more rapidly than for the rest of the country and is predicted to continue.<sup>(6)</sup>

The Upper North Island's total population grew by 13% on average over the last five years.<sup>(7)</sup>

### Growth in the Hamilton to Auckland Corridor

- High population growth and intensification of land use has been occurring at both ends of the Hamilton to Auckland Corridor, and on both sides of the Waikato/Auckland boundary. A visible example of this is the increased residential development in and around Pokeno township in the North Waikato.
- Growth in the North Waikato has been faster than it has been possible to plan, fund and build transport choices for residents who live there.
- We are also seeing growth pressures in locations that haven't been planned for, and this has the potential to adversely impact the efficiency of the primary State Highway 1 corridor between Hamilton and Auckland.

### Growth in the Hamilton-Waikato metropolitan area

- The Hamilton-Waikato metro area is the third fastest growing urban area in the country and the population is expected to double in the next 50-100 years.<sup>(8)</sup>

The Hamilton-Waikato Metro Spatial Plan has identified a future optimal urban form if the Hamilton-Waikato-Waipā area grows into a metro-scale city region of 500,000 people.

- Hamilton is one of five Tier One growth areas in the National Policy Statement – Urban Development 2020, requiring significant development capacity planning.

Future Proof anticipates Hamilton to grow to between 215,000 and 235,000 by 2045, and this has been occurring faster than projected.<sup>(9)</sup>

- Arataki anticipates that Hamilton's population growth will continue post Covid-19, albeit this may occur at a slower rate than originally anticipated. In general, Hamilton is forecast to be less affected than other parts of the upper North Island because of its relatively stable public sector, strong links to surrounding agriculture and good transport links to the rest of the country.
- The Hamilton-Waikato metropolitan area is seeing significant land use change and intensification. The Peacocke growth cell, a large-scale residential development, is being accelerated by Hamilton City Council to help meet the City's housing needs. Land use is intensifying in and around Ruakura, Cambridge and Te Awa Lakes.
- There is also significant industrial and commercial growth in and around Hamilton as the area develops into a major distribution and logistics centre due to its good access to road and rail networks and strategic location within the Upper North Island. Expansion plans at Hamilton Airport, and the development of the Ruakura inland port and

6 UNISA, 2019, UNISA Value Proposition 2019-2020

7 Arataki pan-regional summary Upper North Island

8 Hamilton-Waikato Metro Spatial Plan

9 Future Proof

Northgate are key examples (discussed further in Section 3.4).

- The effects of population growth and development are resulting in traffic growth, which is accelerating congestion and safety problems, increasing travel times and affecting efficient freight and people movements.

Around 9,500 commuters from surrounding territorial authorities commute into Hamilton City each day, with an additional 50,000 moving internally.<sup>(10)</sup> Residential growth means this is expected to increase by 40 per cent in the next three decades, mainly from the south.<sup>(11)</sup>

- Key projects are underway under the Access Hamilton Strategy and Implementation programme, the Hamilton-Waikato Metropolitan Spatial Plan and the Hamilton-Waikato Mode Shift Plan to address congestion and transport demand issues.

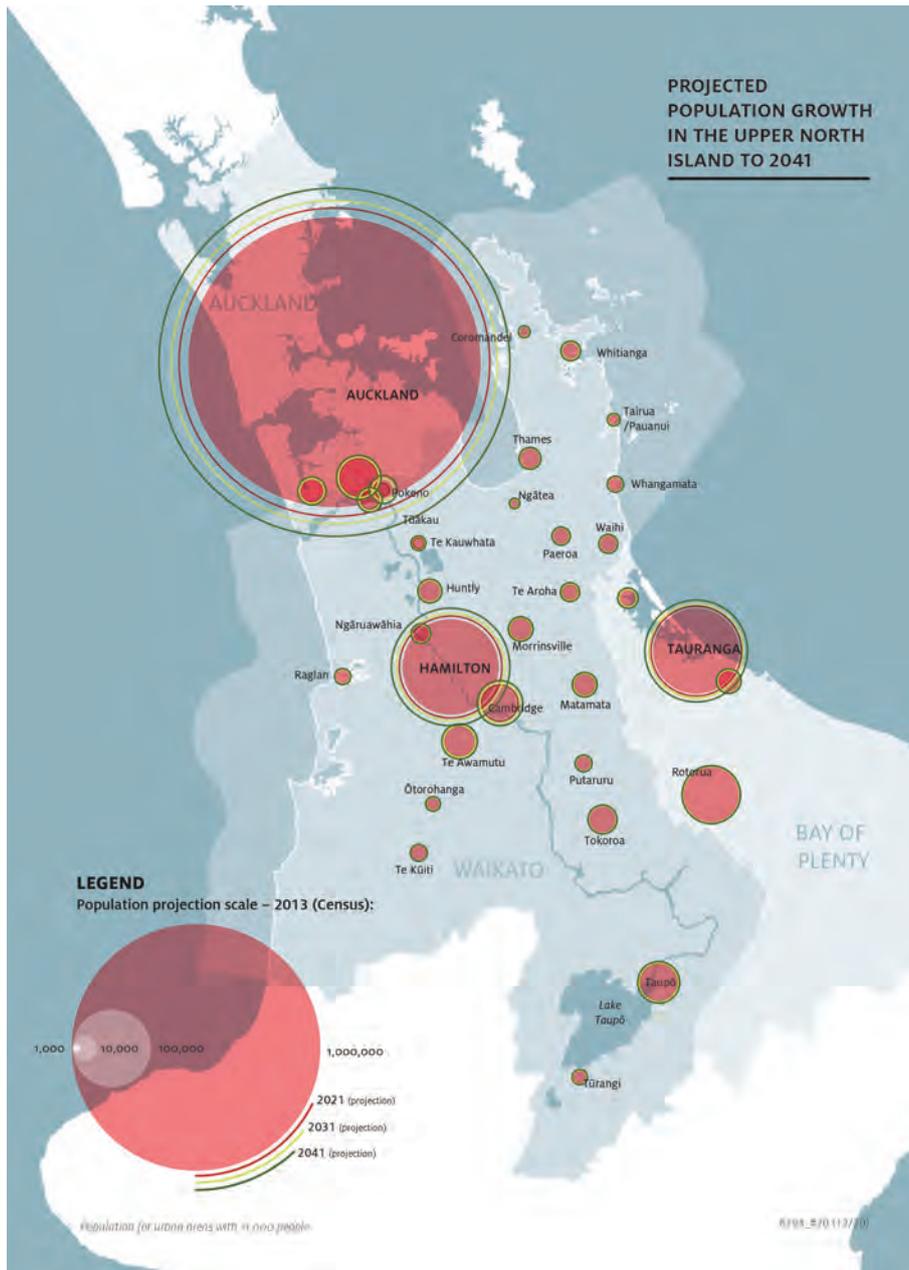


Figure 12 Projected population growth in the Upper North Island

10 Statistics New Zealand Census, 2018

11 Access Hamilton Programme 2017

## A vision for transport in the Hamilton-Waikato Metro Spatial Plan

A rapid and frequent multi-modal transport network is a defining feature of the Hamilton-Waikato Metro Spatial Plan (MSP). A metropolitan-scale network will improve access and connectivity across the area.

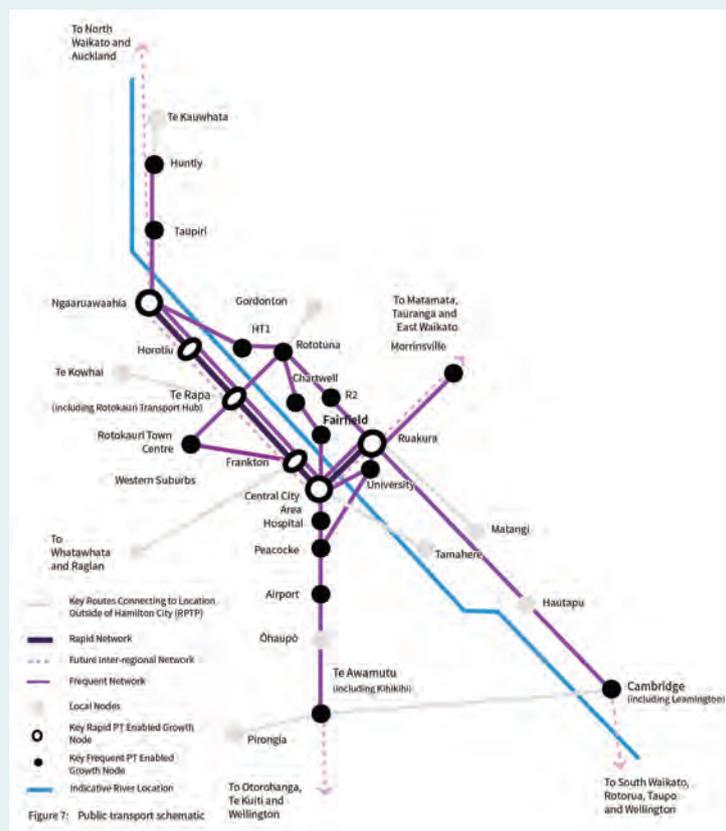
Three key moves are identified to achieve a high degree of connectivity in the metro spatial area:

- a place-shaping integrated rapid public transport network linking major growth centres;
- an appropriately scaled freight and movement road network providing convenient and reliable access for the region's economic activity hubs; and
- an active mode network that improves the health and wellbeing of people, communities, and environment.

A rapid transit spine linking major employment and residential hubs supported by a frequent transport network and high-quality walking and biking networks is envisaged for the metro spatial area. This also includes a vision for enhanced rail between Hamilton and Auckland, which could be extended to Tauranga.

Local centres will be enhanced around high-quality transport interchanges, supporting a mix of residential, commercial and retail development with high urban amenity.

The completion of the Waikato Expressway and Southern Links projects will provide the metro area with a high capacity regional ring road to direct inter-regional trips and freight appropriately through and around the urban area. The efficiency of these strategic corridors is dependent on the successful delivery of the active transport and public transport corridors and networks to ensure short distance commuter trips are discouraged and freight corridors are protected.



### Spatial plan directives for transport

- rapid and frequent public transport networks
- efficient freight network operations and inter-regional corridors
- connect transport and resident hubs, linking major growth centres by public transport and active modes
- neighbourhood design to make public transport, walking and cycling easy and attractive

### Tier One implementation initiative

- establishing a multi-modal transport network as a core spatial feature connecting the metro area
- establishment of a rapid and frequent public transport network in priority development areas

### Population change and land use in the wider region

- Outside of the Hamilton-Waikato metropolitan area there has been higher than anticipated growth in recent years, in large part due to high net international migration. This growth has slowed down as a result of the Covid-19 pandemic and border closures, however these areas are expected to continue to grow, albeit at a slower rate.<sup>(12)</sup>
- Many rural areas also have ageing populations. This is expected to become more of an issue in the future as the number of people aged over 65 increases, often with fixed incomes. This makes it hard for ageing rural communities to fund existing services and maintain existing assets, or fund transport improvements. This needs to be addressed given the contribution the rural transport network plays in facilitating economic and social outcomes for the region and the country.
- Rural parts of the Waikato region are also home to significant tourist attractions. Prior to Covid-19, visitor numbers were forecast to grow significantly. With increased border restrictions arising from the Covid-19 pandemic, international visitor numbers have declined sharply across New Zealand and this is expected to continue for at least the short to medium-term. The full impact of Covid-19 on the tourism sector in the region, and on communities, is not yet fully known.
- Rural parts of the Waikato region are also undertaking land use planning to address a range of issues including population and land use growth and change, resilience of communities to climate change, and providing for the transport needs of their Districts. For example, Taupō District has prepared Taupō District 2050 which sets out the District's plan for future urban growth in the District, Thames-Coromandel is engaging with communities on management of shorelines in response to climate change,

and the NZ Walking Access Commission is co-ordinating the Connecting Franklin-North Waikato Project.

The Waikato region is diverse and covers a large area with a mix of both urban and rural areas. Whilst there is a strong theme running through this Plan about the targeted work needed in the Hamilton-Waikato Metro Spatial area, there is also an equally important theme running through this Plan about works required outside of the urban metropolitan centre. This includes an extensive range of maintenance and improvement projects to state highways and rail networks to ensure access to our widespread communities; the critical road safety packages of work that will provide for a safe and accessible transport system across the region; and the ongoing improvements required in the mode shift and climate change spaces to provide accessible, low carbon travel choices for all our communities. It is acknowledged that growth is occurring in urban centres outside of the Hamilton-Waikato metro area, and it is important to ensure that these areas also have good transport choices.

### 3.4 The impact of freight growth on our strategic transport corridors

Strategic road and rail corridors facilitate the efficient, reliable and safe movement of freight between the key sea ports in Auckland and Tauranga, Waikato inland port and logistics hubs, and through the rest of the North Island. The efficient movement of freight is vital to the country's economic success.

The freight task on our strategic corridors is continuing to grow, as shown in Figure 13. Adding to increased travel from population growth and land use intensification, this is causing inefficiencies and constraints on the system, with slower and more unreliable journey time, and higher flow-on operating costs.



Figure 13 Freight volumes in the Waikato region

A snapshot of freight growth:

- The road and rail freight routes between Tauranga and Auckland, via Hamilton<sup>(13)</sup>, form the country's most important freight corridor.

Over half of New Zealand's freight movements are within and between the Upper North Island regions.<sup>(14)</sup>

- Freight tonnage in New Zealand is expected to increase by 55 per cent by 2042, from 237 to 355 million tonnes.<sup>(15)</sup>

32% of the nation's freight movements are going into, out of, or through the region by both rail and road.

- The North Island Main Trunk / East Coast Main Trunk Line between Auckland and Tauranga carries over a third of New Zealand's rail traffic and is the most densely used sector of the national rail network.

Rail hauled 3.5 billion tonne kilometres of goods in 2017/18; this is approximately 12% of the total freight task (based on tonne kilometres).

- The rural road network also plays an important role in the efficient movement of freight from production to processing sites, domestic distribution centres and sea ports.

13 Arataki V2

14 Upper North Island Freight Story

15 Ministry of Transport, Transport Outlook Future State (November 2017)

There are 10,000km of local roads in the region that carry a large proportion of the overall 5.7 billion vehicle kilometres travelled per annum in the region in 2019.

- The local roading network has considerable economic importance to the region, particularly in respect to carriage of freight from farm or production site to destination. Maintenance of these local roading assets and managing land use development, such as forestry, is important to ensure these assets remain fit for purpose.
- Changes in consumer behaviour with increasing e-commerce and home delivery, exacerbated by Covid-19, are providing challenges and opportunities for the freight sector. There is a growing fleet of smaller-scale commercial vans and carriers undertaking distribution, adding to the freight task, particularly in the Hamilton-Waikato metro area where population is denser.
- Waka Kotahi research indicates that in the Waikato region, freight and traffic volumes may flatten for a period as a result of Covid-19 but are anticipated to remain a significant influence on strategic corridors proportional to other regions.

### Rail corridor issues

Rail corridor issues that are holding back the potential of rail include:

- Historic under-funding of rail and a planning and investment framework that separated road and rail decision-making has resulted in a high reliance on roading corridors to move freight and people.
- Constraints in the rail network in the upper North Island are impeding greater use of rail, particularly between Hamilton and Auckland, and conflicts between freight and passenger rail exist on the Auckland metro network.
- Rail investment decisions to date, with regards to the electrification of rail, have not factored links to key northern Waikato towns (Tuakau and Pokeno). Greater advocacy is required with both Government and Auckland Council / Auckland Transport on this matter.
- Congestion and constraints in the Hamilton-Waikato Metro Spatial Plan area include lack of rail electrification and double-tracking.
- There is a need for rail network capacity improvements to accommodate increased freight and passenger rail services.
- Whilst rail has the potential to play a greater role in freight movement, and to connect key centres and freight hubs, there are significant obstacles that hinder the efficiency and attractiveness of rail for some industries, for example, the lack of rail infrastructure and ability to meet industry requirements for primary production and food manufacturing industries.

### Road freight corridor issues

Strategic road freight corridor issues include:

- Ensuring the efficiency and journey time reliability of freight movements as freight demand grows. Maintaining travel time predictability on our strategic corridors is a headline target for this RLTP, outlined in Figure 6.
- Protecting the benefits of investment in key strategic roading assets such as the Waikato Expressway is critical to ensuring efficiency, as is maximising benefits from improvements.
- Ensuring that land use decisions do not compromise the important role our strategic roading networks play for freight.
- The RTC has recognised the need to invest in improvements on strategically important inter and intra-regional corridors, including extending the Waikato Expressway from Cambridge to Piarere to provide an efficient and safe national freight route between the Ports of Auckland and Port of Tauranga.
- Completing the strategically important Southern Links network to direct inter-regional trips and freight into and around the Hamilton urban area, connect to the industrial node around the Airport, and unlock development potential in this sub-region.
- The Hamilton-Waikato metro roading network is a vital component of the strategic freight network and therefore it is important that the efficiency of the system is maintained in the context of growth pressures.

The Government is reviewing the upper North Island logistics and freight supply chains to ensure they remain fit for purpose in the long-term. This includes whether to move the Ports of Auckland. The outcome of a decision to move the Ports of Auckland could have significant impacts on the future movement of freight within the upper North Island. More work from the Government on this is expected in 2021.

- Greater use of coastal shipping provides an opportunity to move freight as a low emission transport mode, however further work needs to be done on the role that coastal shipping plays in the region.

The RTC has set a headline target of maintaining travel time predictability of 88% on key strategic corridors. The aim of this is to ensure our strategic corridors are reliable and efficient.

## The future role of rail

Rail plays an important role in the national and regional land transport system, particularly for the movement of freight. The Government has recognised opportunities to enhance the role of rail and has released the draft NZ Rail Plan. This outlines a vision for New Zealand's national rail network to provide modern transit systems in our largest cities, and to enable increasing volumes of freight to be moved off the roads and onto rail.

The RTC has also recognised opportunities to enhance rail's potential and the benefits this will bring to the Waikato region and upper North Island.

A focus of the RTC over the last three years has been implementing the 2018 RLTP priority to develop a start-up inter-regional passenger rail service between Hamilton and Auckland. Te Huia commenced its' service in April 2021 and will provide a regular passenger rail connection between Hamilton, Huntly and Auckland. Beyond this, there is a strong case to investigate further enhancements of the service as well as for rapid rail in this corridor.



Waikato-Tainui's inland port development at Ruakura is an inter-generational development of national significance. Once fully operational, the 30-hectare inland port operated in a joint venture with the Port of Tauranga, surrounded by a 263 hectare industrial and logistics park, will have capacity to process 1 million TEU (20 foot) shipping containers per year.

## Opportunities for growth

There is national commitment to realise the potential of rail as part of a modern multi-modal transport system, including:

- establishing rail under the LTMA framework
- mode-neutrality in decision making
- investing in the national rail network to achieve a resilient and reliable network over the next decade. This will provide the platform for future growth of freight and metropolitan passenger rail.

There are regional opportunities:

- rail is recognised in Hamilton to Auckland Corridor (H2A) planning as an enabler of future growth
- Hamilton-Waikato Metro Spatial Plan recognises a future rapid and frequent public transport network linking major growth centres, which may include rail
- Hamilton to Auckland intercity connectivity indicative business case presents a strong case for further investigation of rapid rail in the H2A corridor as well as expanding rapid rail to Tauranga
- growth in inland ports and logistics hubs (Ruakura, Northgate, Crawford Street) and passenger rail infrastructure (Rotokauri, Huntly), and longer term potential to link rail to the airport.
- work is underway to investigate the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk to facilitate economic growth of regional New Zealand.
- other integrated land use opportunities that support rail.

### 3.5 The impact of climate change on route security and resilience

The Waikato region contains around 800km of roads that are in low lying coastal areas, as are many of our settlements. These roads are predominantly around the Lower Waikato River and Hauraki Plains, of which 22,148 hectares is below sea level.

Climate change induced events such as extreme rainfall, flooding, landslides coastal inundation, and fire risk are projected to get worse in many parts of New Zealand. This increases risks to strategic road and rail corridors, affects people’s ability to move around the region safely and efficiently, and has economic impacts on communities.

The Waikato region’s road transport network is more than twice as exposed to sea level rise than anywhere else in the country. <sup>(16)</sup>

Without active adaptive management, the long-term effects of climate change will make the Waikato region’s transport network less resilient and subject to more frequent road closures due to extreme weather events.

Planning to address resilience effects on communities is complex. Nationally, there is research underway to better understand impacts of sea level rise on our communities. Locally, some districts are responding to climate change concerns through development of collaborative community-driven management plans. For example, Thames Coromandel District Council is developing Shoreline Management Plans (SMPs) and Hauraki District is developing Wharekawa Coast 2120.

A snapshot of resilience issues is provided below.

- Resilience hotspots around the region include SH25 and SH25A around the Coromandel Peninsula, SH2 Karangahake Gorge, SH1 south of Taupō to Desert Road, and SH3 Awakino Gorge.
- Arterial road networks around the Lower Waikato River and Hauraki Plains.
- Many parts of the region are rural and may only have one corridor providing access, for example, SH23 to Raglan and SH31 to Kāwhia.

In addition to the risk of climate change induced events, improving safety on these corridors should reduce the likelihood of key lifeline routes being adversely affected, or closed, for periods of time.

#### Summing up – what the population, freight and resilience issues for our strategic corridors tell us

- protecting the function, efficiency, reliability and resilience of our strategic road and rail corridors is a national and regional priority
- there are significant economic and safety benefits to New Zealand and associated social access and mobility benefits
- collaborative planning is driving a shared understanding of strategic priorities
- investment is needed to maintain and improve safety, efficiency, resilience, and in some cases capacity of our strategic road and rail corridors, in the context of ongoing growth pressures and to support future urban form in the Hamilton-Waikato metro spatial area

*The case for investing in our strategic corridor priorities is identified in Section 4 of the RLTP.*



Cycleway Construction, Kaiaua. Photo: Hauraki District Council

### 3.6 The issue of road safety

Safe roads are critical to the wellbeing of our communities, to enable all people to arrive safely at their destinations every time they travel, and to enable people to feel safe to choose any mode of travel for themselves and their families.

Despite significant work nationally and regionally, the statistics show that the road casualty rate is not reducing fast enough. The growth we are seeing in the region and associated growth on the transport network is exacerbating the safety risk of travel and exposing vulnerable road users to greater levels of risk.

A snapshot of road safety statistics below illustrates the magnitude of the problem.

- Road safety in the Waikato region is a nationally significant issue.

Road deaths and serious injuries (DSI) in the Waikato region represents about 20 per cent of national road casualties each year.

In the Waikato region 78 people were killed in 2019 and 359 were seriously injured. This is nearly twice what a region might expect based on population numbers.<sup>(17)</sup>



Figure 14 Waikato regional road deaths

- Beyond direct injuries or death, road injuries have significant social costs including reduced quality of life, financial costs<sup>(18)</sup> and impacts on family and social connection.

The estimated social cost to the region is about \$500 million a year, and from 2009-2018 the estimated cost to the Waikato is \$5,870,487,000.<sup>(19)</sup>

- Drugs, alcohol and speed are major factors in road crashes, alongside high-risk road users (particularly our young people and Māori), motorcyclists, impaired drivers and heavy vehicle movements. Key statistics from Road to Zero for the Waikato 2020-2030 strategy are presented below.

#### Waikato region death and serious injury crashes (requiring hospitalisation)

- Over 70% of all high severity crashes occur in rural areas.
- 31% of casualties in urban areas are cyclists and pedestrians (active users).
- 5-9 year-olds were the highest pedestrian casualties and 45-49 year-olds were the highest cycle casualties, followed by 10-14 year olds.
- 20% of severe regional crashes involve motorcyclists and 45-49 year olds feature most.
- Heavy vehicles are over represented in crashes and older drivers 60-64 years are most involved.
- Over 30% of crashes involve alcohol or drug impaired drivers and both types of crashes have been increasing.
- Speed (or travelling too fast for the conditions)<sup>(20)</sup> caused 20% of high severity crashes.

- Safe, inclusive walking and cycling facilities and public transport infrastructure contribute to a sense of place and support sustainable transport choices that are not constrained by unsafe environments.
- Providing safe, inclusive transport choices is also critical for an accessible society where people with disabilities can access the transport system the same as able bodied people. A lack of safe, accessible transport<sup>(21)</sup> results in negative health, wealth and wellbeing impacts.
- As the role of rail grows, safety improvements through level crossing upgrades will continue to be a key matter that councils and KiwiRail will need to work together to address.

17 CAS analysis May 2020 (Waikato region deaths and serious injuries include a portion of the Rotorua District which may lead to discrepancies when comparing data sets and analysis)

18 Waikato region heading towards zero – a road safety discussion document, July 2020

19 At June 2018 prices. Ministry of Transport figures.

20 Road to Zero for the Waikato Strategic Direction 2020-2030

21 Road to Zero for the Waikato Strategic Direction 2020-2030

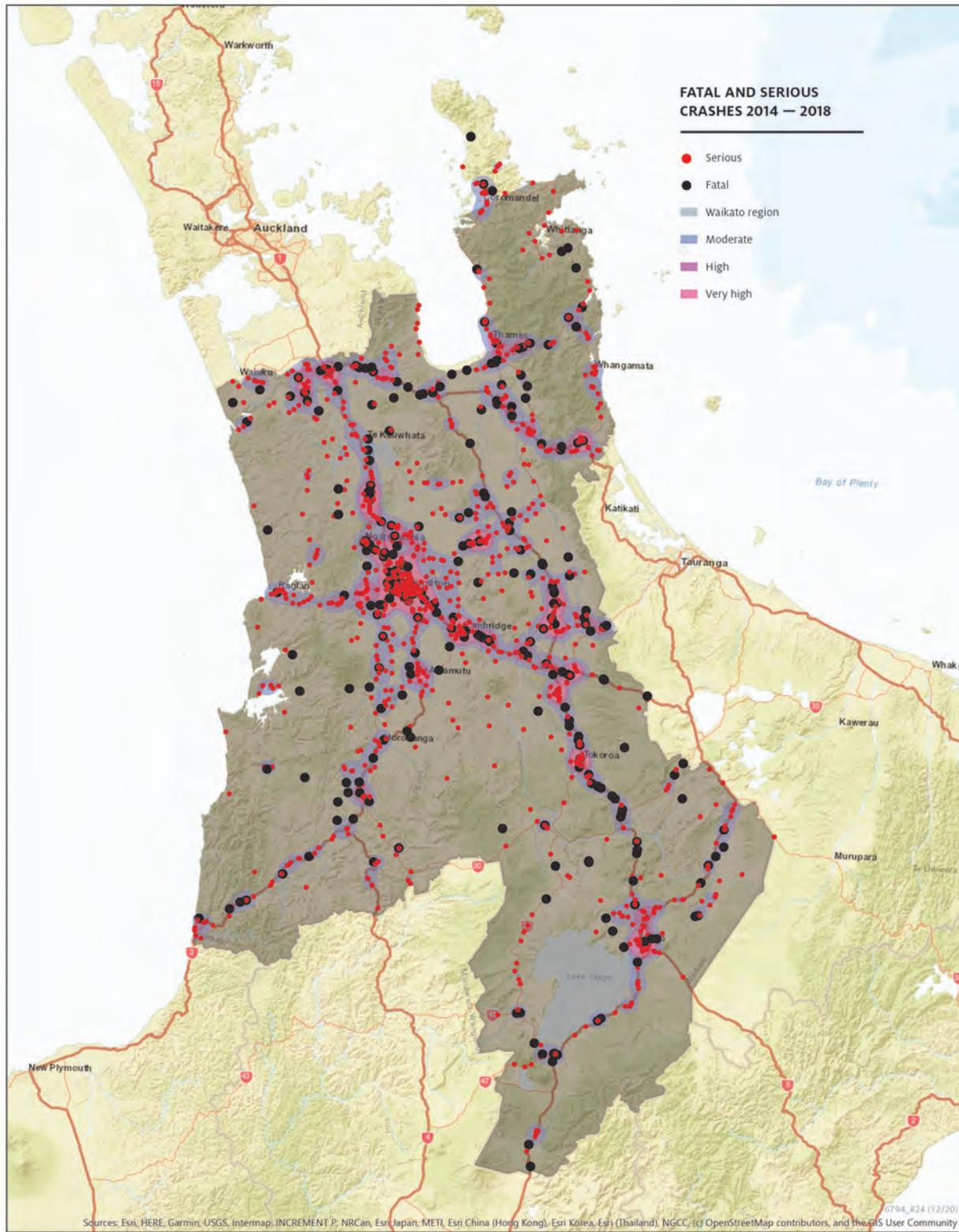


Figure 15 Heat map of fatalities and serious crashes in the Waikato region 2014 - 2018

A new regional road safety strategy, “Road to Zero for the Waikato 2020 – 2030” identifies what is needed to improve road safety outcomes in the region. The strategy, illustrated

in the figure below, sets a target of a 40% reduction in deaths and serious injuries by 2030 which has been adopted as a headline target in this RLTP.



The key priorities identified in *Road to Zero for the Waikato* have informed the priorities identified in this RLTP and outlined in Section 4 of the Plan.

Nationally, the Government is making changes to how speed limits are set including introducing regional speed management plans. A key priority of the RTC is to expedite speed management around schools.

Funding for the Government's Road to Zero priorities, and in particular funding of the Safe Network Programme, is of increasing concern to local authorities in terms of their ability to meet their local share requirements to implement the programme in their districts.

**Summing up – what the issues for road safety tell us**

- road safety is a critical priority (nationally and regionally)
- the benefits are obvious – saving lives, lower social costs
- the region is well set up to build on momentum and tackle road safety priorities
- investment is needed to drive results and to reach our road safety targets

*The case for investing in our road safety priorities is identified in Section 4 of the RLTP.*

### 3.7 The challenge of providing better transport options for access and mobility

The Waikato region is diverse. Different urban and rural communities with different access and mobility needs require different transport solutions. Our transport system does not meet all those needs, particularly for the transport disadvantaged. Providing transport choice and enabling all people to get to places where they live, work and play is critical to the wellbeing of our communities. It is also a challenge.

Providing people with better transport options to access social and economic opportunities is a strategic priority under the GPS 2021. The LTMA 2003 also requires that the needs of the transport disadvantaged must be considered in developing the RLTP.

Most people travel to work in the Waikato region by private cars or work vehicles. Transport options other than cars are limited to urban areas in the main, particularly Hamilton City, and are not widely used. The 2018 Census data illustrates this.

Transport mode	Waikato region	Hamilton
Walk/cycle	5.6%	7.2%
Work from home	15.1%	8.3%
Vehicle (driving / passenger)	76.5%	80.8%
Public transport	1.2%	2.8%
Other	1.6%	1.0%

Table 3 2018 Census journey to work transport modes

Over the last three years there has been a greater focus on mode shift to increase the share of travel in cities such as Hamilton by public transport, walking, cycling and micro-mobility options (e.g. electric bikes, scooters and skateboards). Programmes to achieve mode shift identified in the Waikato-Hamilton Mode Shift Plan include shaping urban form, making public transport more competitive, making walking and cycling significantly safer through lowering speeds and delivering segregated infrastructure, and influencing travel demand and transport choice.

For rural areas the issues of access and mobility and the ability to provide a range of transport options are more challenging. 'On-demand' services and community transport services are starting to provide fresh options.

A snapshot of access and mobility issues is provided below.

#### 3.7.1 Key access and mobility issues for rural areas

- Transport choice is limited. For people who do not have access to a car in rural areas, transport choices to access services in larger centres can be non-existent, inaccessible, inconvenient, impractical or expensive. A Strategic Case

undertaken for the Waikato Regional Public Transport Plan in 2018 found that this situation is impacting on the economic and social vitality of rural communities.

- Providing equitable transport choice requires a different strategic response to traditional models, such as providing more targeted and demand responsive services.

#### Recommended strategic responses in Strategic Case for Waikato Regional Public Transport Plan 2018 (rural focus):

- develop and/or encourage demand-responsive services to provide coverage and service during periods of low demand and/or where population density is low
- better coordinate funding and service provision across multiple entities
- enable/support and leverage existing community transport initiatives
- provide for transport disadvantaged
- increase demand through travel behaviour change

- Higher proportions of residents with fixed incomes makes it harder to raise rates to fund transport options. This impacts on the level of service that can be provided and the type of solutions that can be considered.
- The funding model for public transport in the Waikato is complex and requires coordinated action by multiple organisations. In practice, this makes it difficult and slow to improve public transport outcomes.
- The Regional Council, local authorities and other agencies are working together to improve regional services where they can. For example, authorities have been working with the District Health Board and the University of Waikato to investigate services that would provide connections to health or education services, as well as serving the wider community. Services are being investigated between the greater Hamilton sub-region and Tokoroa and between the Coromandel and the Hamilton sub-region. An additional service is planned to connect Matamata and Morrinsville, commencing mid-2021, and an additional service between Pokeno and Pukekohe commenced in early 2021.
- The Regional Connections Committee and Regional Transport Committee submissions to the Waka Kotahi Investment Programme pointed out that while it is a stated priority to improve public transport outcomes, the funding to support this is not yet there.

#### 3.7.2 Key access and mobility issues for urban areas

- While there are more transport options in urban areas, particularly Hamilton city, there is still high dependence on private vehicles for travel, and low use of public transport and active modes, as Table 3 indicates.
- Coupled with population growth, this results in congestion, safety problems, and an urban environment that is dominated by private vehicles and that is unfriendly for active modes. It also contributes towards air pollution,

climate change and physical inactivity which affects the health and wellbeing of communities.

### Public transport

- Hamilton City and the greater Hamilton area are well served by public transport and services have improved under the direction set in the 2018 RLTP and 2018 Regional Public Transport Plan. Patronage remains relatively low making it difficult to grow public transport options and services for our growing communities. It will also affect our ability to meet our climate change emissions targets. Bus service improvements to the network, such as recently investigated improvements to connections between Waipa, the Airport and Hamilton, have also been slowed down by funding challenges.
- Urban bus services are provided within Taupō, Tokoroa and Thames townships. Within the coming year changes are planned in Taupō to improve services along the core route, with demand responsive services provided to connect suburban areas with the town centre.
- Demand is growing from other communities around the region for public transport services for access and mobility needs both within their communities and to key regional centres. Whilst the RLTP is providing the high level policy context, this will be a key issue that the Regional Public Transport review will need to look at.
- The journey to work data in Table 3 shows that 1.2% of journeys to work are made by public transport in the Waikato region; 2.8% in Hamilton.
- Patronage data shows that patronage has not kept up with population growth. This is illustrated in Figure 16 below.

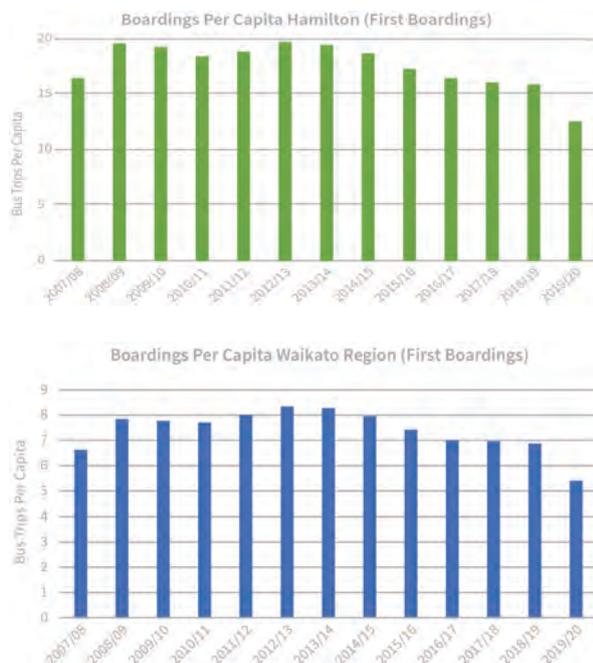


Figure 16 Boardings per capita for Hamilton and the Waikato Region

Prior to the Covid-19 lockdown, the average boardings per week on public buses in the Waikato was approximately 82,000.<sup>(22)</sup> Patronage is recovering well with averaged daily boardings approaching 90% of pre-Covid-19 levels in July 2020.<sup>(23)</sup>

- Changes to specific bus routes and frequency of services in Hamilton have led to a positive, and in some cases significant, increase in patronage. The Comet and Orbiter routes accommodate over 1.2 million passenger boardings per year (about 40% of total city patronage) and account for 90% of the city's patronage growth over the last three years.
- In addition to the way that services are provided, negative preconceptions about user experience is a barrier to growing public transport patronage.

### Identified reasons for poor patronage<sup>(24)</sup>

- Bus travel is not seen as safe or pleasant by non-users:
  - other user's behaviour
  - bus services finish too early
  - quality of buses and bus shelters
- Public transport is not perceived as affordable or more convenient than the car:
  - no time benefit as buses get caught up in congestion
  - inconvenience due to multiple bus transfers required
  - perceived unreliability and lack of frequency
  - private car use is convenient and efficient (good road networks, easy car parking)
- RLTP 2021 has set an interim headline target for achieving mode shift (outlined in Figure 6, Section 1.4.1). There is currently insufficient information available to set an evidence-based target for mode shift in our region. It is intended for this target to be updated based on the evidence to be provided in the Public Transport Business Improvement Review, once it has been completed. The RLTP will need to be formally varied to accommodate this change during the term of this Plan.

### Mode shift headline target for RLTP 2021

Year on year, trips per capita by public transport and active modes significantly increase, while trips per capita by private motor vehicle decrease.

- The 2018 Regional Public Transport Plan, Hamilton-Waikato Metro Spatial Plan and Hamilton-Waikato Mode Shift Plan recognise the need to move towards a mass transit network with high capacity, frequent and reliable services on key

22 Report to Regional Connections Committee, Covid-19 + Ticketing Implementation, 11 May 2020.

23 Report to Regional Connections Committee, Patronage + Ticketing Implementation Update, 7 August 2020.

24 Strategic Case for Waikato Regional Public Transport Plan 2018

urban routes within greater Hamilton. They also recognise the need to improve user experiences to increase patronage.

- The Waikato Regional Public Transport Plan will be reviewed in 2021 and will be the key implementation tool for public transport. This work will help to identify any rapid transit corridors in the Hamilton-Waikato metro spatial area, a key requirement under the NPS-UD, as they trigger high density provisions under the NPS-UD.

### Active transport modes

- Walking and cycling improve health outcomes. There is also a direct correlation between transport choice and people's participation in society.

The adverse public health impacts of car dependency are of a similar scale to road trauma statistics, but are less well recognised.<sup>(25)</sup>

- Better and more connected cycle and pedestrian networks are therefore critical to achieving better health and access and mobility outcomes. In Hamilton City where 7.2% of people walk or cycle to work, new cycleways and pedestrian networks should see this figure grow.

A lack of access to transport is known to reduce participation and quality of life for many people.<sup>(26)</sup>

- Concern about safety, both real and perceived, is a key issue for the uptake of active modes. This has been recognised in the Hamilton-Waikato Mode Shift Plan. Actions that make people feel safe and that promote active modes are needed to achieve more liveable and vibrant towns and cities.
- The Government's Accessible Streets Regulatory Package is promoting rule changes to improve safety for footpath users, encourage active modes of transport and support creation of more liveable and vibrant town centres. Waka Kotahi has also been promoting walking and cycling through the Innovating Streets for People pilot fund and targeting ways to make it safe and easier for people to move around their community. At the local level, Hamilton City Council is developing a Biking and Micro-mobility programme, and other territorial authorities are implementing their local active transport programmes.
- The National Policy Statement – Urban Development came into effect in 2020 and removes the use of minimum carparking requirements, except for accessible carparks, in District Plans. This could potentially promote the uptake of active modes and decrease in private vehicle use over time.

### Passenger rail

- The start-up rail service, Te Huia, commenced in April 2021, and will provide a regular passenger rail connection between Hamilton, Huntly and Auckland. Beyond this, there is a strong case to investigate further enhancements of rapid rail in this corridor.
- Both the Hamilton to Auckland Corridor Plan and Hamilton-Waikato Metro Spatial Plan recognise rail as an enabler of future growth and the need for rail network capacity improvements to accommodate increased freight and passenger services. The future role of passenger rail and the constraints that need to be overcome have been discussed in Section 3.4 of the Plan.

### Achieving mode shift

- Providing greater transport choices that support and are supported by denser urban form will have many benefits, including improving access to employment, education and services, assisting with emission reductions and climate resilience, and freeing up the wider network for freight movements.
- Spatial planning and mode shift work being undertaken for the Hamilton-Waikato metro area is setting the direction for the urban transport network - a multi-modal transport system capable of providing a range of integrated transport options.

RLTP 2021 and the next Regional Public Transport Plan developed in 2021 will implement the first stages of this vision, providing policy support and securing funding.

### Summing up – what the issues for access and mobility tell us

- providing better transport options is a national and regional priority
- there is a clear strategic direction for improving transport options and enacting mode shift in the Hamilton-Waikato metro spatial area
- innovative solutions are needed to provide better transport options for rural communities
- the access and mobility benefits will enhance the wellbeing of people and communities
- investment is needed to implement strategic plans and to realise mode shift targets

*The case for investing in our access and mobility priorities is identified in Section 4 of the RLTP.*

25 Waka Kotahi Toitu Te Taiao Our Sustainability Action Plan

26 Transport, Participation and Wellbeing: Evidence and Recommendations 2018

### 3.8 Transport's role in the climate change issue

Climate change is a global issue and addressing the effects of climate change is a national priority. Transport's role in the climate change issue is significant, with vehicles that are run on fossil fuel the fastest growing source of greenhouse gases.

A strategic priority of GPS 2021 is to develop a low carbon transport system that supports emissions reductions, while improving safety and inclusive access.

A snapshot of the key issues illustrates the challenge:

- The transport system is a significant contributor of greenhouse gas emissions and other pollutants, such as NO<sub>2</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), the latter which can have an adverse effect on the environment and human health.
- On the back of strong population growth, New Zealand's greenhouse gas emissions from transport fuels have increased by nearly 70% from 1990 levels and continue to

increase. Our car dependency<sup>(27)</sup> is part of what explains our high per capita emissions.

Transport accounts for nearly 20 per cent of New Zealand's total greenhouse gas (GHG) emissions, of which 90 per cent is from road transport.<sup>(28)</sup>

- The Waikato region contributes 14 per cent of national vehicle emissions.

The Waikato region's 2018/2019 transport emissions were 2.0 million tonnes CO<sub>2</sub>e – an increase of 32% from the 2015/2016 total of 1.5 million tonnes. This is the largest sectorial increase over the previous inventory period, attributable primarily to population increases.<sup>(29)</sup>

Hamilton contributes the highest transport emissions within the region (tCO<sub>2</sub>e) at 32%, highlighted in Figure 17 below. Within the Hamilton city boundary 62% of carbon emissions are from transport.

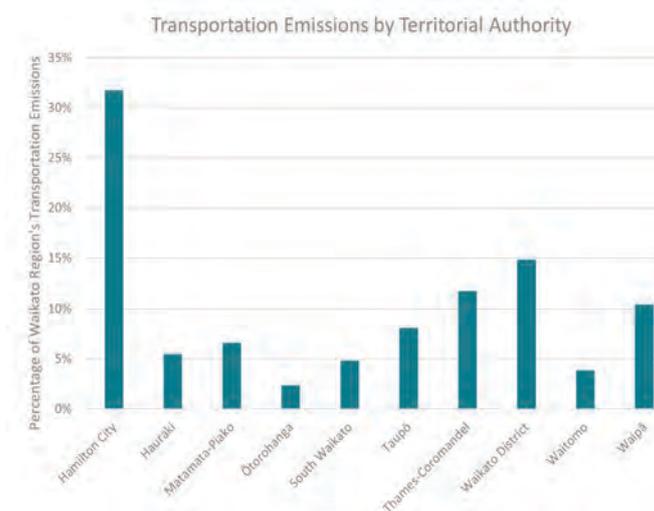


Figure 17 Transportation emissions (tCO<sub>2</sub>e) by territorial authority for the Waikato Region, 2018/2019

27 Waka Kotahi Toitu Te Taiao Our Sustainability Action Plan

28 GPS 2021

29 WRCs Climate Action RoadMap

- The Climate Change Commission's 2021 Draft Advice suggests a target for national transport emissions to reduce by almost half by 2035. Key mechanisms identified to achieve this include electric vehicles and reducing travel demand.
- Although there are more low carbon transport options available, there has not been the kind of transformative change that is needed to meet national targets.
- The uptake of electric vehicles has been well short of the target set under NEECS, and there has not been significant uptake in the commercial vehicle fleet. This is partly because electric vehicles are more expensive than petrol/diesel vehicles (although this has been decreasing), and unlike some places overseas there have not been subsidies to reduce this cost difference.
- Perception and behaviour also play a role, particularly in how far an electric vehicle can travel without charging, although this is improving with more charging stations. New Zealand relies on imported second-hand vehicles, and is only now starting to see greater volumes of second-hand electric vehicles coming into the market.
- Government initiatives that may promote change in this space include recently announced goals for the Government vehicle fleet to be decarbonised by 2025 and the public transport bus fleet to be decarbonised by 2035. The Government's Low Emission Vehicle Contestable Fund is also encouraging the uptake of EVs and installation of charging stations in the region, for example, along the EV scenic touring route in the Coromandel Peninsula.

The 2% NEECS target for electric vehicles equates to around 64,000 electric vehicles by 2021. As at November 2020, there are 23,124 registered electric vehicles in the country.

- Additional actions beyond the widespread uptake of electric vehicles will be required when emission reduction budgets are applied to the land transport system. As Waka Kotahi's Toitū Te Taiao Sustainability Action Plan notes, this will be a huge challenge, requiring a transformation in travel choices and the vehicles we travel in.
- A challenge for the region is that the electric vehicle response is largely nationally led and is market driven. A further challenge will be securing funding to address the national climate change emergency and to enact real change in emissions from the transport sector.

The greatest scope for reducing carbon emissions from transport is in the largest urban centres because of the level of existing emissions and the potential to shift more people to lower emission transport options like public transport, walking and cycling.

Work underway in the Hamilton-Waikato metro area to influence mode shift and promote low carbon transport options, such as decarbonising the bus fleet and improving walking and cycling infrastructure, will contribute towards a

lower carbon transport system for the region. Integrated land use and transport planning that supports well planned urban communities will also support these outcomes.

Outside of the metro area, a lot of districts are also undertaking work to promote mode shift and low carbon transport options. The recently prepared Mercury Bay Cycling Strategy 2019 and Transport Investment Case for Thames Coromandel are two examples that set out opportunities to contribute towards mode shift and low carbon transport options outside of the metro area.

The growing role of rail in the region, particularly for the movement of freight, will also contribute significantly towards a lower carbon future, illustrated by the statistics below.

On average every tonne of freight moved by rail delivers a 66% reduction in carbon emissions compared with heavy road freight.<sup>(30)</sup>

Emerging technologies, discussed in Section 3.9, will also have the potential to bring in more sustainable transport options, particularly to reach beyond main urban areas e.g., autonomous vehicles, electric vehicles and potentially even hydrogen-powered trains.

A multi-faceted approach to targeting transport emissions reductions and improving public health is reflected in Waka Kotahi's Toitū Te Taiao Sustainability Action Plan, outlined in Figure 18 below.

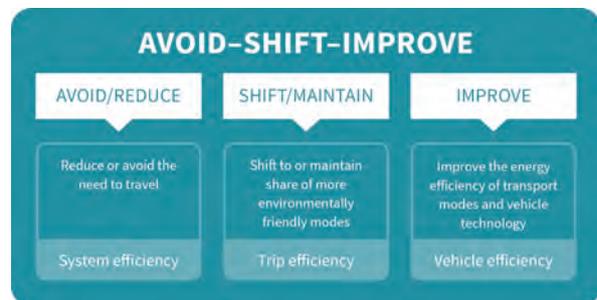


Figure 18 Waka Kotahi approach for reducing emissions and improving public health

The headline target set out in this Plan is to reduce carbon emissions from the transport sector in the Waikato region by a minimum of 30% by 2030, on the path to net carbon zero by 2050 (refer to Figure 6, Section 1.4.1).

The target is challenging and will require a significant reduction in fuel consumption and vehicle kilometres travelled including from enhanced walking, cycling, public transport and other demand management initiatives, as well as driving a low emissions or zero emissions fleet (including addressing the big contribution the heavy vehicle fleet makes to carbon emissions).

It will also require Government commitment to fund the transformative change that is necessary to meet our climate change commitments - regionally and nationally.

Technical work is underway to better understand our regional transport emissions profile and to identify what we need to do to meet our regional headline target. This will ensure we are well set up for RLTP 2024.

#### Summing up – what the issue of climate change tells us

- transforming to a low carbon transport system is a national and regional priority
- the greatest scope for reducing transport carbon emissions is in the Hamilton-Waikato metro spatial area where a full toolbox of measures can be applied
- recognising rail’s potential in the region in contributing to emissions reductions is important
- the benefits of reducing transport’s contribution to emissions are obvious; the medium to long-term consequences of not acting are critical
- putting climate change at the forefront of decision-making and prioritising investment across the toolbox is necessary to realise national climate change targets

*The case for investing in a low carbon transport system is identified in Section 4 of the RLTP.*

### 3.9 Other key issues/challenges

There are other key issues and challenges that will have an impact on, and will shape, our regional land transport system.

Advances in technology are changing the land transport system.

- People are increasingly connected and using mobile phone technology to access and use the transport system.
- Ridesharing and on-demand transport is becoming established.
- New concepts such as Mobility as a Service, where you can efficiently plan, book and pay for end-to-end journeys, are increasing.
- Real-time travel information provides public transport users with up-to-date information on route travel times.
- Automated vehicles, connected vehicle technologies, and new fuel technology to combat transport carbon emissions are anticipated.
- Not everyone will have equal access to technology and therefore to all available transport options. A key issue will be ensuring that no-one is left behind.
- Urban areas will need to safely accommodate different forms of transport in the same spaces.

To be ready for the future, the transport system will need to be agile, creative and adaptive to reap the benefits of new technologies.

#### Implications of Covid-19

The impact of the global Covid-19 pandemic has had sudden and as yet unknown longer term consequences for our land transport system. These effects include:

- economic impacts – on key sectors such as tourism and related services, the rural sector due to labour shortages and processing disruptions, macro-economic recession and declining employment / unemployment.
- transport impacts – border closures and disruption of global supply chains with flow on effect to local freight and distribution patterns; short-term decrease in passenger transport patronage.
- travel behaviour patterns – more people working from home and more flexible working arrangements; travel demand and customer desire driving changes which could well be embedded in the long-term.
- funding impacts – fewer people travelling means less revenue for the National Land Transport Fund and therefore less money for transport projects for the 2021-24 National Land Transport Programme; pressure on local government revenue and pressure to cap/reduce rate increases which impacts on the ability to deliver local transport programmes.
- opportunities – ‘shovel ready’ projects under the NZ Upgrade Programme; mode shift opportunities (e.g. walking and cycling).

For the Waikato region, and particularly the Hamilton urban area, Waka Kotahi research expects that the economy will perform relatively well compared to other regions in the country. The Waikato has a strong agricultural sector, health and government service sector, a more limited tourism sector, and a pipeline of planned infrastructure projects that will cushion the blow.

However, there will be an on-going need for transport services to support the Covid-19 recovery by improving access to employment, education and essential services, particularly for those who are transport disadvantaged and communities that have been adversely affected by Covid-19.

Covid-19 presents an opportunity to re-focus, building on the funding opportunities described below to support regional development (a focus in GPS 2021) and urban liveability outcomes.

Covid-19 also represents an opportunity to build momentum to influencing travel demand management and mode shift, with more people working from home and new technologies influencing changing travel behaviour patterns.

## Funding and Financing

Funding and financing the transport system is a challenge. One outcome of Covid-19 has been reduced transport revenue. This places greater pressure on the ability of the national land transport fund to fund transport activities. This issue is discussed further in Section 6: Funding.

Arataki has identified a number of factors that could influence funding and financing of land transport over the next decade, including:

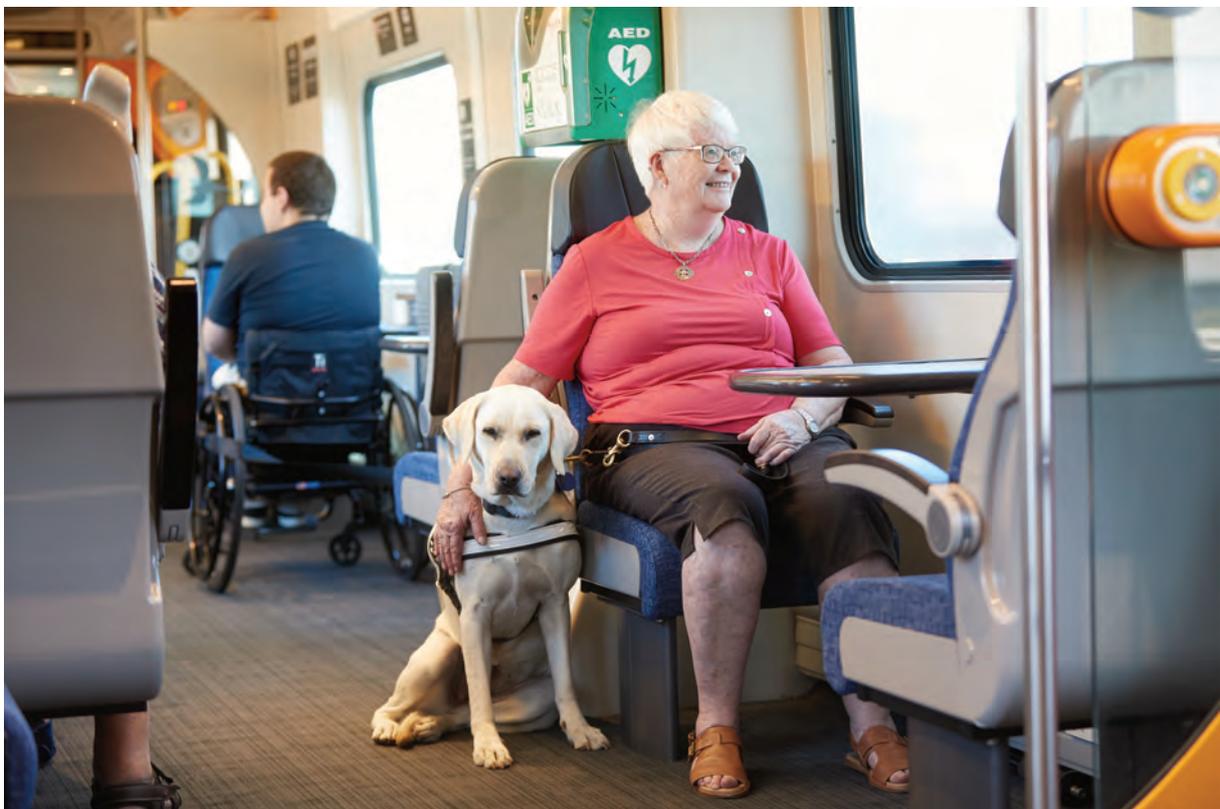
- changes in the way people pay for transport because of new technology
- changes in the way we travel and the efficiency of our transport modes
- national requirements to reduce transport carbon emissions, which will change transport mode and fuel choices.

At the regional level, there is a need to continue to look for collaborative and alternative funding and financing options to fully fund our transport priorities, particularly to provide better transport options for our growing metro populations, rural communities and passenger rail.

### Summing up – what these issues and challenges tell us for our transport system

- agile, proactive planning is required to uptake the opportunities and benefits of emerging technology for our regional land transport system
- a need to improve transport options for our transport and technologically disadvantaged communities
- a need to support communities disadvantaged by Covid-19 by improving access and mobility whilst looking for opportunities to build off changing travel behaviour patterns that will help meet mode shift goals
- funding challenges and on-going uncertainties require working together to make the most of the resources available, and focus on regional priorities
- innovative funding options will be needed to achieve the region's land transport vision

*The case for investment in our regional land transport system is identified in Section 4 of the RLTP.*



On board Te Huia

## Section 4: Regional policy framework | Te pou tarāwaho kaupapa here ā-rohe

# Section 4: Regional policy framework

## | Te pou tarāwaho kaupapa here ā-rohe

### 4.1 Introduction

This section sets out the regional policy framework for RLTP 2021. This is presented in a series of policy templates, one for each objective. The regional policy framework is the road map of how the region will move towards achieving the vision for land transport in the Waikato region.

#### RLTP Vision for Land Transport

*An integrated, safe and resilient transport system that delivers on the well-beings of our diverse Waikato communities.*

The regional policy framework has provided strategic direction for the development of the regional programme of transport activities, and will guide future transport decision-making and investment over the life of the RLTP.

#### Key policy requirements under LTMA 2003

- set out the region's land transport objectives, policies and measures, as well as the identification of transport priorities for the region for the next 10 years.
- contribute to the purpose of the LTMA and be consistent with the GPS on Land Transport.
- take into account the National Energy Efficiency and Conservation Strategy (NEECS) and national and regional policy statements and plans.
- take into account the National Energy Efficiency and Conservation Strategy (NEECS) and national and regional policy statements and plans.
- satisfy other core requirements as specified in the LTMA.

For each objective area, priorities, policies and implementation measures are designed to respond to the key issues/transport problems. The key components of the policy templates and the interrelationships between them are outlined in Figure 19.



Figure 19 Policy template structure

It is important to consider the policies holistically. Many policies and measures will contribute to more than one objective.

The RLTP will be implemented through a range of measures and by a range of stakeholders. The implementation measures identified in the templates are complemented by transport projects identified in the regional programme of transport activities and funding by Approved Organisations through the National Land Transport Fund.

The "RLTP Line of Sight" diagram in the Executive Summary shows the links between problem statements and implementation and provides a summary of our regional policy approach for the RLTP.

## 4.2 Summary of regional transport priorities

The RTC has identified the region's transport priorities for the next 10 years. These priorities are detailed in the following policy templates. They highlight the key focus areas for

stakeholder action and priority investment to address the region's key transport problems.

Transport priorities are also supported by a case for investment, based on the analysis of our transport problems, which outlines the benefits of investing in these priorities.

### Summary of RLTP 10-year priorities

#### *Strategic corridors*

- protecting and improving priority strategic corridors (road and rail)
- improving network resilience, route reliability and safety on key strategic corridors
- resolving rail constraints in the upper North Island
- supporting the region's Covid-19 recovery

#### *Managing growth*

- providing multi-modal transport solutions to support housing and growth in high growth areas
- future-proofing priority transport corridors to achieve urban growth outcomes

#### *Road safety*

- implementing priorities in Road to Zero for the Waikato 2020 road safety strategy
- planning and implementing safe and appropriate speeds and safe network improvements, particularly around schools

#### *Access and mobility*

- shaping urban form that supports better multi-modal transport options
- growing public transport and active mode share in urban and high growth areas
- transition towards a public transport system with rapid and high frequency corridors in greater Hamilton
- growing interconnected cycle, micro-mobility and pedestrian networks in urban areas
- enhancing passenger rail and planning for expansion in the H2A Corridor
- improving access and mobility for rural areas and the transport disadvantaged

#### *Climate change*

- transforming to an environmentally sustainable, low carbon transport system

#### *Maintaining what we have*

- maintaining existing transport assets
- maximising efficiencies across the transport system

#### *Integrated planning*

- advocating for the implementation of agreed regional priorities
- implementing agreed planning outcomes

## 4.3 Strategic corridors and economic development template

### STRATEGIC CORRIDORS AND ECONOMIC DEVELOPMENT – 40 PER CENT WEIGHTING

#### Problem

Growth in the upper North Island is impacting on strategic corridors and hindering economic development.

#### Objective 1

An efficient and resilient land transport system that advances regional economic wellbeing and facilitates the movement of people and freight on strategic corridors in the upper North Island.

#### Objective 2

A planned transport response that supports liveable urban areas and future growth areas.

#### Priorities for Objective 1

1. Focus investment to protect and improve priority strategic corridors including:
  - Extend the Waikato Expressway from Cambridge to the SH1/29 intersection at Piarere
  - Hamilton to Auckland SH1 road and NIMT rail corridor, including continuing to maximise longer-term benefits of the Waikato Expressway
  - Hamilton to Tauranga SH29 road and ECMT rail corridor to the Port of Tauranga
  - Strategic corridors around the greater Hamilton area that support network connectivity, efficiency and social and economic activity, including implementation of the Southern Links package of activities, surrounding network improvements and ongoing projects associated with the Waikato Expressway, Ruakura Eastern Transport Corridor and the Northern River Crossing.
2. Improve network resilience, route reliability and safety on key strategic corridors including:
  - SH1 - particularly south of Taupō in recognition of its function as the principle national route linking the upper North Island through to Wellington
  - SH2 - in recognition of its key tourism function through to the Coromandel Peninsula and through Karangahake Gorge to the Bay of Plenty
  - SH25 and SH25A – in recognition of its particular vulnerability to climate change and competing access, tourism, and economic functions
  - SH3 – in recognition of its economic and lifeline importance for the Taranaki region and the King Country
  - SH5 – in recognition of its important interregional tourism function.
3. Resolve rail constraints in the upper North Island that impede the efficiency and growth of interregional freight and passenger movements.
4. Support the region's Covid-19 economic recovery including through the stimulus package, provincial growth fund projects and the NZ Upgrade Programme.

#### Priorities for Objective 2

5. Provide multi-modal transport solutions, such as the Eastern Pathways and the Biking and Micro-mobility citywide programme, to support housing and growth in the Hamilton-Waikato metropolitan area, the Hamilton to Auckland corridor, and other high growth urban areas.
6. Ensure that the priority transport corridors identified in the Hamilton-Waikato Metro Spatial Plan and the Regional Public Transport Plan facilitate the movement of people to achieve urban growth outcomes.

**STRATEGIC CORRIDORS AND ECONOMIC DEVELOPMENT – 40 PER CENT WEIGHTING**

**Policies for Objective 1**

P1	Develop, maintain, protect and promote the use of SH1/29 and the NIMT/ECMT rail lines as the primary strategic freight corridors between Auckland, Waikato and the Bay of Plenty regions.
P2	Manage growth to protect the efficiency of the strategic transport network, and in particular the Waikato Expressway.
P3	Proactively manage resilience and route security of strategic corridors in the region.
P4	Plan for and invest in rail to support the future expansion and growth of interregional freight and passenger services.
P5	Support other regions' transport activities deemed to be of interregional significance to the Waikato region.
P6	Manage the outcomes of national decisions about key freight logistics and Ports of Auckland relocation on the Waikato region.
P7	Provide safe and appropriate transport connections to key regional tourist attractions.
P8	Develop and grow the use of a connected network of regional cycle trails.

**Policies for Objective 2**

P9	Implement transport solutions that support agreed national, regional and spatial planning outcomes for housing and growth.
P10	Ensure regionally significant multi-modal corridors are protected and developed to serve the future development and transport needs of the region.
P11	Support key urban development projects that serve the economic development needs and desired outcomes of the Hamilton-Waikato metropolitan area.

**Key implementation measures**

M1	RTC to advocate for short-term safety and access improvements to the SH1 Cambridge to Piarere corridor, including the SH1/29 intersection, and to advocate for a full extension of the Waikato Expressway between Cambridge and Piarere.
M2	RTC to work alongside Bay of Plenty partners through the SH1/29 ECMT Working Group to ensure both regions have aligned infrastructure and spatial planning strategies that protect and support development of the SH1/29 interregional road and rail corridor through to the Port of Tauranga.
M3	Future Proof and partners to implement the transport initiatives of the Hamilton to Auckland Corridor Plan, including planning for rapid intercity rail services between Hamilton and Auckland, and introducing a mass transit network of integrated road and rail corridors to growth nodes in the Hamilton-Waikato Metro Spatial Plan.
M4	RTC to advocate for future funding outside the region for key interregionally significant activities, where deemed appropriate, such as resolving key road and rail constraint issues in Auckland Region.
M5	RCAs to plan and provide for transport links to support freight and rail hubs, including passenger rail infrastructure, and RTC to advocate to central government for funding to extend electrification of the NIMT line from Pukekohe to Tuakau and Pokeno.
M6	Local government partners to continue to use the upper North Island Strategic Alliance as a forum to progress Upper North Island transport issues.

STRATEGIC CORRIDORS AND ECONOMIC DEVELOPMENT – 40 PER CENT WEIGHTING

M7	Future Proof and Upper North Island partners to monitor and appropriately plan for the implications of future Ports of Auckland relocation decisions.
M8	RCAs to maximise opportunities to develop and enhance access to tourist destinations.
M9	RTC to provide support and advocacy for funding and implementation of Southern Links transport connections (both State highway and local road components) and surrounding network improvements.
M10	Waka Kotahi and Thames-Coromandel District Council to work on progressing solutions to address resilience and community access issues with the SH25 one-lane bridges in the Coromandel Peninsula.
M11	Territorial authorities to implement integrated transport strategies across the region.
M12	Transport partners and other interested parties, in conjunction with tangata whenua, to consider how economic development can be effectively promoted, through development of the land transport network.
M13	WRC to coordinate with transport partners to grow, enhance and connect regional cycle trails and to help realise full economic benefits of the regional cycle trail network.
M14	Local authorities and transport partners to work together to resource and implement Covid-19 economic recovery projects.



Ōtorohanga Town. Photo: Ōtorohanga District Council

## The case for investment in our strategic corridors

<p><b>SH1/29</b></p> <ul style="list-style-type: none"> <li>● NZ's most important freight corridor (national and regional priority)</li> <li>● investment is needed to maintain and improve efficiency and safety outcomes in context of strong growth pressures</li> <li>● supports outcomes sought in H2A Corridor Plan (national priority)</li> </ul>	<p><b>Waikato Expressway Cambridge to Piarere</b></p> <ul style="list-style-type: none"> <li>● will deliver efficiency and safety benefits for the full length of the SH1 corridor to the SH1/29 intersection</li> <li>● positions the region to maximise benefits from WEX and facilitate projected freight and population movements through the upper North Island</li> <li>● regional political priority to realise completion of WEX to Piarere</li> </ul>	<p><b>Rail</b></p> <ul style="list-style-type: none"> <li>● strategic investment in rail will progress outcomes sought across GPS priorities and in the NZ Rail Plan</li> <li>● addressing rail constraints in the upper North Island is critical to achieving these outcomes</li> <li>● rail is identified as an enabler of future growth in the H2A corridor</li> <li>● investment is needed to embed passenger rail and to future-proof rapid rail and inter-regional rail to Tauranga</li> </ul>
<p><b>Greater Hamilton strategic corridors</b></p> <ul style="list-style-type: none"> <li>● play a strategically important function as part of regional and upper North Island transport system</li> <li>● investment is needed to maintain and improve efficiency and safety outcomes in context of strong growth pressures</li> <li>● support Urban Growth Agenda growth and housing outcomes</li> <li>● investment in multi-modal transport outcomes is required to support the future urban form envisaged in the Hamilton-Waikato Metro Spatial Plan</li> </ul>	<p><b>Waikato region strategic corridors</b></p> <ul style="list-style-type: none"> <li>● investment is needed to maintain the inter and intra-regionally strategic transport network to support economic and regional development</li> <li>● investment targeted to key corridors to improve safety related outcomes</li> <li>● investment to manage resilience risk on targeted strategic corridors</li> </ul>	

### Long term results we are seeking

- efficient, reliable, safe, mode-neutral and resilient freight connections that support economic development in the Waikato region and upper North Island
- increased movement of freight by rail through the region which will reduce the safety risks of travel associated with road transport and lower carbon emissions and pollutants
- improved resilience and security of strategic transport corridors in the context of increasing adverse impacts of climate change
- a multi-modal transport system that supports liveable urban areas and provides efficient and safe transport corridors to achieve desired urban growth outcomes

## 4.4 Road safety template

ROAD SAFETY – 35 PER CENT WEIGHTING	
<b>Problem</b>	
System failures and user behaviours expose people to risk, resulting in the unacceptable occurrence of deaths and serious injuries.	
<b>Objective</b>	
A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured.	
<b>Priorities</b>	
<ol style="list-style-type: none"> <li>1. Implement key actions under the <i>Road to Zero for the Waikato 2020</i> priorities around system management, infrastructure improvement and speed management, road user choices, work-related safety, and vehicle safety.</li> <li>2. Take a collaborative approach to lead conversations and deliver on road safety outcomes for the region.</li> <li>3. Plan and implement safe and appropriate speeds and safe network improvements in the region.</li> <li>4. Expedite speed management around all rural and urban schools in the region.</li> <li>5. Target education and behaviour change for highest risk and vulnerable people.</li> </ol>	
<b>Policies</b>	
P12	The Waikato Regional Road Safety Forum is empowered as a key collaborative group to oversee planning and to build sector capability and partnerships to deliver on road safety in the region.
P13	A consistent and integrated approach to speed management is progressed across the region.
P14	Regionally integrated road safety programmes, infrastructure and interventions are targeted to people at highest risk.
P15	Improve urban form and accessible infrastructure to address safety concerns that might hinder the uptake of active modes and public transport options.
P16	Stronger Māori engagement, partnerships and initiatives that influence, impact and support Māori to have better road safety outcomes.
P17	All transport programmes consider safety and accessibility for vulnerable people and reflect the safe system approach.
P18	Support integrated, region-wide delivery of driver and rider skills education.
<b>Key implementation measures</b>	
M15	The Waikato Regional Road Safety Forum to support an effective regional road safety system response through: <ul style="list-style-type: none"> <li>• providing leadership and collaboration</li> <li>• developing communications and engagement tools</li> <li>• providing priorities and an integrated evidence base and monitoring and evaluation framework</li> <li>• developing capability building and partnerships.</li> </ul>
M16	The Waikato Regional Road Safety Forum to oversee implementation of Road to Zero for the Waikato 2020 and report on progress to the RTC.
M17	The RTC and Waikato Regional Road Safety Forum to collectively advocate on road safety issues and national policies and programmes including Road to Zero and the Safe Network Programme that have the potential to significantly impact on regional road safety outcomes.
M18	Regional road safety partners lead Vision Zero and Safe System conversations and implement education and behaviour change programmes.
M19	RCAs to implement the Safe Network Programme around the region.

## ROAD SAFETY – 35 PER CENT WEIGHTING

M20	RATA and the Safe Network Programme Working Group to assist RCAs with their speed management planning and the development and implementation of a regional speed management plan.
M21	Safe Network Programme Working Group to oversee progress of RCAs in managing speed around schools.
M22	RCAs to plan and deliver improvements to infrastructure that supports safe and accessible active travel options.
M23	KiwiRail to work with RCA's to address level crossing safety and other associated road and rail safety issues in the Waikato region.
M24	Territorial authorities to implement road safety actions in their integrated transport strategies.
M25	The Waikato Regional Road Safety Forum and/or relevant transport partners to investigate opportunities for joint road safety initiatives with tangata whenua.

### Contribution of road policing activity to the Waikato Regional Land Transport Plan

The New Zealand Police play a vital role in delivering road safety outcomes for the Waikato region. As a key regional partner represented on the Waikato Regional Transport Committee (advisory role), the Waikato Regional Road Safety Forum, and the Safe Network Programme Working Group, the New Zealand Police provide valuable leadership, helping to deliver a safe system for the Waikato region.

The New Zealand Police have a key role in implementing the vision for Road to Zero for the Waikato, the region's strategic direction and plan for "accessible journeys free of deaths and serious injuries". Key priorities in Road to Zero for the Waikato include:

- partnering with regional partners to ensure an effective regional response
- implementing infrastructure improvements and consistent speed management which targets highest risk to ensure safer roads
- collaboratively planning and delivering education and behaviour change programmes to communities across the region
- working collaboratively with regional partners and businesses on safe workplace travel
- promoting safe vehicle purchase and vehicle maintenance

The New Zealand Police also directly implement complementary road safety policy through their road safety policing activities. The New Zealand Police operating methodology is outlined in their Road Policing Action Plan 2018-2021. The purpose of this Plan is to ensure every person who lives, works, or transits through New Zealand is safe and feels safe – on the roads and in our communities. The Police mission is to make New Zealand the safest country. The Road Policing Action Plan also sets a target for a 5% reduction in road deaths each and every year, based off 2017 data.

The operating methodology for New Zealand Police is based on the following:

- road safety is approached from a 'whole of Police' perspective
- prevention first – putting all people at the centre of everything Police do
- working in partnerships (national and local partners)
- evidence based policing
- deployment to risk
- general deterrence theory
- Waka Kotahi activity requirements
- Road to Zero 2020-2030 for the Waikato Region

Key priorities for the New Zealand Police include:

- restraints impairment
- distractions
- speed

## ROAD SAFETY – 35 PER CENT WEIGHTING

Other key focus areas include:

- a focus on public awareness (to achieve the mind-shift needed to achieve the road safety target)
- priority deployment routes on the strategic roading network
- deployment of safety cameras
- graduated driver licenses
- focus on intersections
- illegal street racing

The contribution of the Waikato and Bay of Plenty Police Districts to the road safety outcomes sought through the Waikato Regional Land Transport Plan, is therefore significant.

### The case for investment in road safety

#### Safe System approach

- road safety in the Waikato region is a nationally significant issue and a national priority under Road to Zero
- investment is needed to save lives and to reduce the significant social and economic costs of deaths and serious injuries
- investment is needed across all regional priorities to support the transformation necessary to realise our national and regional road safety vision

#### Targeted intervention

- Safe Network Programme targeting highest risk roads in the Waikato region will help to save lives and reduce serious injuries
- targeted investment in education and behaviour change for highest risk and vulnerable people will help to save lives and reduce serious injuries

#### Speed management

- Government is making changes to speed management regulation to tackle unsafe speeds (priority)
- opportunity to build on speed management leadership in the region
- regional political desire to expedite safe and appropriate speeds around urban and rural schools

### Long term results we are seeking

- Waikato region's roads will be made substantially safer thereby moving towards a transport system where no-one is killed or seriously injured travelling within and through the region
- safer roads, footpaths, and cycleways as well as safe public transport services, will give people a wider range of transport options to access opportunities and people will feel safe to use these transport modes
- well-designed and safe transport networks will support productive economic activity as a result of fewer crashes and more reliable travel times
- safer transport corridors and options will improve the resilience of the transport system
- we will see long-term behaviour change in road users that support safety outcomes

## 4.5 Access and mobility template

ACCESS AND MOBILITY - 25 PER CENT WEIGHTING	
<b>Problem</b> People need better, more equitable transport options to access social, health, economic and cultural opportunities.	
<b>Objective</b> A transport system that provides an inclusive range of integrated, safe, accessible, quality travel choices for people to meet their social, economic and cultural needs.	
<b>Priorities</b>	
<ol style="list-style-type: none"> <li>1. Urban form that supports a range of integrated multi-modal transport options.</li> <li>2. Grow public transport and active mode share in urban centres and high growth areas.</li> <li>3. Transition towards a public transport system that supports growth objectives and includes rapid and high-frequency public transport corridors as a core spatial feature within the Hamilton-Waikato Metro Spatial Plan area.</li> <li>4. Secure funding to enable delivery of public transport services and infrastructure outcomes in agreed planning documents.</li> <li>5. Plan and grow interconnected cycle, micro-mobility, and accessible pedestrian networks in urban areas.</li> <li>6. Enhance passenger rail services and infrastructure along the Hamilton to Auckland corridor and plan for future expansion.</li> <li>7. Develop coordinated and fit for purpose transport options to support rural communities.</li> <li>8. Improve access and mobility for the transport disadvantaged.</li> </ol>	
<b>Policies</b>	
P19	Prioritise and optimise urban transport networks for different modes and types of road use.
P20	Provide an effective, efficient and affordable public transport system in urban centres and high growth areas.
P21	Transition from a coverage-based public transport network to a network that includes some rapid and frequent services on core corridors in greater Hamilton.
P22	Enhance travel choices and supporting infrastructure in the Hamilton to Auckland corridor.
P23	Enhance interregional rapid rail between Hamilton and Auckland and plan for future expansion between Hamilton and Tauranga.
P24	Promote travel demand initiatives and technology that supports travel behaviour change, mode shift and compact urban form.
P25	Encourage the use of travel modes that reduce reliance on private vehicles, including public transport, walking, cycling, micro-mobility and ride-sharing.
P26	Provide safe, connected, coherent and accessible walking and cycling networks and facilities supported by activities aimed at reducing barriers to participation in active transport modes.
P27	Support transport improvements that make streets more inviting places for people and make active modes more attractive.
P28	Maintain the existing rural public transport network and expand where there is identified demand and available funding.
P29	Support and progress mobility as a service and local community-led transport initiatives to improve access in rural areas.
P30	Pursue new and alternative funding sources and co-investment opportunities to sustainably fund access and mobility initiatives in rural communities.
P31	Provide an inclusive and accessible transport system that is designed for all people, including the transport disadvantaged and those with mobility impairments.

## ACCESS AND MOBILITY - 25 PER CENT WEIGHTING

### Key implementation measures

M26	WRC to work with RCAs to lift the spend on public transport infrastructure development and walking and cycling activities to reflect a more balanced programme between strategic objectives and implementation for RLTP 2024.
M27	Future Proof partners to collaboratively plan and progress the programme of activities included in the Hamilton-Waikato Mode Shift Plan that increase public transport and active mode share in the Hamilton-Waikato metro spatial area.
M28	Future Proof partners to develop and implement the Comprehensive Metro Area Transport Programme to identify the transport system interventions needed to build a public transport network that supports the Hamilton-Waikato Metro Spatial Plan.
M29	WRC to work with Hamilton-Waikato Metro area partners to develop an evidence-based headline target for mode shift.
M30	HCC to implement the Access Hamilton Strategy Implementation Programme (and any subsequent updates).
M31	Transport partners to work collaboratively to assess new opportunities for multi-modal transport options at the earliest stages of strategic growth planning initiatives.
M32	Waka Kotahi, WRC and transport partners to progress work to support and enhance the Te Huia Hamilton to Auckland passenger rail service and associated improvements, including business case outcomes for additional rail stations.
M33	Ministry of Transport and transport partners to progress business cases into rapid rail connections in the Hamilton to Auckland and Hamilton to Tauranga corridors.
M34	WRC and Greater Wellington Regional Council to work together to develop a joint Procurement Strategy for optimising inter-regional rail rolling stock and rail infrastructure investment, and use this strategy to commence the procurement to replace the Te Huia Passenger Rail rolling stock by June 2024.
M35	RCAs and transport partners to plan for, build, and maintain safe, convenient and attractive interconnected pedestrian and cycling infrastructure.
M36	Transport partners to undertake and promote travel demand management initiatives.
M37	WRC and transport partners to support the Community Transport Forum to provide leadership to drive and address rural transport issues
M38	WRC to support the implementation of community transport services within rural communities.
M39	Transport partners to work with tangata whenua and other interested parties to coordinate information and advice to improve rural transport access.
M40	WRC and transport partners to investigate options to improve Mobility as a Service, utilising technology to improve access and the transport journey experience.
M41	WRC to collaborate with Territorial Authorities to expand the Total Mobility Scheme beyond the existing service areas of Hamilton, Waipā, Tokoroa and Taupō.
M42	Transport partners to work with district health boards and other partners to support accessible transport services and infrastructure initiatives for priority population groups that improve access and manage travel demand to health services.

## The case for investment in access and mobility

### Hamilton-Waikato metro spatial area

- opportunity to transform urban mobility in the Hamilton-Waikato metro spatial area
- supports Urban Growth Agenda growth and housing outcomes
- increases efficiency and safety of greater Hamilton strategic corridors

### Better travel options

- providing better travel options and supporting mode shift is a national priority
- investing in a range of integrated travel options including public transport, walking and cycling networks that also support micro-mobility options, and passenger rail will improve people's access and mobility, particularly for the transport disadvantaged
- investment to grow public transport in urban centres and high growth areas supports national and regional priorities

### Rural access and mobility

- maintaining rural transport networks will provide for the access and mobility needs of communities and support economic productivity of the region
- improving travel options will enhance rural access and mobility
- fit for purpose transport options will benefit rural communities

### Long term results we are seeking

- people will have a range of accessible travel options to access places for earning, learning and participating in society
- a fit for purpose Hamilton-Waikato metropolitan area that helps to manage road congestion and travel demand, and that caters for future growth and enables efficient flows of people and products
- better active travel options will support positive physical and mental health
- people will have better options for low emissions travel modes which will contribute to a low carbon, healthier and more sustainable transport system
- better and more diverse travel options represent a more resilient transport system



Upgrade of Coromandel Town Centre. Photo: Thames-Coromandel District Council

## 4.6 Climate change and environmental sustainability underpinning objective template

CLIMATE CHANGE AND ENVIRONMENTAL SUSTAINABILITY	
<b>Issue</b>	
Addressing the effects of climate change and developing a low carbon transport system is a national priority. This is necessary to ensure an environmentally sustainable transport system.	
<b>Objective</b>	
An environmentally sustainable, energy efficient and low-carbon transport system that delivers emissions reductions and enhances communities' long-term resilience to the effects of climate change.	
<b>Priorities</b>	
<ol style="list-style-type: none"> <li>1. Transform towards an environmentally sustainable, low carbon transport system.</li> <li>2. Identify and address route security and resilience issues, including from climate change.</li> </ol>	
<b>Policies</b>	
P32	Develop good urban form that supports low carbon and low emission transport options.
P33	Develop and manage the transport system in a way that gives effect to the energy efficiency objectives of the National Energy Efficiency and Conservation Strategy and emission reduction objectives of the Climate Change Response (Zero Carbon) Amendment Act 2019.
P34	Develop and manage the transport system in a way that improves the environmental sustainability of the system for the environment and communities, including tangata whenua.
P35	Reduce adverse effects of transport on the environment, public health, and communities.
P36	Embed climate change and environmental sustainability considerations into planning and investment decisions in the land transport system.
P37	Recognise and plan for the anticipated effects arising from transport system resilience issues such as climate change and sea level rise.
P38	Work collaboratively to improve route security, particularly on key lifeline routes and interregional strategic corridors.
<b>Key implementation measures</b>	
M43	RTC and key transport partners to jointly advocate to Government for better alignment of GPS 2021 with climate change priorities and to provide the funding required for transformational investment in mode shift.
M44	Future Proof partners to implement the outcomes of the Hamilton-Waikato Mode Shift Plan and other urban form initiatives that support low carbon outcomes.
M45	Transport partners to work through implications of the climate emergency declaration, review the national transport emission budgets when they are released, and collaboratively plan a regional transport response and road map ahead towards achieving our regional headline target for climate change.
M46	WRC and transport partners to collaboratively plan and progress actions that increase the use of low emission transport options and technology within the region, including decarbonising the public transport bus fleet in major urban areas.

CLIMATE CHANGE AND ENVIRONMENTAL SUSTAINABILITY

M47	WRC and RCAs to continue to roll out implementation of stock truck effluent disposal sites through the region, as guided by the Waikato Regional Stock Truck Effluent Strategy and associated business case.
M48	Thames-Coromandel District Council, Hauraki District Council, Waka Kotahi, and other transport partners to progress planning to address resilience issues and manage climate change implications on the region’s coasts.
M49	RCAs to support the collaborative approach of the Waikato Lifelines Utility Group in addressing key regional transportation lifeline issues.
M50	RTC to monitor climate change policy developments and to undertake an investment logic mapping exercise to ensure that climate change is appropriately prioritised for RLTP 2024.

The case for investment to address climate change and sustainability

**Strategic corridors and economic development template**

- investment in the region’s strategic corridors and economic development priorities will contribute to transforming to a low carbon transport system by:
  - growing the rail freight task which will significantly reduce carbon emissions
  - more efficient and resilient multi-modal strategic roading corridors that will help to reduce carbon emissions
  - mode-neutral approach to transport planning

**Safety template**

- investment in the region’s road safety priorities will contribute to transforming to a low carbon transport system by:
  - safer roads, footpaths, cycle networks and public transport options that will encourage mode shift
  - active transport options encourage positive health outcomes and are emission free
  - safer transport corridors will improve the resilience of the transport system

**Access and mobility template**

- investment in the region’s access and mobility priorities will contribute to transforming to a low carbon transport system by:
  - providing better and more sustainable travel options, and urban form that supports this, will encourage mode shift in urban areas
  - providing a public transport system with good coverage and service will reduce dependency on private vehicles
  - mode shift in urban areas will reduce transport emissions

**Long term results we are seeking**

- A low carbon, energy efficient, and environmentally sustainable regional transport system that supports emission reductions
- A more resilient regional transport system
- Urban form that supports mode shift and low carbon/low emission transport modes
- Adverse effects of transport on the environment are reduced

## 4.7 Integrated land use and transport planning underpinning objective template

INTEGRATED LAND USE AND TRANSPORT PLANNING	
<b>Issue</b>	
Land use change is constantly occurring and if uncoordinated or not well managed can lead to unplanned and out of sequence development. This in turn can result in inefficient and ineffective transport outcomes.	
<b>Objective</b>	
Collaboration around spatial and place-based planning results in a safe and efficient transport system that supports thriving and healthy urban and rural communities and economic wellbeing.	
<b>Priorities</b>	
<ol style="list-style-type: none"> <li>1. Implement key national and regional strategies and plans that facilitate agreed integrated land use and transport planning outcomes.</li> <li>2. Advocate with one voice to secure funding for agreed regional priorities, and in particular, to address the funding of transformational mode shift to address climate change.</li> <li>3. Maintain existing assets and maximise efficiencies across the transport system.</li> </ol>	
<b>Policies</b>	
P39	The land transport system is managed and developed in a responsive, collaborative and integrated manner.
P40	The transport system is managed and developed in a way that is consistent with and supports the region's strategic transport and land use pattern.
P41	Land use development does not compromise the safety and efficiency of the transport system.
P42	Tangata whenua are enabled and supported to express, maintain and enhance their relationship with their rohe through land transport planning and programme development processes.
P43	Continued collaboration, supported by strong governance and collective advocacy, to progress the delivery of the region's land use and transport priorities.
P44	Collaboratively pursue alternative funding and financing options to fund regional and interregional transport activities.
P45	Support collaborative arrangements that maximise efficiencies across the regional transport system.
<b>Key implementation measures</b>	
M51	Local authorities and transport partners to work together to anchor and implement an agreed land use and transport pattern arising from the Hamilton to Auckland Shared Spatial Intent, Future Proof and the Hamilton-Waikato Metro Spatial Plan.
M52	Transport partners to work together to progress agreed transport activities that support an inclusive, accessible and multi-modal transport system.
M53	Upper North Island Strategic Alliance partners to continue to drive collaborative work that advances our understanding and informs decision making on transport and land use issues at a wider spatial scale.
M54	Transport partners to collaboratively implement transport actions in the Waikato Plan.
M55	RTC to support inter-regionally significant activities that help to achieve better integrated land transport outcomes for the Waikato region, and work with neighbouring RTC's.

## INTEGRATED LAND USE AND TRANSPORT PLANNING

M56	Regional governance groups to advocate with one voice to progress the region's land use and transport priorities.
M57	RTC and transport partners to explore and advocate for innovative and collaborative funding and financing solutions that will progress the region's land use and transport priorities.
M58	Transport partners to promote, advocate and work together to better understand new technologies and emerging trends.

### Long term results we are seeking

- collaborative and integrated land use and transport planning at sub-regional, regional and upper North Island scales that delivers on the objectives and outcomes sought for land transport in the Waikato region in this RLTP
- our regional land transport priorities are fully funded



*Hamilton Transport Centre*



Section 5: Regional Programme of  
Transport Activities | Hōtaka ā-rohe mō  
ngā mahinga waka

# Section 5: Regional programme of transport activities | Hōtaka ā-rohe mō ngā mahinga waka

## 5.1 Introduction

Section 5 sets out the regional programme of transport activities for our region and identifies and prioritises significant activities seeking funding through the National Land Transport Fund (NLTF).

The programme is a key tool to implement the policy framework and key implementation measures identified in Section 4 of this Plan. Collectively these give effect to the policy direction of this Plan.

Section 5 also sets out inter-regionally significant activities that are important to our region, significant activities funded outside the NLTF, and outlines the importance of these to achieving the policy direction of our plan.

## 5.2 Programme of activities for our region

### Legal requirements for the regional programme of activities

- Must identify a regional programme of activities proposed by approved organisations in the region for a period of six financial years, and the form and level of detail in which this information must be provided.
- Must identify and prioritise regionally significant activities seeking funding through the NLTF.
- Must identify regionally significant activities funded through mechanisms other than the NLTF.

The full regional programme of activities for which funding is sought from the NLTF is included in Appendix 6. It is set out as a series of tables grouped by activity class (i.e. type of activity). The activity class tables break down each activity into phases and attribute them to one of the plan's objectives in the policy framework of the plan.

Key messages signalled through the regional programme of transport activities include:

- The road safety priority is well represented in the 2021 programme. Larger prioritised safety projects are supported by a tranche of low cost/low risk Road to Zero projects across the region. This reflects the large amount of work undertaken over the last two years through the Waka Kotahi Safe Network Programme.
- Strategic corridor projects include the SH1 Cambridge to Piarere long-term improvements activity, which reflects the

policy priority in the RLTP to extend the Waikato Expressway from Cambridge to the SH1/29 intersection at Piarere. Other key projects include Bulli Point in Taupō (a key resilience project) and Southern Links in the Hamilton-Waikato metro spatial area (giving effect to greater Hamilton strategic corridor policy in the RLTP). These projects are complemented by a number of committed strategic corridor projects in the region, such as completion of the Hamilton section of the Waikato Expressway.

- There are a number of access and mobility projects represented in the programme, primarily in Hamilton and other urban centres. Some of these projects around the region are included in Table 8 of Appendix 6 as LCLR (Low Cost Low Risk) activities, which are not considered significant activities. The fairly low number of access and mobility activities in the programme reflects the type of projects put forward by Road Controlling Agencies and is also due the stage of planning currently being undertaken for the Hamilton-Waikato metro spatial area, the outcomes of which will feed into RLTP 2024 .
- The focus on rail in the programme is to enhance the Te Huia start up passenger rail service between Hamilton and Auckland, with a focus on investing in extra carriages and service level enhancements. Other rail projects which will benefit the Waikato region and will give effect to rail policy in the RLTP will come through the Rail Network Investment Programme.
- Activities that directly contribute to our climate change policy include urban access and mobility projects such as the electric vehicle bus charging station and active mode activities, including biking and micro-mobility projects in Hamilton city. There are also several resilience projects around the region that will address specific climate change issues, such as the committed Awakino Gorge projects and other corridor activities that have resilience benefits.
- There is a large focus on maintenance, operations and renewals in the 2021 programme, which has more than doubled in value from the 2018 programme.
- Overall, there is a diversity of investment reflected in the programme across all of the RLTP objective areas.

Figure 20 shows there is a high proportion of activities, by value, contributing to the safety and strategic corridor objectives in the 2021 programme, with a lower value contributing solely to the access and mobility objective. The programme is heavily influenced by state highway and local road maintenance activities, which form a significant proportion of the programme (refer Figure 22) .

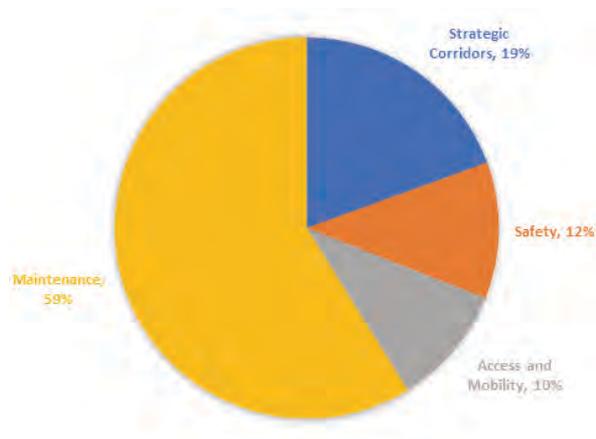


Figure 20 Proportion of programme activities (value) by primary objective contribution for the next 10 years

### 5.3 Regionally significant activities

The complete prioritised list of regionally significant activities proposed to be funded through the NLTF is included in Appendix 7. The RTC's highest ranked significant activities have also been identified in Section 5.2.

Map 4 'Contribution of regionally significant activities to objectives' also highlights the key regionally significant activities distributed across the region, as well as key committed activities.

#### 5.3.1 Contribution of regionally significant activities to the plan's objectives and priorities

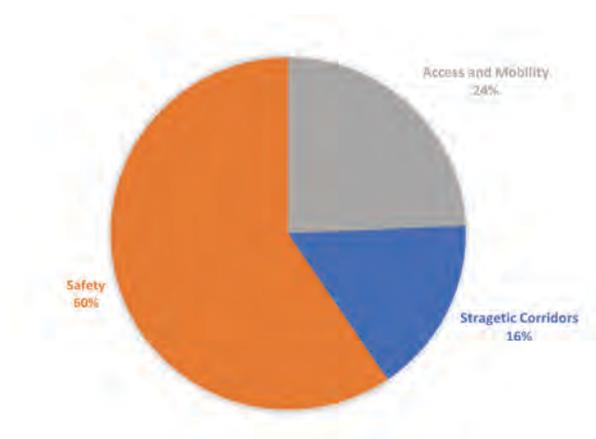


Figure 21 Proportion of regionally significant activities (number) by primary objective contribution for the next 6 years

Figure 21 illustrates the proportion of regionally significant activities by number listed in the programme that can be primarily attributed to each of the three objectives. It shows

that road safety activities make up the largest grouping of regionally significant activities at 57%. This reflects the intention of the Government to make improvements in road safety by supporting a large number of smaller Road to Zero activities as opposed to a small number of large-scale improvements.

Table 4 shows the key significant projects that contribute to the objectives and priorities of the RLTP. This table relates to regionally significant activities, not all activities listed in the programme of activities.

#### Understanding prioritisation and funding of activities

A significant activity is an activity that has been determined by the RTC to make an important contribution towards the objectives of the RLTP, being safety, economic development, access and mobility, and environmental sustainability and resilience. A significant activity must meet the criteria set out in Appendix 4, including the criterion of having a value greater than \$2 million.

Significant activities are prioritised based on their contribution to these objectives, and in accordance with the process set out in Appendix 5, resulting in an ordered list of activities. The RTC takes care to ensure that similar activities are treated in the same manner and applies scrutiny to proposed activities to highlight which activities can be strongly supported through additional advocacy and regional collaboration.

The position that an activity sits within the prioritised regional list is not the same as the expected order for project delivery or certainty about securing activity funding. In the development of the National Land Transport Programme Waka Kotahi assesses each individual activity against other activities that are defined by the same activity class from across the country. For example, a walking and cycling activity is in a separate activity class and funded separately to state highway improvement activities.

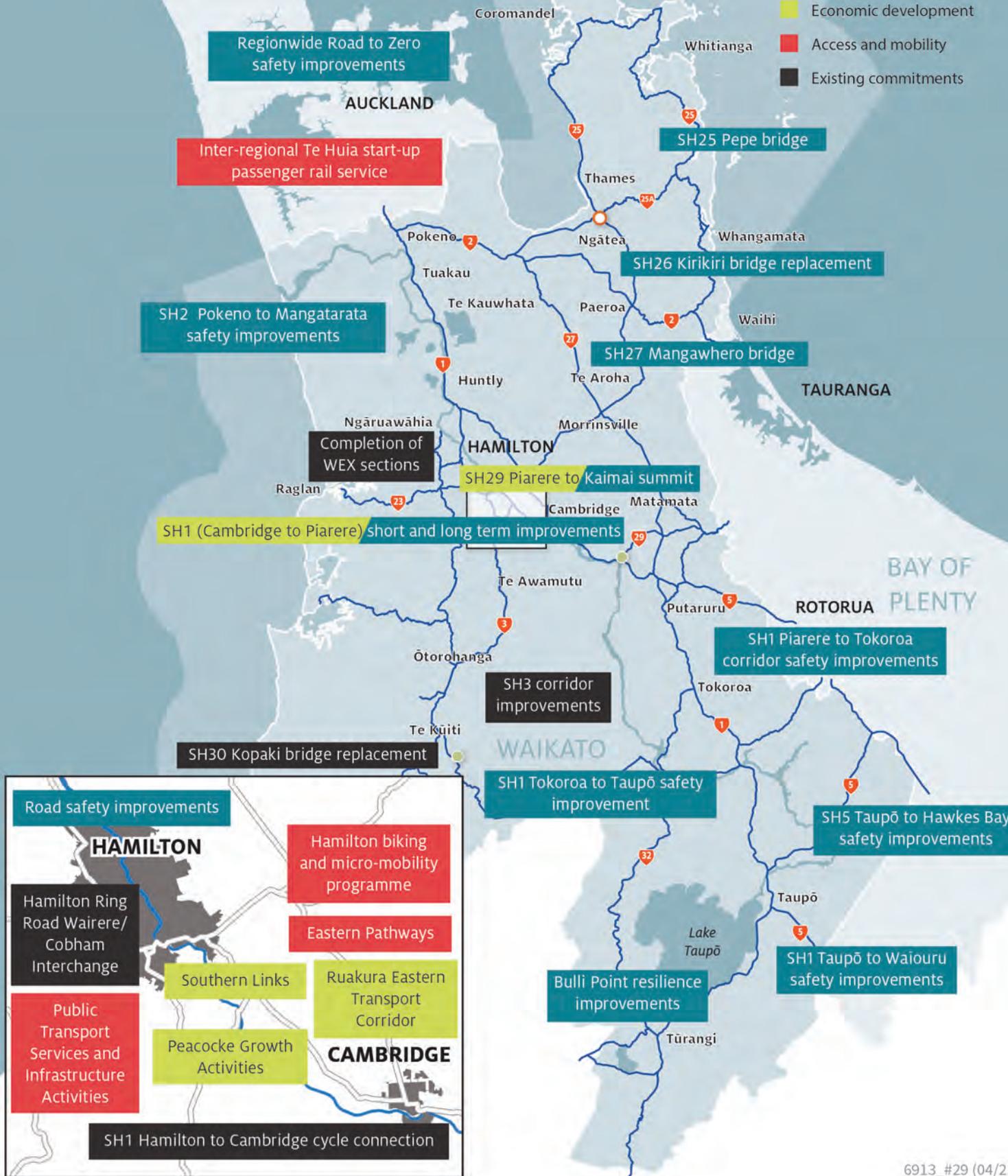
When the National Land Transport Programme is being developed, activities are considered on their merits against similar activity classes and subject to the funding constraints of that particular activity class as defined by the funding ranges in the GPS on Land Transport. In this way, activities that sit lower on the prioritised regional list may secure funding and be delivered ahead of activities with a higher regional priority if they are funded through an activity class with less financial pressure or demand than those in a separate activity class.

Whilst significant activities are ordered in a regional context, the decisions that determine funding and delivery are made on a national basis and take account of all national requests for funding assistance for similar types of activities.

# MAP 4 CONTRIBUTION OF REGIONALLY SIGNIFICANT ACTIVITIES TO OBJECTIVES

## LEGEND

- Safety
- Economic development
- Access and mobility
- Existing commitments



**HAMILTON**

Road safety improvements

Hamilton Ring Road Wairere/Cobham Interchange

Hamilton biking and micro-mobility programme

Eastern Pathways

Public Transport Services and Infrastructure Activities

Southern Links

Ruakura Eastern Transport Corridor

Peacocke Growth Activities

**CAMBRIDGE**

SH1 Hamilton to Cambridge cycle connection

Objective	Priority Focus Area	Key significant projects	Contribution to objectives
Economic development and strategic corridors	Waikato Expressway and SH1/29 interregional corridor	<ul style="list-style-type: none"> <li>Completion of the Waikato Expressway and short to longer term improvements to SH 1 between Cambridge and Piarere including the SH1/29 Intersection</li> <li>SH29 Piarere to Kaimai Summit safety improvements</li> </ul>	<p>The programme shows continued investment in economic development and strategic corridors including projects relating to the SH1/29 interregional corridor including completion of the Waikato Expressway. These projects will also bring considerable safety benefits.</p> <p>The programme also includes a number of resilience projects.</p>
	Hamilton Growth	<ul style="list-style-type: none"> <li>Hamilton Ring Road Wairere/Cobham Interchange, Southern Links, Peacocke growth activities, Borman/Horsham extension, Ruakura Eastern Transport Corridor, and biking and micro-mobility strategic corridors.</li> </ul>	
	Resilience	<ul style="list-style-type: none"> <li>SH3 Awakino Gorge and Tunnel bypass</li> <li>SH1 Bulli Point</li> <li>'End of life' asset replacement bridges e.g. Pepe Stream</li> </ul>	
Road Safety	Safety	<ul style="list-style-type: none"> <li>Safe network infrastructure improvements and speed management activities such as SH 1 Piarere to Tokoroa, Tokoroa to Taupō and Taupō to Waiouru</li> <li>Projects that targets areas of high risk across the regional transport network including intersections and speed outside schools</li> <li>Road safety promotion activities</li> </ul>	A large number of smaller scale Road to Zero safety improvements contributing to the safety objective.
Access and mobility	Inter-regional	<ul style="list-style-type: none"> <li>Te Huia start up passenger rail service</li> <li>Hamilton to Tauranga passenger rail business case</li> <li>North Waikato PT connections</li> </ul>	<p>Delivery of the inter-regional passenger rail service as well as through increased investment in public transport in Hamilton and the greater Hamilton area, contributing to the access and mobility objective.</p>
	Greater Hamilton	<ul style="list-style-type: none"> <li>Suite of urban improvements that represent a combination of multi-modal and demand management activities that contribute to access and mobility outcomes</li> <li>Investment in public transport services and infrastructure</li> <li>Walking, cycling, micro-mobility including the Eastern Pathways project</li> <li>Ferrybank walking and cycling Bridge</li> </ul>	
	Hamilton growth	<ul style="list-style-type: none"> <li>Combination of activities to provide for projected growth of Hamilton City that will bring access and mobility benefits</li> <li>Metro Spatial Plan and Mass Transit</li> </ul>	

Objective	Priority Focus Area	Key significant projects	Contribution to objectives
Climate change	Climate change and emissions reduction	<ul style="list-style-type: none"> <li>Decarbonisation of the public transport fleet and EV Bus charging station</li> <li>Mode Shift Plan activities</li> <li>PT enhancements</li> <li>Promotion of active modes</li> <li>Eastern Pathways and biking and Micro-mobility projects</li> </ul>	Climate change objective is being delivered mainly through mode shift and greater promotion of active modes.

Table 4 Contribution of regionally significant activities to RLTP objectives and priorities

## 5.4 Inter-regionally significant activities

There are a number of interregionally significant activities that are important to the region because they give effect to regional objectives and priorities, as well as giving effect to broader objectives of the upper North Island.

The Waikato region cannot realise these outcomes within our jurisdictional boundaries. We are part of a wider area and in order to realise gains for the Waikato and the upper North Island a collective upper North Island view on land transport

is needed This includes having a shared view about interregionally significant corridors, including the movement of goods through the region (and from port to port), managing passenger travel and freight on a limited rail network, and how to manage a labour market that crosses regional boundaries.

Understanding and supporting interregionally significant activities will help to maximise benefits for the Waikato and to achieve the objectives identified in this Plan.

A list of the interregionally significant activities identified by the RTC is included in the table below:

Activity	Description
<b>Significant interregional activities to Auckland</b>	
<ul style="list-style-type: none"> <li>Completion of Waikato Expressway and related improvements.</li> <li>Southern 'Corridor' optimisation and capacity related improvements to road and rail in Auckland.</li> <li>SH1 improvements Papakura to Bombay.</li> <li>Addition of a third rail line on the North Island Main Trunk (NIMT) from Wiri to Quay Park.</li> <li>Extension of electrification of the NIMT from Papakura to Pukekohe.</li> <li>Activities that improve safety outcomes on the SH2 corridor from Pokeno to Tauranga.</li> <li>Interregional integrated planning activities that support integrated land use and transport investment responses.</li> <li>Te Huia Hamilton to Auckland start up rail service and Phase 1B/2 enhancements.</li> <li>Business case for north of Papakura Te Huia extension and capital rail infrastructure.</li> </ul>	<p>Significant investment has already been made to develop the Waikato Expressway. In order to realise the full benefits of this investment, constraints on the upper North Island transport network that could undermine the travel time savings, improved connectivity and enhanced access and safety outcomes of this corridor need to be addressed.</p> <p>Addressing rail constraints within the Auckland region will significantly reduce conflict between freight and passenger rail, improve reliability and efficiency, improve interregional freight movements and passenger transport outcomes, and support growth in North Waikato and Auckland. If these issues are not addressed they will constrain future passenger rail in the upper North Island and efficiency improvements on the wider transport network.</p>
<b>Significant interregional activities to the Bay of Plenty</b>	
<ul style="list-style-type: none"> <li>Completion of the Waikato Expressway and related improvements.</li> <li>Corridor improvements on SH1 from Cambridge and the Waikato Expressway to Piarere, including the SH1/29 intersection.</li> </ul>	Corridor improvements on SH1 south of Cambridge and on SH29 will improve the efficiency of the SH1/29 Auckland, Waikato, Bay of Plenty route, which is the priority freight route connecting the Ports of Auckland and Tauranga.

Activity	Description
<ul style="list-style-type: none"> <li>Corridor improvements on SH29 from Piarere to Tauriko.</li> <li>Activities that enhance resilience and efficiency of the East Coast Main Trunk (ECMT), including Kaimai rail tunnel floor remediation work and related improvements.</li> <li>Activities that improve safety outcomes on the SH2 corridor between Waihi and Tauranga including Takitimu North Link.</li> <li>Interregional integrated planning activities that support integrated land use and transport investment responses.</li> </ul>	<p>In order to realise benefits to the upper North Island, addressing constraints on the ECMT and identified state highway corridors between the regions is essential to improve travel time reliability, support safety outcomes and support growth of the regions.</p> <p>Safety improvements on SH2 from Pokeno to Tauranga are important to reduce the high crash rates and injuries on this route.</p>

### SH1/29–East Coast Main Trunk Line Statement

The Bay of Plenty and Waikato regions have taken an integrated approach to the SH1/29 and East Coast Main Trunk (ECMT) corridor. The following objectives have been previously identified for the future management of this corridor:

- To develop and protect SH1/29 and the ECMT as the strategic, long term transport corridor connecting Auckland and the Waikato with the Bay of Plenty.
- To support a reduction of deaths and serious injuries on the highway network and to ensure that risk of incidents on the rail system continues to decline.
- Land use and land transport infrastructure (road and rail) is integrated and coordinated through planning, investment and programming mechanisms.
- To develop an environmentally sustainable logistics supply chain which connects the sea ports of Auckland and Tauranga, and inland ports along the corridor, as a means of enabling economic growth.
- To support improved resilience, and the complementary function of both the road and rail networks.

### Significant interregional activities to Taranaki

<ul style="list-style-type: none"> <li>Construction of the Mt Messenger and Awakino Gorge SH3 improvement projects to improve freight efficiency and safety.</li> <li>Interregional planning activities that consider resilience, safety, route security and reliability outcomes and support appropriate related transport investment responses.</li> </ul>	<p>Network resilience and road safety are critical issues on the SH3 corridor, which has major lifeline constraints at Mt Messenger and Awakino Gorge. Concluding the improvement works on SH3 at Mt Messenger and the Awakino Gorge is essential to address these issues and maintain good connections with Taranaki and the port of Taranaki.</p>
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### Significant interregional activities to Manawatū / Whanganui region and south

<ul style="list-style-type: none"> <li>Interregional transport activities that consider resilience, safety, route security and reliability outcomes (Taupō to Waiouru - Taupō to Hatape and Bulli Point in particular).</li> <li>North Island Regional Passenger Rail Connector service (currently being investigated).</li> </ul>	<p>SH1 contains some high-risk areas with resilience and safety issues. Addressing these issues is essential to the Waikato region to enable safe, efficient and resilient connections between the upper and lower North Island.</p>
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### Significant interregional activities to Hawkes Bay region

<ul style="list-style-type: none"> <li>SH5 Napier to Taupō Programme Business Case and implementation.</li> </ul>	<p>SH5 is an important tourism and freight route for both the Waikato and Hawkes Bay regions. The business case will determine the long term strategy for managing this important inter-regional route.</p>
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## 5.5 Significant transport activities for our region to be funded outside of the NLTF

While the majority of significant activities are being put forward for funding via the NLTF, there are some significant activities that are funded from other funding sources. Known sources of alternative funding are discussed further in Section 6.

The significance policy highlights that a significant activity from other funding sources is one that has a value of greater than \$2 million and that doesn't receive funding through the NLTF.

In this context, regionally significant activities that are funded outside of the NLTF are included in the box below.

### Significant activities funded outside of the NLTF

- SH1/29 Intersection roundabout, which is funded through the NZ Upgrade Programme
- Construction of the Mt Messenger and Awakino Gorge SH3 improvements, funded through the Government's Accelerated Regional Roding Package

- Ruakara Spine Road (Stage 1 connection to Expressway) funded through a Hamilton City and Tainui Group Holdings Partnership with Provincial Growth Fund contributions.
- Shovel ready projects – including the Taupō town centre transformation; Taupō shared paths, kerb and channel and accessible paths; and Te Awa Cycleway Hamilton to Cambridge section
- Rail projects funded through Vote transport

These significant activities funded outside of the NLTF are a subset of activities that have interregional significance, as included in Section 5.4. Most of these projects are located outside of the region, illustrating the value that the Waikato region places on activities outside of its 'borders' that will have a beneficial effect on land transport outcomes for the upper North Island as a whole.

The Waikato RTC is advocating through the plan for the completion and funding of these significant activities outside of the NLTF to ensure that the land transport network in the Waikato region and upper North Island is developed in a coordinated fashion across modes and funding sources.



Awakino Tunnel Bypass. Photo: Meagan Barfoot, RoadLab

## Section 6: Funding | Pūtea hāpai

# Section 6: Funding | Pūtea hāpai

## 6.1 Introduction

Funding of regional transport activities is essential to give effect to the RLTP objectives and priorities for the region.

### *Key LTMA requirements for funding in the plan*

Regional Transport Committee (RTC) must take into account likely funding sources.

Regional Land Transport Plan (RLTP) must include a 10 year forecast of revenue and expenditure.

## 6.2 Revenue from the National Land Transport Fund

The NLTF is a funding source for projects supported by Waka Kotahi. This funding is sourced largely from road user charges, fuel excise duty and motor vehicle registration and licencing fees.

Funding in the NLTF is allocated to activity classes established in the Government Policy Statement for Land Transport (GPS).

The 11 activity classes included in GPS 2021 are as follows:

- Road to Zero
- Public transport services
- Public transport infrastructure
- Walking and cycling improvements
- Local road improvements
- State highway improvements
- State highway maintenance
- Local road maintenance
- Investment management
- Rail network
- Coastal shipping

GPS 2021 has some different activity classes compared to GPS 2018 which assist in realising the Government's strategic priorities.

The Road to Zero activity class brings together targeted investment to the Road to Zero Strategy. It includes road policing activities which are not coordinated through regional land transport plans as occurs with the other activity classes. Funds are allocated directly to the NZ Police at a national level. Regional land transport plans are required, however, to include an assessment of the relationship of police activities to the plan. This is included in Section 4 of the Plan after the road safety template.

The rail network activity class assists in implementing the Future of Rail review. Recent changes in legislation has brought rail funding into the NLTF. Whilst planning for rail will occur separately to the RLTP through the Rail Network Investment Programme, funding will be via the NLTF.

The public transport services and public transport infrastructure activity classes separate out the regular investment to support continual services from investment in new infrastructure. A coastal shipping activity class is also included as it fulfils a critical role in freight movement, initial funding is allocated to further research in this activity class.

For each activity class, an upper and lower funding range is given in the GPS. The distribution of funds across activities is undertaken by Waka Kotahi. Funding occurs in a manner consistent with the GPS and is on the basis of national priority until the funding available to each activity class is fully allocated. Not all activities put forward in regional land transport plans will receive the funding sought from the NLTF.

### Local revenue sources and funding assistance rates

Many transport activities undertaken by regional and territorial authorities that are subsidised through the NLTF require a contribution by the local authority. Local revenue sources are typically derived from local rates, fares for public transport services (where relevant) and debt.

The amount of subsidy varies between local authorities and is referred to as the funding assistance rate (FAR).

Local authorities also carry out unsubsidised activities such as seal extensions in rural areas that do not get picked up in this figure. There are also times where local authorities choose to provide a higher level of service which is unsubsidised from Waka Kotahi. There are also instances where work that supports broader transport does not meet the strict criteria of funding from Waka Kotahi due to limitations on budget and strict funding rules.

## 6.3 Funding impacts on this RLTP

Funding through the NLTF for this RLTP is constrained. The transport system was affected in a number of ways by the Covid-19 pandemic, including a reduction in revenue collected from fuel excise duty and road user charges as a result of lower vehicle use. This has put pressure on funds in the NLTF.

Local sources of funding have also been impacted by Covid-19. Councils have faced pressure on their budgets and on the setting of future rates through their Long Term Plans. This means that funds are tight to implement the priorities and projects identified in this RLTP.

In the Waikato we have a large component of the 2021 programme committed to existing state highway projects (\$177.7 million). This means that funds available via the NLTF

are almost entirely used up on existing committed projects, leaving limited discretionary funds for additional improvement projects.

Central Government has addressed the financial impacts on the NLTF by providing both a supplementary funding grant and the opportunity for further borrowing to Waka Kotahi to meet any revenue gap. Central Government has also undertaken a wide programme of response and recovery measures to Covid-19 to promote economic stimulus. These are outlined in Section 6.4.

Unfortunately, the national funding constraints mean that we are unable to fund the transformative mode shift change that we are laying the foundations for in the regional policy framework for this RLTP.

## 6.4 Other sources of revenue

Alternative sources of revenue to the NLTF, as outlined in Table 5 below, provide opportunities to fund new projects and give effect to the priorities of this RLTP

Revenue	Description	Waikato Region funding	Contribution
NZ Upgrade Programme	\$6.8 billion to get cities moving, save lives and boost productivity	SH1/29 intersection \$58 million. A roundabout is proposed at this site	Strategic corridors, Safety
Shovel Ready Projects	\$3 billion to fund infrastructure projects across the country	Taupō District Council <ul style="list-style-type: none"> <li>Town Centre Transformation \$20.6 million</li> <li>Shared paths, kerb and channel and accessible paths \$10.5 million</li> </ul> Waipā District Council: <ul style="list-style-type: none"> <li>Te Awa Cycleway Hamilton to Cambridge Section \$8.2 million</li> </ul>	Access and mobility, Strategic corridors, Safety
Provincial Growth Fund	\$3 billion across three years to enhance economic development, create sustainable jobs, contribute to community wellbeing, enhance productivity potential of regions	Ruakura Spine Road (Stage 1 connection to Expressway) - \$16.8 million	Strategic Corridors
State Sector Decarbonisation Fund	\$200 million to fund a range of measures including replacement of Government fleet with EVs	Funding for Waikato unknown at this point	Climate Change
Low Emission Vehicles Contestable Fund	\$6.5 million a year for projects that accelerate update of electric vehicles and other low emission vehicles	Various projects including loan cars, fleet cars, electric freight shuttle, and charging stations	Climate Change
EV buses	\$50 million to require zero emission buses to be purchased by 2025 and aim to decarbonise the PT bus fleet by 2035	Funding for Waikato unknown at this point	Climate Change
Supplementary Funding	Local funds provided in addition to the NLTF and local revenue sources	Funding for Waikato unknown	Strategic Corridors, Safety, Access and mobility, Climate change
Nga Haerenga, NZ Cycle Trails Fund	\$8 million annually	\$45,000 annually for each Great Ride cycle trail	Strategic Corridors

Revenue	Description	Waikato Region funding	Contribution
Accelerated Regional Rooding Package	\$212 million to accelerate regionally important state highway projects	Construction of projects including Mt Messenger Bypass (\$200 million) and Awakino Tunnel bypass (\$28.9 million) between Waikato and Taranaki regions	Strategic corridors, Safety
Housing Infrastructure Fund	\$1 billion towards interest-free loans to high growth councils	Peacocke Growth cell transport and waters infrastructure	Strategic Corridors, Safety, Access and mobility
Regional Fuel Tax	Currently only available in Auckland region	Not available for Waikato region at this stage	Strategic corridors, Access and Mobility, Safety, Climate change
Rail activities funded through Vote Transport	Various projects predominantly related to maintain resilience of rail network	Unknown at this point.	Strategic corridors, Safety, Access and Mobility, Climate change

Table 5 Other sources of revenue

It is vital to strongly advocate for additional Crown funding to see the transformational mode shift the Government is prioritising to supplement NLTP partnership funding for RLTP 2024.

### 6.5 10-year forecast of revenue and expenditure

The LTMA requires regional land transport plans to include a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan. Table 6 below shows the anticipated expenditure in each activity class over the next 10 years, along with the anticipated revenue source.

The 10-year forecast for the Waikato region has a total cost of around \$8 billion. The NLTF share of this expenditure is almost \$4.6 billion. The balance of funding is made up from local share of \$3.4 billion, with other funding sources still to be confirmed.

Long term plan and annual plan processes will affect the final values, and ongoing regional land transport plan reviews will also affect the activities proposed, as well as values. However, the 10-year forecast does give an indicative forecast of expenditure based on the best information available at this time.

Figure 22 illustrates that there is significant investment going into state highway maintenance and local road maintenance which together account for approximately 59% of total regional transport spend over the 10 year period. The overall maintenance spend has increased considerably from the 2018 RLTP. The other significant investment is in Road to Zero which accounts for 12% of total spend.

It is acknowledged that the programme does not adequately represent the objective weighting for access and mobility or contribute adequately towards transformational change.

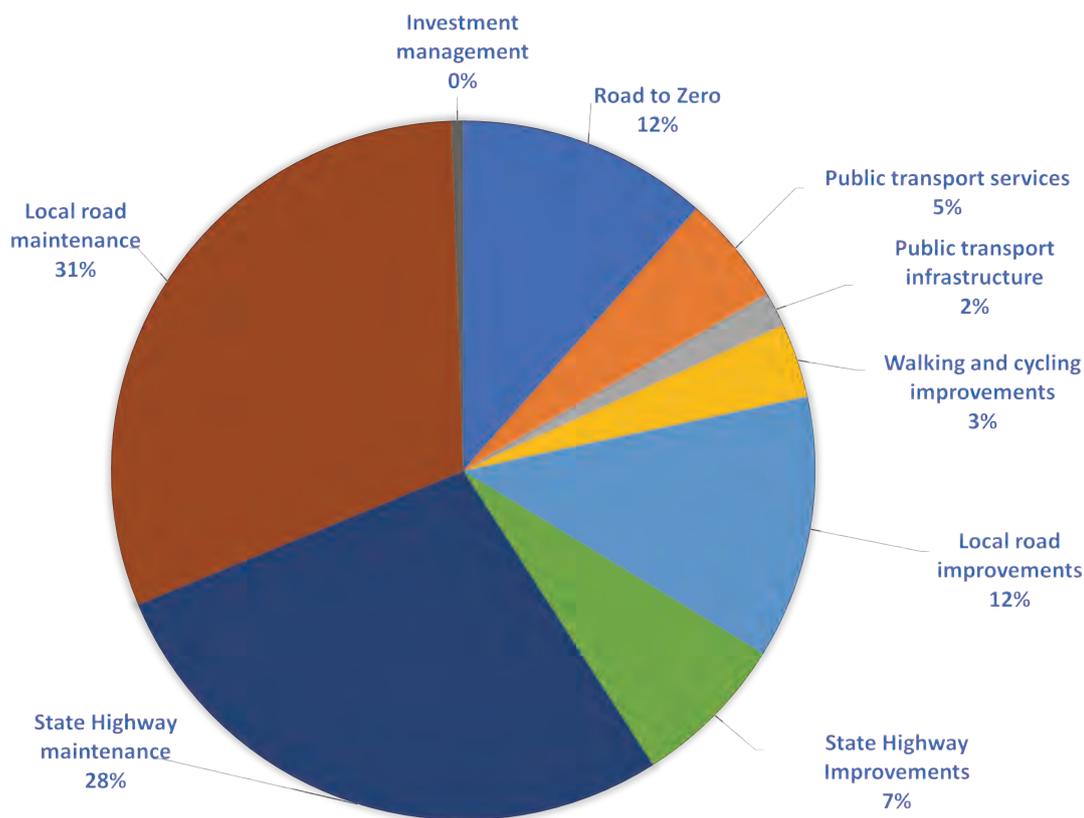


Figure 22 10 Year forecast activity class

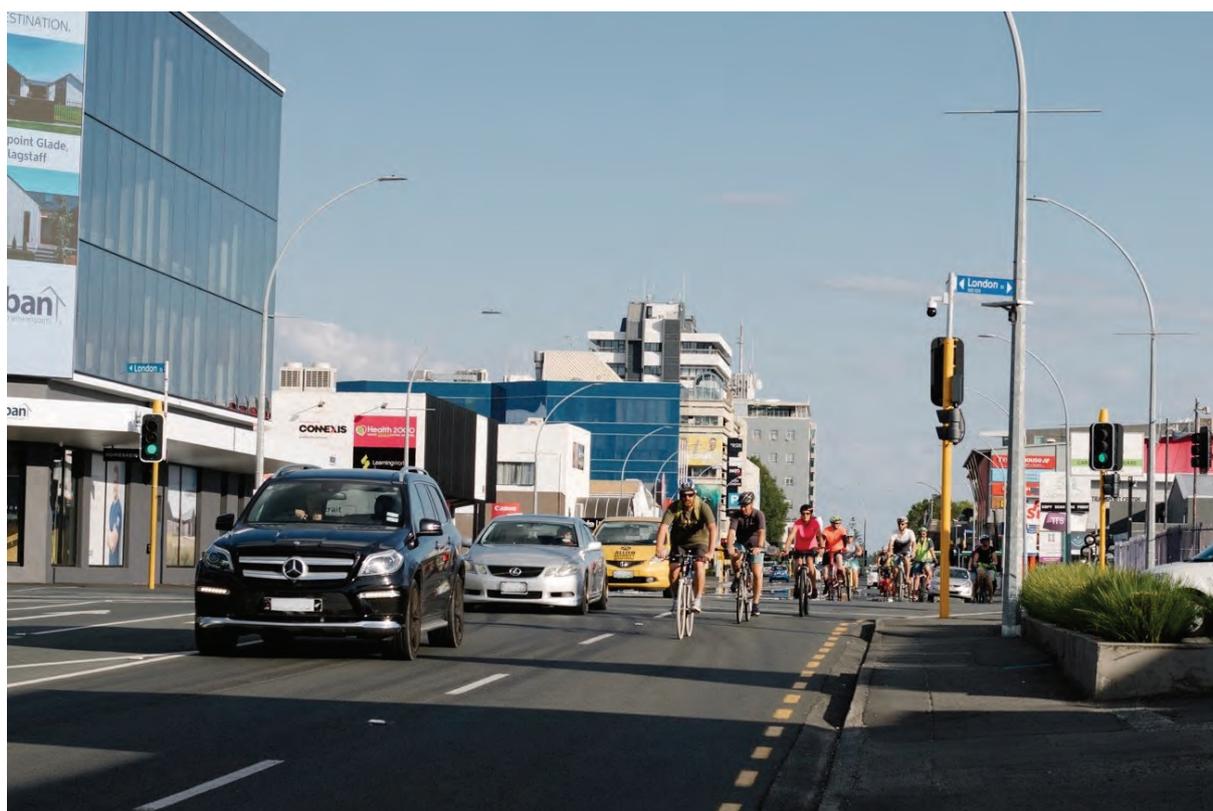
GPS Activity Class	10 year total (Mill)	NLTF Share (\$ Mill)	Local Share (\$Mill)
Road to Zero	713.9	597	117
Public transport services	316.1	175	41
Public transport infrastructure	98.4	59	40
Walking and cycling improvements	212.4	123	89
Local road improvements	753	416	337
State Highway Improvements	443.5	444	0
State Highway maintenance	1,722.4	1,722	0
Local road maintenance	1,900.1	1,051	849
Investment management (incl. Transport Planning)	32.5	18	15
Coastal shipping	0	0	0
Rail network	0	0	0
<b>Total Subsidised expenditure</b>	<b>6,192.3</b>	<b>4,605</b>	<b>1,588</b>
<b>Total Unsubsidised expenditure</b>	<b>1,776.8</b>	<b>0</b>	<b>1,777</b>
<b>10 Year Total (\$millions)</b>	<b>7,969.1</b>	<b>4,605</b>	<b>3,364</b>

Table 6 Anticipated revenue and expenditure in each activity class over the next 10 years

### Why is there an imbalance of spend in the programme of transport activities?

The programme of transport activities should ideally reflect the weighted policy objectives and priorities of the RLTP. Programme expenditure does not, however, reflect the aspiration set out in the regional policy framework, particularly in relation to addressing our access and mobility, mode shift and climate change priorities. There are some valid reasons for this. The Waikato region has an extensive roading network (16% of the national state highway network and 10% of the national local roading network) and maintenance and upkeep of this network takes around a half of the total programme spend. State highway and local road improvements only make up around one-fifth of the spend which acknowledges the need to continue to improve our strategic corridors. Safety is a key priority for the Waikato region with around 12% of the total spend.

The small spend on walking and cycling (3%) and public transport (7%) clearly does not reflect the policy aspiration set out in the RLTP and it is acknowledged it falls inadequately short of the mode shift required to address our climate change responsibilities. Part of this is due to the ability of Territorial Authorities (TAs) in the region to put up projects. For many TAs outside of the Hamilton-Waikato metro spatial area public transport and walking and cycling are more limited in their transport spending, with local road maintenance their biggest spend. But a big part of this imbalance is due to national funding constraints as outlined in section 1.4.2 of this Plan. Implementation measures in Sections 4.6 and 4.7 of the RLTP will require transport partners to address this imbalance by advocating for national funding for mode shift and climate change and by working together to ensure more mode shift projects are put up for the programme of transport activities in 2024.



Hamilton CBD. Photo: Bike Waikato

Section 7: Monitoring the Regional Land  
Transport Plan | Te aroturuki i te Mahere  
Waka ā-Rohe

# Section 7: Monitoring the Regional Land Transport Plan | Te aroturuki i te Mahere Waka ā-Rohe

## 7.1 Introduction

This chapter sets out the monitoring framework for the plan and a report card setting covering each of the problems identified in the plan and for each of the underpinning objectives.

## 7.2 Monitoring framework for the Plan

Monitoring of this plan is undertaken via multiple mechanisms and by multiple stakeholders.

Three key mechanisms for monitoring the plan include:

1. tracking progress against headline targets
2. tracking progress against key performance indicators
3. monitoring progress against delivery mechanisms in the plan.

Headline targets are a new addition to the RLTP 2021 as explained in Section 1. Progress towards these targets will demonstrate that the region is on track to achieve the vision for land transport in the Waikato.

Key performance indicators (KPIs) are identified for each problem statement to provide a high-level indication about whether the outcomes and benefits sought have been realised. They are guided by transport indicators used by the Ministry of Transport and identified in the GPS 2021 and Arataki, where possible.

Delivery mechanisms in the RLTP refers to both the key implementation measures in Section 4 and the regional programme of activities in Section 5. Monitoring these helps to determine whether these measures and activities are being undertaken and to quantitatively determine, where possible, whether they are contributing to the outcomes the plan is aiming for.

Together, monitoring of the headline targets, KPIs and delivery mechanisms provides a picture about whether the commitments made in this plan are being followed through on and achieving the intended long term results. Outcomes from this monitoring framework will then inform development of the 2024 RLTP.

There are many stakeholders involved in monitoring the plan's outcomes as well as monitoring broader integrated transport, land use and growth issues within the region and upper North Island. Other contributing monitoring frameworks are identified below each set of KPIs.

Understanding new and emerging issues outside of the Plan and monitoring these from a transport perspective can also inform changes and identify new issues that the 2024 RLTP will need to address.

## 7.3 Monitoring report cards

A report card of monitoring measures has been developed for the RLTP and is included in Table 7. This report card will be used to inform reporting to the RTC and will be used as a tool for stakeholder discussions across transport portfolios of work.

Problem	Headline target	Long term results we are seeking	RLTP Monitoring measurements	Report card indicator (Y/N)
Economic development and strategic corridors	<p>Maintain travel time predictability of 88% on key strategic corridors.</p> <p>Note: Travel time predictability is defined as the average journey time + 5% from the last financial year.</p> <p>Strategic corridors included are: SH1, 29, 2, 3, 5 and 39.</p>	<ul style="list-style-type: none"> <li>Efficient, reliable, safe, mode-neutral and resilient freight connections that support economic development in the Waikato region and upper North Island</li> <li>Increased movement of freight by rail through the region which will reduce the safety risks of travel associated with road transport and lower carbon emissions and pollutants</li> <li>Improved resilience and security of strategic transport corridors in the context of increasing adverse impacts of climate change</li> <li>A multi-modal transport system that supports liveable urban areas and provides efficient and safe transport corridors to achieve desired urban growth outcomes</li> </ul>	<p>KPI 1: Maintain travel time predictability on identified inter-regionally significant corridors and arterial corridors in Hamilton from 2019/20 levels (data source: Waka Kotahi).</p> <p>KPI 2: Reduction in the number and duration of road closures (data source: Waka Kotahi, Arataki).</p> <p><b>Other contributing monitoring frameworks</b></p> <p>Qualitative monitoring of stakeholder actions in RLTP (implementation measures in Section 4).</p> <p>Regional Policy Statement, Future Proof Strategy, Hamilton-Waikato Mode Shift Plan, Hamilton-Waikato Metro Spatial Plan, Access Hamilton Strategy, NZ Rail Plan, Arataki, GPS, Te Huia monitoring.</p>	
Road safety	A 40% reduction in deaths and serious injuries from 2018 levels by 2030.	<ul style="list-style-type: none"> <li>Waikato region's roads will be made substantially safer thereby moving towards a transport system where no-one is killed or seriously injured travelling within and through the region</li> <li>Safer roads, footpaths, and cycleways as well as safe public transport services, will give people a</li> </ul>	<p>KPI 1: Reduced number of deaths and serious injury crashes for each mode and crash factor, compared to the 2004-2008 five-year baseline.</p> <p>KPI 2: Reduced annual social cost of Waikato regional road crashes.</p> <p>(data source: CAS)</p> <p><b>Other contributing monitoring frameworks</b></p>	

Problem	Headline target	Long term results we are seeking	RLTP Monitoring measurements	Report card indicator (Y/N)
		<p>wider range of transport options to access opportunities and people will feel safe to use these transport modes</p> <ul style="list-style-type: none"> <li>• Well-designed and safe transport networks will support productive economic activity as a result of fewer crashes and more reliable travel times</li> <li>• Safer transport corridors and options will improve the resilience of the transport system</li> <li>• We will see long-term behaviour change in road users that support safety outcomes</li> </ul>	<p>Qualitative monitoring of stakeholder actions in the RLTP (implementation measures in Section 3).</p> <p>Road to Zero for the Waikato 2020 through the Regional Road Safety Forum, NZ Police Road Policing Action Plan, Access Hamilton Strategy.</p>	

Problem	Headline target	Long term results we are seeking	RLTP Monitoring measurements	Report card indicator (Y/N)
Access and mobility	Year on year, trips per capita by public transport and active modes significantly increase while trips per capita by private motor vehicle <sup>(31)</sup> decreases.	<ul style="list-style-type: none"> <li>• People will have a range of travel options to access places for earning, learning and participating in society</li> <li>• A fit for purpose Hamilton-Waikato metropolitan area that helps to manage road congestion, caters for future growth and enables efficient flows of people and products</li> <li>• Better active travel options will support positive physical and mental health</li> <li>• People will have better options for low emissions travel modes which will contribute to a low carbon and more sustainable transport system</li> <li>• Better and more diverse travel options represent a more resilient transport system</li> </ul>	<p>KPI 1: Number of public bus trips per capita increases year on year (data source: WRC).</p> <p>KPI 2: Increase public transport, walking and cycling travel to work mode share in Hamilton from 2018 levels (data source: Census).</p> <p>KPI 3: Increase walking and cycling counts in Hamilton and outer urban centres from 2018 levels (data source: WLASS Open Data Portal).</p> <p><b>Other contributing monitoring frameworks</b></p> <p>Qualitative monitoring of stakeholder actions in RLTP (implementation measures in Section 3).</p> <p>Access Hamilton Strategy, Waikato Regional Public Transport Plan 2018-2028, Regional Policy Statement, Hamilton-Waikato Mode Shift Plan, Hamilton-Waikato Metro Spatial Plan, Hamilton to Auckland Corridor Plan.</p>	
Climate Change	Reduce carbon emissions from the transport sector by a minimum of 30% by 2030 (from 2018/19 levels) on the path to net carbon zero by 2050.	<ul style="list-style-type: none"> <li>• A low carbon, energy efficient, and environmentally sustainable regional transport system that supports emission reductions</li> </ul>	<p>KPI 1: Increased proportion of electric vehicles in the region compared to 2021. (data source: MoT)</p> <p>KPI 2: No statistically significant decline in ambient air quality</p>	

31 access and mobility target to be reviewed following the public transport improvement project

Problem	Headline target	Long term results we are seeking	RLTP Monitoring measurements	Report card indicator (Y/N)
		<ul style="list-style-type: none"> <li>• A more resilient regional transport system</li> <li>• Urban form that supports mode shift and low carbon/low emission transport modes</li> <li>• Adverse effects of transport on the environment is reduced</li> </ul>	<p>(NO<sub>2</sub>, PM<sub>2.5</sub>, and benzene) at key traffic sites in urban centres from 2015 levels (data source: WRC).</p> <p>KPI 3: Decrease in kilometres of road and rail infrastructure susceptible to coastal inundation with sea level rise (data source: Waka Kotahi, Arataki).</p> <p><b>Other contributing monitoring frameworks for underpinning objectives</b></p> <p>Regional Policy Statement, Future Proof Strategy, Access Hamilton Strategy, National Energy Efficiency and Conservation Strategy, Waikato Regional Council air quality monitoring framework, Hamilton-Waikato Mode Shift Plan, Hamilton-Waikato Metro Spatial Plan.</p>	
Land Use and Transport Integration	No KPIs are proposed for this underpinning objective as it largely focuses on how we work collectively to improve the liveability of our region.			

Table 7 2021 RLTP Monitoring report card

# Appendices | Āpitihanga

# Appendix 1 - Legislative alignment with the Land Transport Management Act 2003

Outlined in the table below are the key requirements of the LTMA that relate to regional land transport plans, and a description of how the RLTP 2021 has met those requirements.

LTMA section reference	Provision	Description on how the plan meets the statutory requirements
s14 (a)(i)	The RTC must be satisfied that the Regional Land Transport Plan contributes to the purpose of the LTMA - which is to contribute to an effective, efficient, and safe land transport system in the public interest.	Section 4 provides the policy framework for the plan, including objectives, priorities, policies, and key implementation measures. This policy framework, together with the programme component of the plan, has been designed to give full effect to the LTMA's purpose.
s14 (a)(ii)	The Regional Land Transport Plan is consistent with the GPS on Land Transport.	The plan was reviewed to ensure that updated objectives, priorities and policies were consistent with the GPS on Land Transport 2021/22 – 30/31.
s14(b)(i) and (ii)	The RTC has considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives.	<p>In the absence of guidelines from the Ministry of Transport detailing the intention of this provision (particularly regarding the feasibility and affordability of alternative objectives), the RTC has developed a set of objectives in Section 4 that closely reflect and give effect to national GPS objectives as well as reflecting regional priority issues and aspirations.</p> <p>This plan has been built off the solid policy direction outlined in previous Regional Land Transport Strategies and Plans. It is important to note that the prior documents went through a robust development process, including the detailed examination of strategic options and use of a business case approach.</p> <p>This robust policy framework resulted in good buy-in from key transport stakeholders, who have reconfirmed the strategy's foundational policy approach and broad range of transport objectives as the basis for this plan.</p>
s14(c)(i)	The RTC has taken into account the National Energy Efficiency and Conservation Strategy.	The National Energy Efficiency and Conservation Strategy (NEECS) has been taken account of and is discussed in Section 3.8 and addressed in Section 4.6 under the 'Climate change and environmental sustainability' objective.

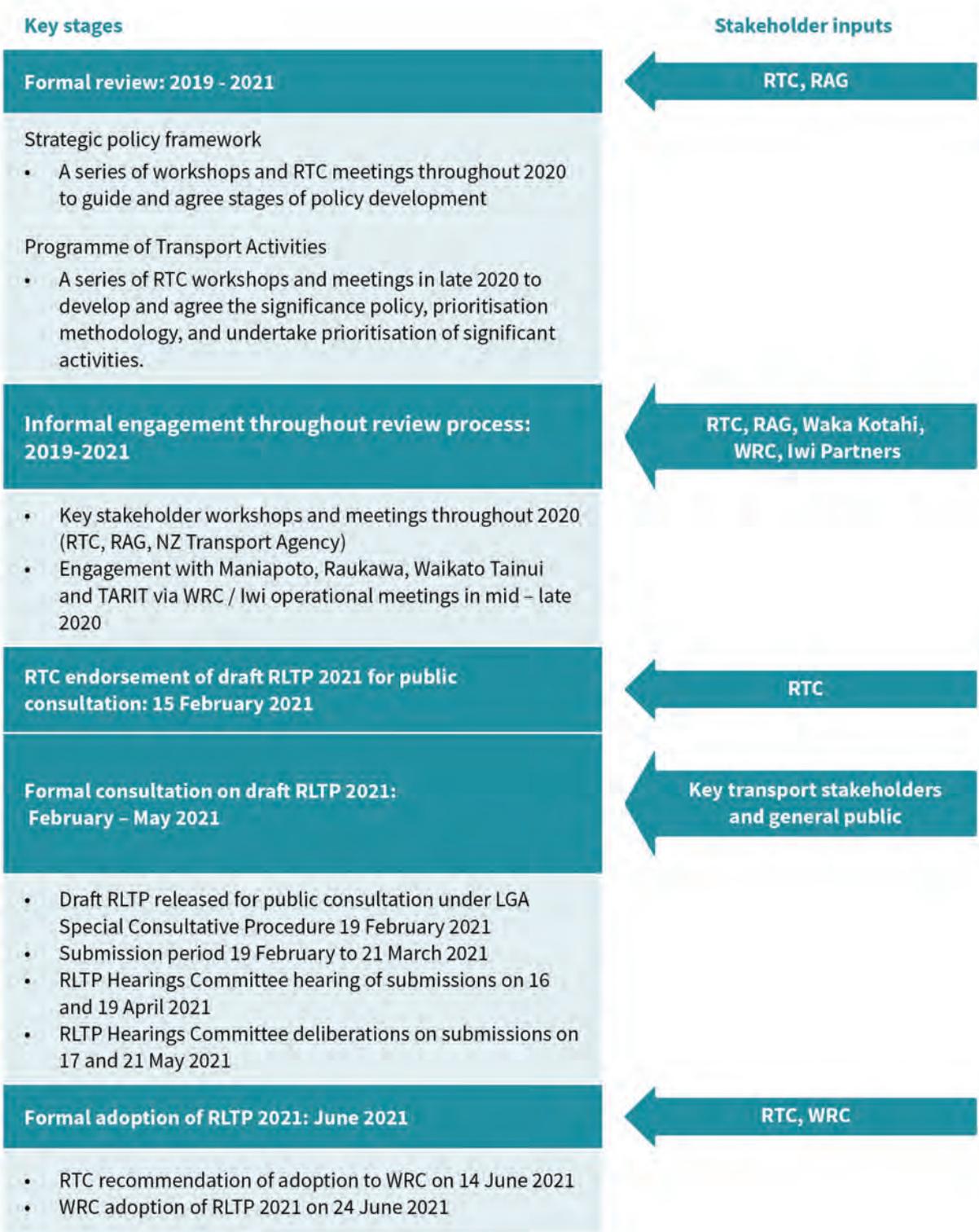
LTMA section reference	Provision	Description on how the plan meets the statutory requirements
s14(c)(ii)	The RTC has taken into account any relevant national policy statements and any regional policy statements or plans that are in force under the Resource Management Act 1991.	<p>Sections 1 and 3 include discussion of key RMA statements and plans that have changed since the 2018 Plan update and were used to inform this Plan.</p> <p>The national policy drivers shaping the RLTP are set out under Section 1.3 and include the GPS 2021 and the Waikato Regional Policy Statement which was made operative in 2016. The plan is heavily reliant on these documents for the effective delivery and implementation of integrated land use and transport policies and actions.</p> <p>Also, the NPS on Urban Development was released in 2019 with direction on how growth will be managed in the region and is discussed in detail in Section 3.</p>
s14(c)(iii)	The RTC has taken into account likely funding from any source.	Section 6 includes an outline of anticipated revenue sources.
s16(1)	The Regional Land Transport Plan sets out the region's land transport objectives, policies and measures for the 10 financial years from the start of the Regional Land Transport Plan.	Section 4 sets out the objectives, priorities, policies and key implementation measures for 10 years from the start of the plan.
s16(2)(a)	The Regional Land Transport Plan includes a statement of transport priorities for the region for the 10 financial years from the start of the Regional Land Transport Plan.	Section 4.2 sets out the transport priorities for the region for the 10 years from the start of the plan.
s16(2)(b)	The Regional Land Transport Plan includes a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the Regional Land Transport Plan.	Section 6.5 sets out a 10-year forecast of revenue and expenditure.
s16(2)(c) and (d)	The Regional Land Transport Plan includes all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the Regional Land Transport Plan, and an identification of those activities (if any) that have inter-regional significance.	<p>Sections 5.5 and 6.4 outlines significant activities to be funded from outside the NLTF.</p> <p>Section 5.4 identifies those activities that have inter-regional significance.</p>
s16(3)(a)	The Regional Land Transport Plan must contain, for the first six financial years to which the plan relates, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services. For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.	Appendix 6 includes a table of activities for the first six financial years of the plan.

LTMA section reference	Provision	Description on how the plan meets the statutory requirements
s16(3)(c)(i)-(iii)	<p>The Regional Land Transport Plan must contain, for the first six financial years to which the plan relates, the following activities that the regional transport committee decides to include in the regional land transport plan:</p> <p>Activities proposed by approved organisations in the region other than those activities specified in s16(3)(a).</p> <p>Activities relating to state highways in the region that are proposed by the Agency.</p> <p>Activities, other than those relating to state highways, that the Agency may propose for the region and that the Agency wishes to see included in the Regional Land Transport Plan.</p>	Appendix 6 includes a table of activities for the first six financial years of the plan.
s16(3)(d)	The Regional Land Transport Plan must contain the order of priority of the significant activities that the RTC includes in the Regional Land Transport Plan under s16(a) and (c).	Appendix 7 includes a table of all significant activities to be funded through the NLTF and lists these in order of priority. The significance policy that supports this is in Appendix 4. The method for prioritising significant transport activities is in Appendix 5.
s16(3)(e)(i)-(v) and s16(3)(f)	<p>The Regional Land Transport Plan must include an assessment of each activity proposed by approved organisations that includes:</p> <ul style="list-style-type: none"> <li>• the objective or policy to which the activity will contribute</li> <li>• an estimate of the total cost and the cost for each year</li> <li>• the expected duration of the activity</li> <li>• any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties)</li> <li>• any other relevant information</li> <li>• the measures that will be used to monitor the performance of the activities.</li> </ul>	<p>Appendix 6 lists all activities proposed by approved organisations, and covers the information required by this section of the LTMA.</p> <p>Section 7 addresses monitoring the plan and includes the framework that will be used to monitor the key performance indicators.</p>
s16(5)(a) and (b)	The Regional Land Transport Plan must be in the form and contain the detail that the NZ Transport Agency may prescribe in writing to regional transport committees, and the assessment under s16(3)(e)(i)-(v) and s16(3)(f) must be in the form and contain the detail required by the RTC, taking account of any prescription made by the NZ Transport Agency.	The Transport Special Interest Group (TSIG), with support from Waka Kotahi, has developed best practice guidance for developing the RLTP 2021–2031. This RLTP has been developed in accordance with this guidance.
s16(6)(b)	The Regional Land Transport Plan must include an assessment of the relationship of police activities to the Regional Land Transport Plan.	A discussion on the relationship of police activities to the plan is included in Section 4 under the 'road safety' objective template.
s16(6)(c)	The Regional Land Transport Plan must also include a list of activities that have been approved under s20 of the LTMA but are not yet completed.	Appendix 6 includes these activities.

LTMA section reference	Provision	Description on how the plan meets the statutory requirements
s16(6)(e)	The Regional Land Transport Plan must include a description of how monitoring will be undertaken to assess implementation of the Regional Land Transport Plan.	Section 7 outlines how monitoring of the plan will be undertaken.
s16(6)(f)	The Regional Land Transport Plan must include a summary of the consultation carried out in the preparation of the Regional Land Transport Plan.	Appendix 2 includes a process diagram outlining the consultation undertaken at each phase of development of the plan.
s16(6)(g)	The Regional Land Transport Plan must include a summary of the policy relating to significance adopted by the Regional Transport Committee under s106(2).	Section 5 introduces the significance policy adopted by the RTC. Appendix 4 contains the significance policy.
s16(6)(h)	The Regional Land Transport Plan must include any other relevant matters.	The plan addresses all the requirements of the LTMA as outlined in this appendix. All other matters included in the plan are considered 'any other relevant matters'.
s18(1) and s18A(2)	<p>The RTC has consulted in accordance with the consultation principles of s82 of the LGA 2002 and may use the special consultative procedure specified in s83 of the same Act.</p> <p>Consultation on the Regional Land Transport Plan has been carried out in conjunction with the relevant regional council's consultation on its long term plan or its annual plan under the LGA 2002.</p>	The RTC has consulted in accordance with the consultation principles of s82 of the LGA 2002 during stakeholder engagement on issues and priorities, and during consultation on the draft plan.
s18B(1) and (2)	The RTC has lodged the Regional Land Transport Plan with Council. If any activities or combinations of activities proposed by an approved organisation of the Agency have not been included in the Regional Land Transport Plan, the RTC has given the approved organisation or the Agency written advice of the decision and the reasons for the decision to omit the activity or activities.	The RTC formally endorsed the final Regional Land Transport Plan on 14 June 2021 and lodged it with Waikato Regional Council to adopt.
s18B(3)	The Regional Land Transport Plan has been formally adopted at a meeting of the Council.	The final plan was adopted by Waikato Regional Council on 24 June 2021.
s18G	<p>The relevant approved organisation must do everything reasonably practicable to separately consult Māori affected by any activity proposed by the approved organisation that affects or is likely to affect:</p> <ul style="list-style-type: none"> <li>• Māori land</li> <li>• land subject to any Māori claims settlement Act</li> <li>• Māori historical, cultural or spiritual interests.</li> </ul> <p>The relevant approved organisation must consult the land holding trustee about any proposed activity that affects or is likely to affect land registered in the name of Pootatau Te Wherowhero under s19 of this Act.</p>	<p>Appendix 2 includes a process diagram outlining the consultation undertaken at each phase of development of this plan.</p> <p>All policies developed with iwi during the 2015 and 2018 Plan development have also been retained.</p>

LTMA section reference	Provision	Description on how the plan meets the statutory requirements
s18H	<p>The Agency and approved public organisations must, with respect to funding from the national land transport fund:</p> <ul style="list-style-type: none"> <li>● establish and maintain processes to provide opportunities for Māori to contribute to the organisations land transport decision-making processes</li> <li>● consider ways the organisation may foster development of Māori capacity to contribute to decision-making processes</li> <li>● provide relevant information to Māori for the purposes of decision-making processes.</li> </ul>	<p>Appendix 2 includes a process diagram outlining the consultation undertaken at each phase of development of this Plan. All policies developed with iwi during the previous 2015 and 2018 Plan development have also been retained.</p> <p>Section 4 contains the specific policy and implementation measures that have been developed based on discussions with iwi authority representatives.</p>
s35	<p>In preparing a programme or Plan the Agency, the Commissioner, the Secretary, every local authority, Auckland Transport, and every approved public organisation must consider the needs of persons who are transport-disadvantaged.</p>	<p>Section 4.5 sets out the 'Access and Mobility' policy template where the needs of persons who are transport disadvantaged have been considered and resulting policy and key implementation measures identified. The plan also contains a priority to improve access and mobility for the transport disadvantaged.</p>

# Appendix 2 - Process for developing RLTP 2021



# Appendix 3 - Contributing strategic policy and planning documents

The following strategic policy and planning documents have informed the development of the RLTP 2021:

- 2018 Update to the Waikato Regional Land Transport Plan 2015-2045, Waikato Regional Council 2018
- A Framework for Shaping our Transport System: Transport outcomes and mode neutrality, Ministry of Transport 2018, (<https://www.transport.govt.nz/assets/Uploads/Paper/Transport-outcomes-framework.pdf>)
- Draft Access and Mobility Programme Business Case, Waikato Regional Council
- Access Hamilton Implementation Programme 2017, Hamilton City Council
- Accessible Streets Regulatory Package, (<https://www.transport.govt.nz/area-of-interest/walking-and-cycling/accessible-streets/>)
- Arataki: Our Plan for the Land Transport System 2021-31 Version 2, Waka Kotahi NZ Transport Agency 2020
- Climate Action RoadMap, Waikato Regional Council 2020
- Climate Change Response (Zero Carbon) Amendment Act 2019
- Developing Regional Land Transport Plans Guidance, Waka Kotahi NZ Transport Agency 2020, (<https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/>)
- National Freight Demand Study, 2017/18, Ministry of Transport 2019, (<https://www.transport.govt.nz/assets/Uploads/Report/NFDS3-Final-Report-Oct2019-Rev1.pdf>)
- Franklin-North Waikato Tracks and Trails Strategy
- Future Proof Strategy: Planning for Growth, Future Proof Partners 2017
- Government Policy Statement on Land Transport 2021/22-2030/31, New Zealand Government 2020
- Hamilton-Auckland Corridor Plan & Implementation Programme, Future Proof Partners 2020
- Hamilton-Waikato Metropolitan Spatial Plan, Future Proof Partners 2020
- Keeping our Cities Moving - a plan for mode shift, Waka Kotahi NZ Transport Agency 2019
- Land Transport Management Act 2003
- Mercury Bay Cycling Strategy
- National Policy Statement on Urban Development 2020, New Zealand Government 2020
- National Urban Growth Agenda, Ministry of Housing and Urban Development, (<https://www.hud.govt.nz/urban-development/urban-growth-agenda/>)
- New Zealand Government Aquaculture Strategy, September 2019
- Hamilton to Auckland Intercity Connectivity: Interim Indicative Business Case, WSP New Zealand Limited 2020
- Regional Public Transport Plan Review 2018: Strategic Case for Public Transport in the Waikato Region, Waikato Regional Council 2018
- Road to Zero for the Waikato 2020, Regional Road Safety Forum 2020
- Road to Zero: New Zealand's Road Safety Strategy 2020-2030, New Zealand Government 2019
- The Draft New Zealand Rail Plan, New Zealand Government 2019
- The Upper North Island Freight Story, Upper North Island Strategic Alliance (UNISA) 2013
- Toitū Te Taiao Our Sustainability Action Plan, Waka Kotahi NZ Transport Agency 2020
- Transport Outlook: Future State, Ministry of Transport 2017
- Transport, Participation and Wellbeing: Evidence and Recommendations, Traffic Design Group 2018
- Upper North Island Freight Study, Upper North Island Strategic Alliance (UNISA) 2013
- UNISA Value Proposition 2019-2020, Upper North Island Strategic Alliance (UNISA) 2019
- Unlocking our Energy Productivity and Renewable Potential: New Zealand Energy Efficiency and Conservation Strategy 2017-2022 (NEECS), Ministry of Business, Innovation & Employment 2017
- Waikato Plan: Building champion communities, together, The Waikato Plan 2017
- Waikato region heading towards zero – a road safety discussion document, Waikato Regional Road Safety Forum July 2020
- Waikato Regional Policy Statement, Waikato Regional Council 2016
- Waikato Regional Public Transport Plan 2018-2028, Waikato Regional Council 2018

# Appendix 4 - Significance Policy

## 1. Purpose

The policy sets out how to:

1. Determine what is a significant activity for the purpose of Section 16(3)(d) of the Land Transport Management Act 2003 (the Act).
2. Determine what is an activity with interregional significance for the purpose of Section 16(2)(d) of the Act.
3. Determine the significance of variations to the Waikato Regional Land Transport Plan (the Plan or RLTP) in accordance with Section 106(2) of the Act.
4. Determine what is significant expenditure from other sources in the Plan in accordance with Section 16(2)(c) of the Act.

## 2. Determination of a significant activity for prioritisation

For the purposes of receiving funding from the National Land Transport Fund, only activities that meet the criteria for a significant activity as outlined in this policy are to be prioritised. For the purpose of Section 16(3)(d) of the Act, a significant activity is any activity put forward by an approved organisation (including the Waka Kotahi NZ Transport Agency) that:

1. Is not one of the following:
  - committed activities (existing commitments arising from approved activities)
  - business as usual activities (i.e. as identified in Section 16(3)(a) of the Land Transport Management Act 2013):
    - local road maintenance, operations and renewals
    - state highway maintenance, operations and renewals
    - local road or state highway minor improvements
    - existing public transport programmes (existing services)
    - low cost/low risk programmes
    - road safety promotion activities
    - investment management activities including transport planning and modelling
  - business cases that are not part of a package
2. Is a large new improvement activity with a total value greater than \$2,000,000 and one phase is in the first three-year period of the Plan; OR
3. Meets one or more of the criteria on the following page, and at least one phase is in the first three-year period of the Plan:

Safety	1	Any activity that progresses short-term road safety priorities as defined in the Road to Zero for the Waikato 2020.
	2	A significant activity that supports the implementation of the Speed Management Guide and advances speed management regionally.
	3	An activity that significantly contributes to reduced road risk on high risk rural roads, high risk intersections and high risk urban arterials.
Economic benefit	1	Significant improvements that contribute to the completion of the Waikato Expressway and associated improvements (as identified in the Waikato Expressway Network Plan).
	2	An improvement activity that supports the development of lead transport infrastructure to open up housing in high growth areas and connect to wider networks.
	3	A significant improvement or planning activity that contributes to strategic interregional road and rail corridors linking key sea and inland port facilities and major employment and distribution areas.
	4	A significant activity that contributes to the understanding and function of touring routes for tourism.
Access and mobility	1	A significant improvement activity to services, infrastructure and/or the administration of the public transport network within Hamilton and surrounding towns.
	2	A significant activity that facilitates the growth of safe pedestrian and cycling activity, with a focus on high demand corridors including points where recreational cycle trails connect to the transport network.
	3	Any activity that supports and progresses transport initiatives to improve access in rural areas.
Environmental sustainability and resilience	1	Any activity that identifies and addresses route security and resilience issues on key lifeline routes and interregional strategic corridors, including climate change related mitigation.

### 3. Determination of interregional significance

For the purpose of Section 16(2)(d) of the Act, for an activity to have interregional significance it must be part of a package of activities that contributes to nationally or regionally significant road or rail corridors as identified in the Plan. An inter-regionally significant activity is any significant activity:

- that has implications for connectivity with other regions; and /or
- for which cooperation with other regions is required; or
- any nationally significant activity identified in the Government Policy Statement on Land Transport.

### 4. Alignment with Long Term Plans

Recognising the development period for the Regional Land Transport Plan (RLTP) runs in advance of the majority of councils' Long Term Plan (LTP) processes, to allow for any disconnect in which an activity submitted to the RLTP may not be supported by an LTP, or conversely, an activity not included in an RLTP submission but sought to be introduced to the RLTP subsequent to submission and adoption within a Long Term Plan for inclusion, neither would be considered as significant variations to the Plan requiring additional consultation. These will be considered factual corrections to the programme in the Plan.

## 5. Determination of significance of a variation

The Regional Land Transport Plan can be varied at any time once operative. In accordance with Section 18D of the Act, consultation will be required on a variation if the variation is deemed to be 'significant'.

Any variations that are not considered significant can be approved by the Regional Transport Committee in accordance with the Terms of Reference for the Regional Transport Committee. Any variations that are considered significant, and hence must be consulted on, must first be considered by the Regional Transport Committee before being approved by the full Waikato Regional Council.

There are two key steps when considering variations to the RLTP. These are:

1. Does the change require a variation to the RLTP? And if so:
2. Does the variation to the RLTP carry 'significance'?

### Certain activities that do not require a variation

In relation to the first question, there are a number of criteria set out in the Land Transport Management Act 2003 (Sections 18 and 20 in particular) for changes and amendments that do not require a formal variation.

### General determination of significance

Where a variation is required, the significance of variations to the Regional Land Transport Plan (RLTP) will be determined on a case-by-case basis. In determining the significance of a proposed variation, the RTC will be guided by the extent to which the variation:

- negatively impacts on the contribution of the RLTP towards the Government Policy Statement on Land Transport
- impacts on the appropriate approved organisation's own significance policy
- materially changes the balance of strategic investment in a project or activity
- changes the scope of the project or activity to the extent that it would significantly alter the original objectives of the project or activity
- affects the integrity of the Plan, including its overall affordability
- affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents, will have a greater significance than those with a minor impact).

If one or more of the above criteria apply, consideration should be given to whether the consultation costs are greater than the benefits.

The following variations to the Waikato Regional Land Transport Plan are considered to be **not significant** for the purposes of consultation:

- activities that are in the urgent interests of public safety
- changes to activities of state highway and local road maintenance, operations and renewals, existing public transport services, low cost/low risk programmes, road safety promotion activities and investment management activities
- new preventative maintenance and emergency reinstatement activities in accordance with Waka Kotahi NZ Transport Agency's Planning & Investment Knowledge Base
- addition of an activity or activities that have previously been consulted on in accordance with Sections 18 and 18A of the Land Transport Management Act 2003 and which the Waikato RTC considers complies with the provisions for funding approval in accordance with Section 20 of that Act
- a scope change that does not significantly alter the original objectives of the project (to be determined by the Waikato RTC)
- addition of the Programme Business Case phase, Indicative Business Case phase or Investigation phase of a new activity, one which has not been previously consulted upon in accordance with Section 18 of the Land Transport Management Act 2003
- a scope change to an existing Programme Business Case, where that change is supported by a Strategic Business Case
- a scope change to an Indicative Business Case, where that change is supported by a Strategic or Programme Business Case
- minor variations to the timing, cash flow or total cost, of any activities
- replacement of a project within a group of generic projects by another project of the same type.

Where possible, any consultation required on a significant variation will be carried out with any other consultation undertaken by the regional council, such as the Annual Plan consultation.

## 6. Significant expenditure from other sources

For the purpose of Section 16(2)(c) of the Act, regionally significant expenditure funded from sources other than the National Land Transport Fund is any land transport activity or group of land transport activities being undertaken in the region put forward by an approved organisation (including Waka Kotahi NZ Transport Agency) or KiwiRail that:

- is greater than \$5,000,000 total value over the first three year period of the Regional Land Transport Plan; AND
- that is not funded by the National Land Transport Fund.

# Appendix 5 - Method for prioritising significant transport activities

## 1. Purpose

To provide a consensus view to Waka Kotahi NZ Transport Agency on the priority activities that the region wants to be funded through the NLTF in accordance with Section 16(3)(d) of the Land Transport Management Act 2003.

This ranking highlights the importance of activities. It is not the order of activities to be funded. Please see Section 6.2 for funding allocation.

## 2. Method

The prioritisation methodology followed a four-step process:

### First order: Investment Prioritisation Method ranking

The first step was to rank all activities that met the significant activity threshold outlined in Appendix 4 using the three factor assessment criteria outlined in the Waka Kotahi Investment Prioritisation Method (IPM) for the 2021-2024 National Land Transport Programme.<sup>(32)</sup> The IPM was developed by Waka Kotahi to give effect to the GPS 2021 and uses a three factor assessment criteria. The three factors are:

- GPS Alignment – alignment of an activity with a GPS strategic priority
- Scheduling – indicates the criticality or interdependency of an activity with other activities in a programme or package as part of a network
- Efficiency - measures return on investment and is generally the Benefit-Cost ratio (BCR).

The IPM was used as a first order assessment in recognition that the RLTP policy framework has a close alignment with the GPS. Using the IPM to assess activities was considered to provide the greatest likelihood for activities to be included in the National Land Transport Plan (NLTP).

### Second Order: Objective weighting values

In order to break any deadlocks within an IPM rank assessed in the first order, each activity was assessed against their contribution to the objectives identified in Section 4 of this Plan.

### Third Order: Contribution to Road to Zero projects

Each activity was further refined by assessing whether an activity contributes to Road to Zero projects by ranking these against the numbers of deaths and serious injury savings that each project achieves.

### Fourth Order: Regional Preference/RTC discretion

Lastly, the RTC was provided an opportunity to exercise discretion about the final order of activities in order to reflect regional priorities. This was to ensure that any activities that were of particular significance to the region but may not have been adequately accounted for through the initial quantitative assessment of the activity could be uplifted in priority and reflect the political support for that activity.

# Appendix 6 - Transport activity class tables

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- This appendix includes regional activities submitted by approved organisations. Activities are collated by their activity class as per the Government Policy Statement for Land Transport (GPS):
  - State highway maintenance
  - Local road maintenance
  - State highway improvements
  - Local road improvements
  - Road to Zero
  - Public transport infrastructure
  - Public transport services
  - Walking and cycling
  - Investment management
  - Rail network.
- Committed activities are separately listed.
- The last column in each table includes a priority ranking for each activity within its respective activity class. This highlights the importance of activities within an activity class.
- The tables include a number of activities for which no costs are allocated for the next 6 years. This indicates that an activity does have some funding forecast within the 10-year programme, but outside the scope of the next 6 years, i.e., the period 2027/28 to 2029/30.

Table 1: Maintenance, Operations and Renewals - State Highways

Project Name	Organisation Name	Activity Class Name	National Profile	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Primary Contribution to objectives
Maintenance, Operations and Renewals Programme 2021 - 2024	Waka Kotahi	Maintenance, Operation and Renewals of State Highways	-	\$137,331,001	\$151,897,197	\$166,982,911	\$170,322,569	\$173,729,021	\$177,203,601	\$977,466,300	General

Table 2: Maintenance, Operations and Renewals - Local Roads

Project Name	Organisation Name	Activity Class Name	National Profile	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Benefit
Maintenance, Operations and Renewals Programme 2021-24	Department of Conservation (Waikato)	Maintenance, Operation and Renewals of Local Roads - Special Purpose Road	-	\$ 285,412	\$ 285,412	\$ 285,412	\$ 291,804	\$ 297,009	\$ 307,664	\$ 1,752,713	\$ 1,752,713	General
Maintenance, Operations and Renewals Programme 2021-24	Hamilton City Council	Maintenance, Operation and Renewals of Local Roads	-	\$44,740,000	\$44,589,000	\$47,466,000	\$50,270,000	\$54,380,700	\$54,455,000	\$295,900,700	\$150,909,357	General
Maintenance, Operations and Renewals Programme 2021-24	Hauraki District Council	Maintenance, Operation and Renewals of Local Roads	-	\$9,341,600	\$9,248,900	\$9,661,300	\$9,724,700	\$9,946,900	\$9,141,000	\$57,064,400	\$34,238,640	General
Maintenance, Operations and Renewals Programme 2021-24	Matamata-Piako District Council	Maintenance, Operation and Renewals of Local Roads	-	\$11,242,000	\$11,878,386	\$12,197,642	\$12,552,594	\$12,917,874	\$13,293,784	\$74,082,280	\$37,781,963	General

Project Name	Organisation Name	Activity Class Name	National Profile	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Benefit
Maintenance, Operations and Renewals Programme 2021-24	Ōtorohanga District Council	Maintenance, Operation and Renewals of Local Roads	-	\$ 8,251,756	\$ 7,726,926	\$ 8,421,279	\$ 8,491,824	\$ 9,560,040	\$ 8,925,254	\$ 51,377,079	\$ 31,340,018	General
Maintenance, Operations and Renewals Programme 2021-24	South Waikato District Council	Maintenance, Operation and Renewals of Local Roads	-	\$ 7,400,586	\$ 7,520,900	\$ 7,718,181	\$ 7,776,135	\$ 7,918,921	\$ 8,113,973	\$ 46,448,696	\$ 29,727,165	General
Maintenance, Operations and Renewals Programme 2021-24	Taupō District Council	Maintenance, Operation and Renewals of Local Roads	-	\$ 7,420,100	\$ 7,954,887	\$ 8,046,349	\$ 9,720,800	\$ 9,278,000	\$ 9,497,200	\$ 51,927,336	\$ 26,482,941	General
Maintenance, Operations and Renewals Programme 2021-24	Taupō District Council	Maintenance, Operation and Renewals of Local Roads - Special Purpose Road	-	\$ 10,000	\$ 10,310	\$ 10,620	\$ 10,832	\$ 11,049	\$ 11,270	\$ 64,081	\$ 32,682	General
Maintenance, Operations and Renewals Programme 2021-24	Thames-Coromandel District Council	Maintenance, Operation and Renewals of Local Roads	-	\$ 14,211,969	\$ 13,874,685	\$ 13,015,440	\$ 13,275,748	\$ 13,541,263	\$ 13,812,089	\$ 81,731,194	\$ 41,682,909	General
Maintenance, Operations and Renewals Programme 2021-24	Waikato District Council	Maintenance, Operation and Renewals of Local Roads	-	\$ 38,682,049	\$ 39,495,656	\$ 39,894,575	\$ 42,612,912	\$ 44,047,808	\$ 46,001,736	\$ 250,734,736	\$ 127,874,715	General
Maintenance, Operations and Renewals Programme 2021-24	Waikato Regional Council	Maintenance, Operation and Renewals of Local Roads	-	\$ 220,000	\$ 220,000	\$ 220,000	\$ 224,400	\$ 228,888	\$ 233,465	\$ 1,346,753	\$ 686,844	General

Project Name	Organisation Name	Activity Class Name	National Profile	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Benefit
Maintenance, Operations and Renewals Programme 2021-24	Waipā District Council	Maintenance, Operation and Renewals of Local Roads	-	\$12,526,800	\$12,808,553	\$13,096,466	\$16,063,000	\$16,544,000	\$17,041,000	\$ 88,079,819	\$ 44,920,708	General
Maintenance, Operations and Renewals Programme 2021-24	Waitomo District Council	Maintenance, Operation and Renewals of Local Roads	-	\$11,201,000	\$11,559,432	\$11,906,215	\$12,144,339	\$12,387,226	\$12,634,971	\$ 71,833,183	\$ 53,874,887	General
<b>Totals</b>				<b>\$165,533,272</b>	<b>\$167,183,047</b>	<b>\$171,939,479</b>	<b>\$183,159,089</b>	<b>\$191,059,679</b>	<b>\$193,468,405</b>	<b>\$1,072,342,970</b>	<b>\$581,305,542</b>	

Table 3: New and Improved Infrastructure for State Highways - Funding Committed

Project Name	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Committed Costs	Primary Contribution to Objectives
SH1 Wex Hamilton section	Implementation	\$34,646,263	\$ 525,000	\$ 262,500	\$ -	\$ -	\$ -	\$ 35,433,763	Economic Development
Hamilton Ring Road - Wairere/Cobham interchange	Implementation	\$ 5,700,067	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,700,067	Economic Development
SH30 Kopaki Bridge replacement	Implementation	\$ 7,700,180	\$2,566,670	\$1,366,670	\$ 100,000	\$ -	\$ -	\$ 11,733,520	Resilience
SH30 Kopaki Bridge replacement	Pre-Implementation	\$ -	\$ 152,300	\$ -	\$ -	\$ -	\$ -	\$ 152,300	Resilience
SH30 Kopaki Bridge replacement	Property	\$ -	\$ 10,400	\$ -	\$ -	\$ -	\$ -	\$ 10,400	Resilience
Weigh Right Taupō	Implementation	\$ 5,062,633	\$1,284,800	\$ -	\$ -	\$ -	\$ -	\$ 6,347,433	Safety
SH1 South East Hamilton improvements	Implementation	\$ 1,200,000	\$3,100,000	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000	Safety
SH1 South East Hamilton improvements	Pre-Implementation	\$ 60,098	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,098	Safety

Project Name	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Committed Costs	Primary Contribution to Objectives
SH3 SH21 Intersection Improvements	Implementation	\$ 6,567	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,567	Safety
SH1 Wex Ngāruawāhia Section	Implementation	\$20,530,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,530,000	Economic Development
SH1 Wex Huntly Section	Implementation	\$ 3,726,438	\$ 692,758	\$ 635,075	\$ -	\$ -	\$ -	\$ 5,054,271	Economic Development
SH1 Wex Huntly Section	Property	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	Economic Development
SH1 Wex Cambridge Section	Implementation	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	Economic Development
SH1 Wex Cambridge Section	Property	\$ 689,393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 689,393	Economic Development
SH1 Wex Long Swamp section	Implementation	\$ 745,600	\$ 107,800	\$ 82,800	\$ 23,800	\$ -	\$ -	\$ 960,000	Economic Development
SH1 Wex Te Rapa section	Implementation	\$27,334,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,334,162	Economic Development
SH26 Kirikiri Stream Bridge Replacement	Pre-Implementation	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	Resilience
SH26 Kirikiri Stream Bridge Replacement	Implementation	\$11,434,560	\$4,488,024	\$ 36,000	\$ -	\$ -	\$ -	\$ 15,958,584	Resilience
SH26 Kirikiri Stream Bridge Replacement	Property	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	Resilience
Hamilton Southern Links	Investigation	\$ 150,000	\$ 90,000	\$ 120,000	\$ 70,000	\$ 70,000	\$ 100,000	\$ 600,000	Economic Development
SH1 SH29 Piarere to SH5 Wairakei Safety Improvement	Implementation	\$ 855,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 855,000	Safety
SH27 SH26 to SH24	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety

Project Name	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Committed Costs	Primary Contribution to Objectives
SH27 SH26 to SH24	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH27 SH26 to SH24	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$306,378	\$ 306,378	Safety
SH1 ETA Corridor Improvements	Implementation	\$ 6,349,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,349,823	Safety
SH1 Piarere to Tokoroa Corridor Safety	Pre-implementation	\$ 511,600	\$1,025,000	\$1,025,000	\$1,758,400	\$1,758,401	\$ -	\$ 6,078,401	Safety
SH1 Taupō to Waiouru - Taupō Airport to Hatepe	Implementation	\$19,579,000	\$14,300,000	\$ -	\$ -	\$ -	\$ -	\$ 33,879,000	Safety
SH1 Tokoroa to Taupō - CI Stage 2	Implementation	\$1,500,000	\$1,100,000	\$1,050,000	\$ -	\$ -	\$ -	\$ 3,650,000	Safety
SH1 Tokoroa to Taupō Safer Corridor	Pre-implementation	\$ 2,924,440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,924,440	Safety
SH27 Mangawhero Bridge, NSRRP	Implementation	\$ 8,275,000	\$1,620,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 9,925,000	Safety
SH27 Mangawhero Bridge, NSRRP	Property	\$ -	\$ 31,308	\$ -	\$ -	\$ -	\$ -	\$ 31,308	Safety
SH29 Piarere to Tauriko safer access - Piarere to Kaimais	Implementation	\$ 2,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,650,000	Safety
SH3 Awakino Gorge to Mt Messenger Corridor	Implementation	\$ 6,123,899	\$ 187,797	\$1,307,943	\$ -	\$ -	\$ -	\$ 7,619,639	Safety
SH3 Awakino Gorge to Mt Messenger Corridor	Detailed Business Case	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Awakino Gorge to Mt Messenger Corridor	Pre-Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Awakino Gorge to Mt Messenger Corridor	Property	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,500	Safety
SH5 (Mihi to Wairakei), NSRRP	Construction/Implementation (C)	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	Safety
SH5 (Mihi to Wairakei), NSRRP	Indicative Business Case	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety

Project Name	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Committed Costs	Primary Contribution to Objectives
SH5 (Mihi to Wairakei), NSRRP	Pre Implementation (D)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH1 Cambridge to Piarere safety imp	Construction/Implementation (C)	\$ 5,823,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 6,323,000	Safety
SH1 Cambridge to Piarere safety imp	Pre Implementation (D)	\$ 27,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,000	Safety
Waikato SH Speed Management Guide Implem	Pre-implementation	\$ 554,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 554,136	Safety
Waikato SH Speed Management Guide Implem	Implementation	\$ 1,540,357	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,540,357	Safety
<b>Total</b>		<b>\$177,734,716</b>	<b>\$31,781,857</b>	<b>\$5,920,988</b>	<b>\$1,952,200</b>	<b>\$1,828,401</b>	<b>\$406,378</b>	<b>\$ 219,624,540</b>	

Table 4: New and Improved Infrastructure for State Highways - New Activities

Project Name	Phase Type	National Profile	21/22	22/23	23/24	24/25	25/26	26/27	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
State Highway low cost low risk programme	Implementation	-	\$6,000,000	\$6,120,000	\$6,242,400	\$6,367,248	\$6,494,593	\$6,624,485	\$37,848,726	Economic development	SHN1i
SH1 South East Hamilton improvements	Property	-	\$ -	\$ 9,371	\$ -	\$ -	\$ -	\$ -	\$ 9,371	-	SHN18 (n/a)*
SH29 Piarere To Te Poi	Detail Business Case	L-M-M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Economic development	SHN16
SH29 Piarere To Te Poi	Implementation	L-M-M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Economic development	SHN16
SH29 Piarere To Te Poi	Pre-Implementation	L-M-M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Economic development	SHN16

Project Name	Phase Type	National Profile	21/22	22/23	23/24	24/25	25/26	26/27	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
Ohinekaia Stream Bridge	Implementation	-	\$2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,800,000	Economic development	SHN18 (n/a)*
Komata River Bridge	Implementation	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Resilience	SHN18 (n/a)*
Ramarama Stream Bridge	Implementation	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Resilience	SHN18 (n/a)*
Manaia River Bridge	Implementation	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Resilience	SHN18 (n/a)*
Waitakaruru Canal Bridge (Dec)	Implementation	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Resilience	SHN18 (n/a)*
SH1 Cambridge to Piarere long-term improvements	Pre-Implementation	VL-VH-M	\$4,924,506	\$16,441,322	\$ -	\$ -	\$ -	\$ -	\$21,365,828	Economic development	SHN14
SH1 Cambridge to Piarere long-term improvements	Property	VL-VH-M	\$2,000,000	\$2,000,000	\$2,000,000	\$ -	\$ -	\$ -	\$6,000,000	Economic development	SHN14
SH1 Cambridge to Piarere long-term improvements	Implementation	VL-VH-M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Economic development	SHN14
Hamilton Southern Links	Property	L-H-H	\$8,000,000	\$8,000,000	\$7,000,000	\$4,800,000	\$5,850,000	\$58,500,000	\$92,150,000	Economic development	SHN12
SH25 Pepe Stream Bridge Replacement	Implementation	-	\$7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$7,000,000	Resilience	SHN18 (n/a)*
Bullis Point	Pre-Implementation	L-VH-L	\$500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000	Safety	SHN13
Bullis Point	Implementation	L-VH-L	\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$ -	\$4,000,000	Safety	SHN13
Wades Culvert (SH25)	Detail Business Case	L-M-L	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,500,000	Economic development	SHN17
Along Lake Karapiro	Detail Business Case	L-H-L	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,000,000	Safety	SHN15

Project Name	Phase Type	National Profile	21/22	22/23	23/24	24/25	25/26	26/27	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
Total			\$33,724,506	\$32,570,693	\$19,242,400	\$11,167,248	\$12,344,593	\$65,124,485	\$174,173,925		

\*National profile not provided. When national profile is not provided the activities are ranked at the last within the activity class.

Table 5: New and Improved Infrastructure for Local Roads

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
LCLR	Department of Conservation (Waikato)	-	SPR	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	-	LR1
LCLR	Hamilton City Council	-	-	\$ 200,000	\$ 275,000	\$ 200,000	\$ 800,000	\$ 800,000	\$ 200,000	\$ 2,475,000	\$ 1,262,250	-	LR1
LCLR	Hauraki District Council	-	-	\$ 944,000	\$ 370,000	\$ 355,000	\$ 379,900	\$ 391,300	\$ 403,000	\$ 2,843,200	\$ 1,705,920	-	LR1
LCLR	Matamata-Piako District Council	-	-	\$ 267,000	\$ 226,402	\$ 255,920	\$ 263,367	\$ 271,031	\$ 278,918	\$ 1,562,638	\$ 796,946	-	LR1
LCLR	Ōtorohanga District Council	-	-	\$1,536,236	\$1,650,182	\$1,716,184	\$1,815,883	\$1,861,300	\$1,909,691	\$10,489,476	\$ 6,398,581	-	LR1
LCLR	South Waikato District Council	-	-	\$1,427,400	\$ 878,400	\$ 647,820	\$ 856,440	\$ 658,800	\$ 757,620	\$ 5,226,480	\$ 3,344,947	-	LR1
LCLR	Taupō District Council	-	-	\$ 405,255	\$ 190,000	\$ 233,030	\$ 307,340	\$ 464,500	\$ 656,360	\$ 2,256,485	\$ 1,150,807	-	LR1
LCLR	Taupō District Council	-	SPR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	LR1
LCLR	Thames-Coromandel District Council	-	-	\$3,894,614	\$2,051,744	\$1,952,453	\$2,002,099	\$2,002,099	\$2,002,099	\$13,995,107	\$ 7,091,604	-	LR1

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
LCLR	Waikato District Council	-	-	\$6,765,500	\$8,427,500	\$5,374,000	\$4,925,000	\$3,500,000	\$4,500,000	\$33,492,000	\$ 17,080,920	-	LR1
LCLR	Waipā District Council	-	-	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 306,000	-	LR1
LCLR	Waitomo District Council	-	-	\$ 515,000	\$1,070,750	\$ 286,000	\$ 975,000	\$ 820,000	\$ 390,000	\$ 4,056,750	\$ 3,042,563	-	LR1
Ward Street - Tristram to Anglesea	Hamilton City Council	M-H-H	Single-Stage Business Case	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 51,000	Access and Mobility	LR4
Ward Street - Tristram to Anglesea	Hamilton City Council	M-H-H	Pre-implementation	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 204,000	Access and Mobility	LR4
Ward Street - Tristram to Anglesea	Hamilton City Council	M-H-H	Implementation	\$1,000,000	\$3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 2,040,000	Access and Mobility	LR4
Rototuna - Borman / Horsham Extension	Hamilton City Council	M-M-H	Implementation	\$5,515,200	\$5,338,650	\$8,306,890	\$ -	\$ -	\$ -	\$19,160,740	\$ 9,771,977	Economic development	LR6
Ruakura - Eastern Transport Corridor	Hamilton City Council	M-M-H	Single-Stage Business Case	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 76,500	Economic development	LR5
Ruakura - Eastern Transport Corridor	Hamilton City Council	M-M-H	Pre-implementation	\$ 850,000	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,850,000	\$ 943,500	Economic development	LR5
Ruakura - Eastern	Hamilton City Council	M-M-H	Implementation	\$ -	\$ -	\$ 650,000	\$ 696,800	\$21,675,500	\$19,807,900	\$42,830,200	\$ 21,843,402	Economic development	LR5

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Transport Corridor													
Rotokauri Arterials	Hamilton City Council	L-M-H	Pre-implementation	\$2,167,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,167,000	\$ 1,105,170	Access and Mobility	LR7
Rotokauri Arterials	Hamilton City Council	L-M-H	Implementation	\$ -	\$2,112,000	\$ 549,000	\$ -	\$ -	\$ -	\$ 2,661,000	\$ 1,357,110	Access and Mobility	LR7
Northern River Crossing Designation	Hamilton City Council	M-M-L	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Economic development	LR11
Cross City Collector Designation - Ulister to Wairere	Hamilton City Council	M-M-L	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Economic development	LR10
Coromandel Bypass	Thames-Coromandel District Council	L-M-M	Detailed Business Case	\$ 106,111	\$ 261,600	\$ 261,600	\$ -	\$ -	\$ -	\$ 629,311	\$ 320,949	Economic development	LR8
Waikato Expressway Local Community Effects	Waipā District Council	VH-VH-H	Implementation	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 204,000	Economic development	LR2
Cambridge Waikato River Crossing Bridge Resilience	Waipā District Council	VH-VH-H	Programme Business Case	\$ 200,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 400,000	\$ 204,000	Safety	LR3

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Omya Ngapaenga Road Upgrade	Waitemoa District Council	-	-	\$ -	\$ -	\$ -	\$1,000,000	\$3,000,000	\$ 800,000	\$ 4,800,000	\$ 3,600,000	Safety	LR9
<b>Totals</b>				\$26,643,316	\$27,752,228	\$20,987,898	\$14,021,829	\$35,444,530	\$31,705,588	\$156,555,387	\$ 84,002,146		

Table 5-1: New and Improved Infrastructure for Local Roads - Funding Committed

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives
Ruakura Road Urban Upgrade	Hamilton City Council	-	Implementation	\$ 2,748,000	\$ 66,000	\$ -	\$ -	\$ -	\$ -	\$ 2,814,000	\$ 1,435,140	Access and Mobility
Hamilton Ring Road - Waiere/Cobham Interchange	Hamilton City Council	-	Implementation	\$15,947,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$16,147,000	\$ 8,234,970	Economic development
Peacocke Arterials	Hamilton City Council	-	Implementation	\$49,967,000	\$57,630,000	\$ 8,388,000	\$ 5,521,000	\$ 84,000	\$ -	\$21,590,000	\$ 62,010,900	Access and Mobility
Peacocke Arterials	Hamilton City Council	-	Property	\$ 4,394,000	\$ -	\$ 3,097,000	\$ -	\$ -	\$ -	\$ 7,491,000	\$ 3,820,410	Access and Mobility
<b>Totals</b>				\$73,056,000	\$57,896,000	\$11,485,000	\$ 5,521,000	\$ 84,000	\$ -	\$148,042,000	\$ 75,501,420	

Table 6: Road to Zero

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
LCLR	Hamilton City Council	-	-	\$8,100,000	\$10,415,000	\$7,500,000	\$5,000,000	\$5,000,000	\$5,000,000	\$41,015,000	\$20,917,650	Safety	RZ2
LCLR	Hauraki District Council	-	-	\$456,900	\$450,000	\$450,000	\$514,000	\$529,400	\$545,300	\$2,945,600	\$1,767,360	Safety	RZ2
LCLR	Matamata-Piako District Council	-	-	\$483,000	\$545,423	\$561,970	\$578,323	\$595,152	\$612,471	\$3,376,339	\$1,721,933	Safety	RZ2
LCLR	Taupō District Council	-	-	\$2,840,000	\$2,525,000	\$2,365,000	\$920,000	\$960,000	\$620,000	\$10,230,000	\$5,217,300	Safety	RZ2
LCLR	Thames-Coromandel District Council	-	-	\$440,000	\$400,000	\$500,000	\$450,000	\$450,000	\$450,000	\$2,690,000	\$1,371,900	Safety	RZ2
LCLR	Waikato District Council	-	-	\$7,550,000	\$9,135,000	\$11,985,000	\$12,030,000	\$14,250,000	\$14,800,000	\$69,750,000	\$35,572,500	Safety	RZ2
LCLR	Waipā District Council	-	-	\$1,595,000	\$2,295,000	\$1,295,000	\$1,320,000	\$1,320,000	\$1,320,000	\$9,145,000	\$4,663,950	Safety	RZ2
LCLR	Waitomo District Council	-	-	\$80,000	\$-	\$-	\$100,000	\$100,000	\$100,000	\$380,000	\$285,000	Safety	RZ2
Road to Zero LCLR Speed Management	Waka Kotahi	-	-	\$982,800	\$1,777,200	\$2,680,000	\$1,439,200	\$1,480,800	\$460,000	\$8,820,000	\$8,820,000	Safety	RZ2
Road to Zero LCLR Infrastructure	Waka Kotahi	-	-	\$3,078,571	\$1,428,571	\$1,788,571	\$5,752,800	\$277,200	\$8,250	\$12,333,963	\$12,333,963	Safety	RZ2
Road safety promotion	Hamilton City Council	-	-	\$629,000	\$644,000	\$659,000	\$672,180	\$685,624	\$699,336	\$3,989,140	\$2,034,461	Safety	RZ1

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Road safety promotion	Ōtorohanga District Council	-	-	\$ 172,000	\$ 178,000	\$ 183,000	\$ 186,660	\$ 190,393	\$ 194,201	\$ 1,104,254	\$ 673,595	Safety	RZ1
Road safety promotion	South Waikato District Council	-	-	\$ 98,820	\$ 98,820	\$ 98,820	\$ 100,796	\$ 102,812	\$ 104,869	\$ 604,937	\$ 387,160	Safety	RZ1
Road safety promotion	Taupō District Council	-	-	\$ 220,000	\$ 226,820	\$ 233,640	\$ 238,313	\$ 243,079	\$ 247,941	\$ 1,409,792	\$ 718,994	Safety	RZ1
Road safety promotion	Thames-Coromandel District Council	-	-	\$ 258,500	\$ 258,500	\$ 258,500	\$ 263,670	\$ 268,943	\$ 274,322	\$ 1,582,436	\$ 807,042	Safety	RZ1
Road safety promotion	Waikato District Council	-	-	\$ 463,000	\$ 463,000	\$ 463,000	\$ 472,260	\$ 481,705	\$ 491,339	\$ 2,834,305	\$ 1,445,495	Safety	RZ1
Road safety promotion	Waikato Regional Council	-	-	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$ 7,200,000	\$ 3,672,000	Safety	RZ1
Road safety promotion	Waipā District Council	-	-	\$ 172,000	\$ 178,000	\$ 183,000	\$ 186,660	\$ 190,393	\$ 194,201	\$ 1,104,254	\$ 563,170	Safety	RZ1
Road safety promotion	Waitomo District Council	-	-	\$ 75,000	\$ 76,688	\$ 78,413	\$ 79,981	\$ 81,581	\$ 83,213	\$ 474,876	\$ 356,157	Safety	RZ1
Boundary / Heaphy Intersection upgrade	Hamilton City Council	M-VH-H	Single-Stage Business Case	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 102,000	Safety	RZ14
Boundary / Heaphy Intersection upgrade	Hamilton City Council	M-VH-H	Pre-implementation	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 102,000	Safety	RZ14

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Boundary / Heaphy Intersection upgrade	Hamilton City Council	M-VH-H	Implementation	\$ -	\$ -	\$ 600,000	\$5,000,000	\$ -	\$ -	\$ 5,600,000	\$ 2,856,000	Safety	RZ14
Gordonton / Puketaha Intersection Upgrade	Hamilton City Council	L-H-M	Pre-implementation	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 102,000	Safety	RZ35 (n/a)
Gordonton / Puketaha Intersection Upgrade	Hamilton City Council	L-H-M	Implementation	\$2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800,000	\$ 1,428,000	Safety	RZ35 (n/a)
Harrisville Logan - Buckville SNP	Waikato District Council	M-VH-H	Implementation	\$ -	\$2,360,000	\$ -	\$ -	\$ -	\$ -	\$ 2,360,000	\$ 1,203,600	Safety	RZ5
Tuakau Bridge - Port Waikato Rd - River Rd - Frost Rd - SSM	Waikato District Council	M-VH-H	Implementation	\$ -	\$ -	\$2,480,000	\$ -	\$ -	\$ -	\$ 2,480,000	\$ 1,264,800	Safety	RZ8
Mill & Pukekohe E & Harrisville IS SNP	Waikato District Council	M-VH-H	Implementation	\$ -	\$ -	\$3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 1,530,000	Safety	RZ12
Lake Road & Dawson Road IS SNP	Waikato District Council	M-VH-H	Implementation	\$3,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,300,000	\$ 1,683,000	Safety	RZ10
Gordonton Rd - 40m N Borman	Waikato District Council	M-VH-H	Implementation	\$3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 1,785,000	Safety	RZ18

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Rd - Taylor Rd - SST stage 1													
Hamilton Urban	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ11
Hamilton Urban	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ11
SH1 Cambridge to Piarere [Additional Scope]	Waka Kotahi	M-VH-H	Pre-implementation	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 8,000	Safety	RZ9
SH1 Cambridge to Piarere [Additional Scope]	Waka Kotahi	M-VH-H	Implementation	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,000	\$ 42,000	Safety	RZ9
SH1 Cambridge to Piarere [Additional Scope]	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ9
SH2 Mangarata to Waihi	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ -	\$ -	\$ 377,650	\$ -	\$ -	\$ 377,650	\$ 377,650	Safety	RZ6
SH2 Mangarata to Waihi	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ 3,182,252	\$ 3,776,500	\$ 594,248	\$ 7,553,000	\$ 7,553,000	Safety	RZ6
SH2 Mangarata to Waihi	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ 13,047,233	\$ 15,483,650	\$ 15,483,650	\$ 44,014,533	\$ 44,014,533	Safety	RZ6

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH2 Mangarata to Wāihi	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$2,386,689	\$2,832,375	\$ 445,686	\$ 5,664,750	\$ 5,664,750	Safety	RZ6
SH2 Pokeno to Mangatarata [Additional Scope]	Waka Kotahi	M-VH-H	Pre-implementation	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 800,000	Safety	RZ25
SH2 Pokeno to Mangatarata [Additional Scope]	Waka Kotahi	M-VH-H	Implementation	\$ -	\$2,100,000	\$2,100,000	\$ -	\$ -	\$ -	\$ 4,200,000	\$ 4,200,000	Safety	RZ25
SH26 Hamilton to Morrinsville	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,244,800	\$ 3,244,800	\$ 3,244,800	Safety	RZ15
SH26 Hamilton to Morrinsville	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$10,358,400	\$10,358,400	\$ 10,358,400	Safety	RZ15
SH26 Hamilton to Morrinsville	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 998,400	\$ 998,400	\$ 998,400	Safety	RZ15
SH29 Piarere to Kaimai Summit	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ 478,600	\$ -	\$ -	\$ -	\$ -	\$ 478,600	\$ 478,600	Safety	RZ4
SH29 Piarere to Kaimai Summit	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$3,831,592	\$4,786,000	\$ 954,408	\$ -	\$ -	\$ 9,572,000	\$ 9,572,000	Safety	RZ4

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH29 Piarere to Kaimai Summit	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$12,567,621	\$15,698,080	\$15,698,080	\$15,698,080	\$59,661,861	\$59,661,861	Safety	RZ4
SH29 Piarere to Kaimai Summit	Waka Kotahi	M-VH-H	Property	\$ -	\$2,873,694	\$3,589,500	\$715,806	\$ -	\$ -	\$7,179,000	\$7,179,000	Safety	RZ4
SH3 Hamilton to Te Awamutu	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ7
SH3 Hamilton to Te Awamutu	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ7
SH3 Hamilton to Te Awamutu	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ7
SH3 Ōtorohanga to Te Kuiti	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ16
SH3 Ōtorohanga to Te Kuiti	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ16
SH3 Ōtorohanga to Te Kuiti	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ16
SH3 Ōtorohanga to Te Kuiti	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ16

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH31/SH39 Te Kowhai to Ōtorohanga	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ13
SH31/SH39 Te Kowhai to Ōtorohanga	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ13
SH5 Tirau to Regional Boundary	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ 538,800	\$ -	\$ -	\$ -	\$ -	\$ 538,800	\$ 538,800	Safety	RZ3
SH5 Tirau to Regional Boundary	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ 4,178,394	\$ 5,388,000	\$ 11,209,606	\$ -	\$ -	\$ 10,776,000	\$ 10,776,000	Safety	RZ3
SH5 Tirau to Regional Boundary	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ 13,705,132	\$ 17,672,640	\$ 17,672,640	\$ 17,672,640	\$ 66,723,052	\$ 66,723,052	Safety	RZ3
SH5 Tirau to Regional Boundary	Waka Kotahi	M-VH-H	Property	\$ -	\$ 3,133,796	\$ 4,041,000	\$ 907,205	\$ -	\$ -	\$ 8,082,000	\$ 8,082,000	Safety	RZ3
SH5 Taupō to Hawkes Bay	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ 2,739,200	\$ -	\$ -	\$ -	\$ -	\$ 2,739,200	\$ 2,739,200	Safety	RZ24
SH5 Taupō to Hawkes Bay	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ 7,190,400	\$ 7,190,400	\$ -	\$ -	\$ -	\$ 14,380,800	\$ 14,380,800	Safety	RZ24
SH1 Block Road and SH1 Intersection	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 25,000	Safety	RZ30
SH1 Block Road and	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ 500,000	Safety	RZ30

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH1 Intersection													
SH1 Block Road and SH1 Intersection	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$4,100,000	\$ -	\$ 4,100,000	\$ 4,100,000	Safety	RZ30
SH1 Block Road and SH1 Intersection	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ -	\$ 375,000	\$ 375,000	Safety	RZ30
SH1 Paradise Valley Road to SH46	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ19
SH1 Paradise Valley Road to SH46	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ19
SH1 Paradise Valley Road to SH46	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ19
SH1 Tregoweth Lane to Wright Street	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ -	\$ -	\$ 26,150	\$ -	\$ -	\$ 26,150	\$ 26,150	Safety	RZ20
SH1 Tregoweth Lane to Wright Street	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ 523,000	\$ -	\$ -	\$ 523,000	\$ 523,000	Safety	RZ20

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH1 Tregoweth Lane to Wright Street	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$4,288,600	\$ -	\$ -	\$ 4,288,600	\$ 4,288,600	Safety	RZ20
SH1 Tregoweth Lane to Wright Street	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ 392,250	\$ -	\$ -	\$ 392,250	\$ 392,250	Safety	RZ20
SH23 Okete / Matakotea to Glentui Lane	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ22
SH23 Okete / Matakotea to Glentui Lane	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ22
SH23 Okete / Matakotea to Glentui Lane	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ22
SH30 Cotter Street to SH32	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ26
SH30 Cotter Street to SH32	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ26

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH30 Whakamaru to Atiamuri	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ31
SH30 Whakamaru to Atiamuri	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ31
SH30 Whakamaru to Atiamuri	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ31
SH41 Lake Taupō Lookout to Wharf Road	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ28
SH41 Lake Taupō Lookout to Wharf Road	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ28
SH41 Lake Taupō Lookout to Wharf Road	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ28
SH1B Holland Road and SH1B Intersection	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000	\$ 25,000	Safety	RZ23
SH1B Holland Road and SH1B Intersection	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ 500,000	Safety	RZ23

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH1B Holland Road and SH1B Intersection	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$4,100,000	\$ -	\$ 4,100,000	\$ 4,100,000	Safety	RZ23
SH1B Holland Road and SH1B Intersection	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ -	\$ 375,000	\$ 375,000	Safety	RZ23
SH2 Hauraki Road and SH2 Intersection	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 25,000	Safety	RZ29
SH2 Hauraki Road and SH2 Intersection	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ 500,000	Safety	RZ29
SH2 Hauraki Road and SH2 Intersection	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$4,100,000	\$ -	\$ 4,100,000	\$ 4,100,000	Safety	RZ29
SH2 Hauraki Road and SH2 Intersection	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ -	\$ 375,000	\$ 375,000	Safety	RZ29
SH25 Hot Water Beach Road to Ocean	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,368,000	\$ 1,368,000	\$ 1,368,000	Safety	RZ17

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Beach Road													
SH25 Hot Water Beach Road to Ocean Beach Road	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,800,000	\$ 4,800,000	\$ 4,800,000	Safety	RZ17
SH28 SH1 to SH5	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ27
SH28 SH1 to SH5	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ27
SH3 SH3 and SH4 Intersection	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 25,000	Safety	RZ29
SH3 SH3 and SH4 Intersection	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ 500,000	Safety	RZ29
SH3 SH3 and SH4 Intersection	Waka Kotahi	M-VH-H	Implementation	\$5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	Safety	RZ29
SH3 SH3 and SH4 Intersection	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ -	\$ 375,000	\$ 375,000	Safety	RZ29
SH3 Te Kuiti to Piopio	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ21
SH3 Te Kuiti to Piopio	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ21

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH3 Te Kuiti to Propio	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety	RZ21
SH3 Raynes Road Intersection	Waka Kotahi	-	Implementation	\$5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	Safety	RZ33
SH3 SH39 and SH23 Intersection	Waka Kotahi	-	Implementation	\$5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	Safety	RZ34
SH1 and Grey Street Intersection	Waka Kotahi	-	Implementation	\$5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	Safety	RZ32
<b>Totals</b>				<b>\$59,744,591</b>	<b>\$61,919,497</b>	<b>\$91,930,567</b>	<b>\$97,911,412</b>	<b>\$99,745,328</b>	<b>\$98,069,346</b>	<b>\$509,320,741</b>	<b>\$ 420,076,876</b>		

Table 7: Investment Management

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SSBC to improve rail network access (north of Papakura)	Waikato Regional Council	-	Single-Stage Business Case	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 153,000	Access and Mobility	IM2 (n/a)*
Investigation for the procurement of new rail rolling stock	Waikato Regional Council	-	Programme Business Case	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 300,000	\$ 153,000	Access and Mobility	IM2 (n/a)*

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Rebuild of Waikato Regional Transport Model (WRTM) and development of Hamilton City Model	Waikato Regional Council	H-VH-H	Implementation	\$1,599,540	\$1,898,817	\$460,145	\$-	\$-	\$-	\$3,958,502	\$2,018,836	Economic development	IM1
Regional Land Transport Plan- Investment Management	Waikato Regional Council	-	Implementation	\$650,000	\$650,000	\$650,000	\$-	\$-	\$-	\$1,950,000	\$994,500	Economic development	IM2 (n/a)*
2024 Regional Public Transport Plan	Waikato Regional Council	-	Implementation	\$300,000		\$300,000	\$-	\$-	\$-	\$600,000	\$306,000	Access and Mobility	IM2 (n/a)*
Regional Speed Management Plan	Waikato Regional Council	-	Implementation	\$50,000	\$50,000	\$200,000	\$-	\$-	\$-	\$300,000	\$153,000	Safety	IM2 (n/a)*
Strategic Business Case Development -Hamilton 20 Minute City Mode Shift Plan	Waka Kotahi	-	Detail Business Case	\$1,500,000	\$1,500,000	\$-	\$-	\$-	\$-	\$3,000,000	\$3,000,000	Access and Mobility	IM2 (n/a)*
<b>Totals</b>				<b>\$4,499,540</b>	<b>\$4,198,817</b>	<b>\$1,710,145</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$10,408,502</b>	<b>\$6,778,336</b>		

\*National profile not provided.

Table 7-1: Investment Management - Funding Committed

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives
Programme Business Case Development - Metro Spatial Plan Phase 2 - Transport Story	Waka Kotahi	-	Programme Business Case	\$500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	Economic development
<b>Totals</b>				\$500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	

Table 8: Walking and Cycling

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
LCLR	Hamilton City Council	-	-	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$15,000,000	\$ 7,650,000	Access and Mobility	WC1
LCLR	Hauraki District Council	-	-	\$170,000	\$170,000	\$170,000	\$189,900	\$195,600	\$201,500	\$1,097,000	\$ 658,200	-	WC1
LCLR	Matamata-Piako District Council	-	-	\$150,000	\$154,365	\$131,918	\$135,757	\$139,708	\$143,774	\$ 855,522	\$ 436,316	-	WC1
LCLR	Taupō District Council	-	-	\$1,090,000	\$930,120	\$545,000	\$740,000	\$640,000	\$200,000	\$4,145,120	\$ 2,114,011	-	WC1
LCLR	Thames-Coromandel	-	-	\$633,130	\$645,707	\$686,963	\$666,335	\$666,335	\$666,335	\$3,964,805	\$ 2,022,051	-	WC1

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
	District Council												
LCLR	Waikato District Council	-	-	\$1,130,000	\$3,350,000	\$1,630,000	\$1,000,000	\$3,100,000	\$3,100,000	\$13,310,000	\$ 6,788,100	-	WC1
LCLR	Waipā District Council	-	-	\$1,450,000	\$1,700,000	\$1,750,000	\$ 300,000	\$ 300,000	\$ 300,000	\$5,800,000	\$ 2,958,000	-	WC1
LCLR	Waitomo District Council	-	-	\$495,000	\$510,840	\$526,165	\$500,000	\$500,000	\$500,000	\$3,032,005	\$ 2,274,004	-	WC1
LCLR	Waka Kotahi	-	Implementation	\$838,333	\$838,333	\$838,333	\$838,333	\$838,333	\$838,333	\$5,029,998	\$ 5,029,998	-	WC1
Eastern Pathways - School link	Hamilton City Council	L-VH-H	Implementation	\$2,000,000	\$4,000,000	\$10,000,000	\$2,000,000	\$ -	\$ -	\$18,000,000	\$ 9,180,000	Access and Mobility	WC3
Eastern Pathways - CBD to uni link	Hamilton City Council	L-VH-H	Implementation	\$1,000,000	\$2,000,000	\$6,000,000	\$2,000,000	\$ -	\$ -	\$11,000,000	\$ 5,610,000	Access and Mobility	WC3
Biking & Micro-mobility citywide programme	Hamilton City Council	M-H-H	Implementation	\$800,000	\$500,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$28,000,000	\$ 14,280,000	Access and Mobility	WC4
CBD River Walking and Cycling Connection	Hamilton City Council	-	Single-Stage Business Case	\$100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 51,000	-	WC5
CBD River Walking and Cycling Connection	Hamilton City Council	-	Pre-implementation	\$400,000	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$1,900,000	\$ 969,000	-	WC5
CBD River Walking and Cycling Connection	Hamilton City Council	-	Implementation	\$ -	\$ -	\$12,000,000	\$12,000,000	\$ -	\$ -	\$24,000,000	\$ 12,240,000	-	WC5

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Cycling Connection													
Eastern Pathways Connections	Hamilton City Council	L-H-H	Implementation	\$1,000,000	\$ -	\$2,000,000	\$4,000,000	\$2,000,000	\$ -	\$9,000,000	\$ 4,590,000	Access and Mobility	WC3
Norton / Seddon / King Intersection Cycle Improvements	Hamilton City Council	-	SSBC	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 25,500	Access and Mobility	WC6
Norton / Seddon / King Intersection Cycle Improvements	Hamilton City Council	-	Pre-Implementation	\$ -	\$ -	\$150,000	\$-	\$-	\$-	\$ 150,000	\$ 76,500	Access and Mobility	WC6
Norton / Seddon / King Intersection Cycle Improvements	Hamilton City Council	-	Implementation	\$ -	\$ -	\$1,800,000	\$ -	\$ -	\$ -	\$1,800,000	\$ 918,000	Access and Mobility	WC6
Hamilton Road/Cambridge Road Urbanisation	Waipā District Council	M-H-M	Implementation	\$300,000	\$2,580,000	\$2,580,000	\$ -	\$ -	\$ -	\$5,460,000	\$ 2,784,600	Access and Mobility	WC7
Urban Cycling Network (Urban Mobility)	Waipā District Council	M-M-H	Implementation	\$1,200,000	\$1,550,000	\$1,600,000	\$1,645,000	\$1,700,000	\$1,750,000	\$9,445,000	\$ 4,816,950	Access and Mobility	WC8
Hamilton Urban Improvements - Suburban Cycle Routes	Waka Kotahi	L-H-M	Property	\$ 217,697	\$ 224,227	\$ -	\$ -	\$ -	\$ -	\$ 441,924	\$ 441,924	Access and Mobility	WC2

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH1 Hamilton To Cambridge Cycle Connection - Section 1	Waka Kotahi	-	Implementation	\$ 50,000	\$ 50,000	\$ 20,000	\$ -	\$ -	\$ -	\$ 120,000	\$ 120,000	Access and Mobility	WC9 (n/a)*
<b>Totals</b>				<b>\$17,724,160</b>	<b>\$27,703,592</b>	<b>\$49,978,379</b>	<b>\$33,515,325</b>	<b>\$17,579,976</b>	<b>\$15,199,942</b>	<b>\$161,701,374</b>	<b>\$ 86,034,154</b>		

\*National profile not provided.

Table 8.1: Walking and Cycling - Funding Committed

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives
Te Awa South River Ride	Hamilton City Council	\$ -	Implementation	\$1,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 816,000	Access and Mobility
<b>Totals</b>				<b>\$1,600,000</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$ 1,600,000</b>	<b>\$ 816,000</b>	

Table 9: Public Transport Infrastructure

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
LCLR	Hamilton City Council	-	-	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$4,200,000	\$ 2,142,000	Access and Mobility	PT11
LCLR	Taupō District Council	-	-	\$ 60,000	\$ 20,000	\$ 60,000	\$ 5,000	\$ 20,000	\$ 5,000	\$ 170,000	\$ 86,700	Access and Mobility	PT11

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
LCLR	Waikato District Council	-	-	\$ 226,000	\$ 166,000	\$1,416,000	\$ 606,000	\$ 266,000	\$ 3,236,000	\$5,916,000	\$ 3,017,160	Access and Mobility	PT11
LCLR	Waipa District Council	-	-	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 102,000	Access and Mobility	PT11
Public Transport - Mode Shift Programme (PT Major)	Hamilton City Council	L-VH-M	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000	\$8,000,000	\$ 4,080,000	Access and Mobility	PT14
Transport centre Rejuvenation	Hamilton City Council	M-H-H	Implementation	\$4,600,000	\$3,100,000	\$ -	\$ -	\$ -	\$ -	\$7700,000	\$ 3,927,000	Access and Mobility	PT16
Pembroke / Ohaupo Intersection Upgrade	Hamilton City Council	L-M-H	Single-Stage Business Case	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 51,000	Access and Mobility	PT17
Pembroke / Ohaupo Intersection Upgrade	Hamilton City Council	L-M-H	Pre-implementation	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 102,000	Access and Mobility	PT17
Pembroke / Ohaupo Intersection Upgrade	Hamilton City Council	L-M-H	Implementation	\$ -	\$3,800,000	\$ -	\$ -	\$ -	\$ -	\$3,800,000	\$ 1938,000	Access and Mobility	PT17
Refurbishment of additional Te Huia rail carriages	Waikato Regional Council	H-VH-H	Implementation	\$ -	\$7,000,000	\$ -	\$ -	\$ -	\$ -	\$7,000,000	\$ 3,570,000	Access and Mobility	PT12
North of Papakura extension - track and	Waikato Regional Council	-	Implementation	\$ -	\$ -	\$6500,000	\$ -	\$ -	\$ -	\$6,500,000	\$ 3,315,000	Access and Mobility	PT19 (n/a)*

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
station works													
Electric Vehicle (EV) Bus Charging Station	Waikato Regional Council	H-VH-H	Detail Business Case	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 25,500	Access and Mobility	PT13
Electric Vehicle (EV) Bus Charging Station	Waikato Regional Council	H-VH-H	Pre-Implementation	\$ -	\$ 500,000	\$1,000,000	\$ -	\$ -	\$ -	\$1,500,000	\$ 765,000	Access and Mobility	PT13
Electric Vehicle (EV) Bus Charging Station	Waikato Regional Council	H-VH-H	Implementation	\$ -	\$ -	\$ -	\$12,000,000	\$6,000,000	\$6,000,000	\$24,000,000	\$ 12,240,000	Access and Mobility	PT13
Hamilton Urban Improvements - Bus Priority Hotspots	Waka Kotahi	L-H-M	Implementation	\$2,383,829	\$2,314,853	\$2,366,575	\$ -	\$ -	\$ -	\$7,065,257	\$ 7,065,257	Access and Mobility	PT15
SH Rural Bus Stops	Waka Kotahi	L-M-L	Detail Business Case	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Access and Mobility	PT18
SH Rural Bus Stops	Waka Kotahi	L-M-L	Implementation	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ 2,000,000	Access and Mobility	PT18
SH Rural Bus Stops	Waka Kotahi	L-M-L	Pre-Implementation	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	Access and Mobility	PT18
<b>Totals</b>				<b>\$10,669,829</b>	<b>\$17,750,853</b>	<b>\$12,042,575</b>	<b>\$13,311,000</b>	<b>\$6,986,000</b>	<b>\$17,941,000</b>	<b>\$78,701,257</b>	<b>\$ 44,726,617</b>		

\*National profile not provided.

Table 10: Public Transport Services

Project Name	Organisation Name	Regional Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Public Transport operation, maintenance and renewals	Waikato Regional Council	-	-	\$30,603,448	\$22,674,374	\$22,628,461	\$28,805,688	\$29,381,801	\$29,969,437	\$164,063,209	\$ 83,672,237	Access and Mobility	PTS1
Service level enhancements for Te Huia service (stage 1 B)	Waikato Regional Council	H-VH-H	Implementation	\$ -	\$ -	\$ 2,905,000	\$ 2,905,000	\$2,905,000	\$ 2,905,000	\$11,620,000	\$ 596,200	Access and Mobility	PTS3
LCLR	Matamata-Piako District Council	-	-	\$ 35,000	\$ 36,019	\$ -	\$ -	\$ -	\$ -	\$ 71,019	\$ 36,219	-	PTS2
LCLR	Waikato District Council	-	-	\$ 1,120,844	\$ 1,143,261	\$ 1,166,126	\$ 1,189,449	\$ 1,213,238	\$ 1,237,502	\$ 7,070,420	\$ 360,5914	-	PTS2
LCLR	Waikato Regional Council	-	-	\$ 3,128,000	\$ 4,253,000	\$ 5,628,000	\$ 5,740,560	\$ 5,855,371	\$ 5,972,479	\$30,577,410	\$ 15,594,479	-	PTS2
<b>Totals</b>				<b>\$34,887,292</b>	<b>\$28,106,653</b>	<b>\$32,327,587</b>	<b>\$38,640,697</b>	<b>\$39,355,410</b>	<b>\$40,084,418</b>	<b>\$213,402,057</b>	<b>\$108,855,049</b>		

Table 11: Rail Network

Project Name	Organisation Name	National Profile	Phase Type	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives
-	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>Total</b>	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-

# Appendix 7 - Significant transport activities table

Priority number	Order within activity class	Organisation Name	Activity Class	Project Name	Phases	Project Details
1	IM1	WRC	Investment Management	Rebuild of Waikato Regional Transport Model (WRTM) and development of Hamilton City Model	Implementation	The Regional Transport Model requires rebuilding. This project is lodged by WRC on behalf of all the WRTM project partners.
2	LR2	Waipā DC	Local Roads Improvements	Waikato Expressway Local Community Effects	Business Case, Implementation	Business Plan to understand traffic effects on local communities following Waikato Expressway completion.
3	LR3	Waipā DC	Local Roads Improvements	Cambridge Waikato River Crossing Bridge Resilience	Business Case, Implementation	To establish current bridge resilience and plan works to optimise capacity.
4	PT12	WRC	Public Transport Infrastructure	Refurbishment of additional Te Huia rail carriages	Implementation	Rolling stock improvements for Stage 1B of Te Huia pass rail service.
5	PTS3	WRC	Public Transport Services	Service level enhancements for Te Huia service (stage 1 B)	Implementation	To increase levels of service for Te Huia pass rail service.
6	PT13	WRC	Public Transport Infrastructure	Electric Vehicle (EV) Bus Charging Station	Implementation	Capital project for EV charging station for contracted buses.
7	SHN12	Waka Kotahi	State Highway Improvements	Hamilton Southern Links	Pre-implementation, Property	A collaboration package between NZ Transport Agency and Hamilton City Council to provide future proofed designations for arterial links into and through Southern Hamilton, as well as upgrade rural State Highway links around the airport transport hub.
8	SHN13	Waka Kotahi	State Highway Improvements	Bullit Point	Pre-Implementation	Project to address the threat of SH1 slipping into lake front causing traffic disruption with unsuitable detours for SH1 traffic (SH32, 41).
9	SHN14	Waka Kotahi	State Highway Improvements	SH1 (Cambridge to Piarere) Long Term Improvements	Pre-Implementation, Property	Implementation of Cambridge to Piarere project including property purchase.
10	SHN15	Waka Kotahi	State Highway Improvements	Along Lake Karapiro	Business Case	Project to address erosion of river bank which can undermine SH 1. There are significant detour issues along this road if it were out of service.

Priority number	Order within activity class	Organisation Name	Activity Class	Project Name	Phases	Project Details
11	SHN16	Waka Kotahi	State Highway Improvements	SH29 Piarere to Te Poi	Business Case, Pre-Implementation, Implementation	State highway improvements on SH 29 between Piarere and Te Poi.
12	RZ3	Waka Kotahi	Road to Zero	SH5 Tirau to Regional Boundary	Business Case, Pre-Implementation, Implementation, Property	Road to Zero project to address safety concerns along this section of SH5.
13	RZ4	Waka Kotahi	Road to Zero	SH29 Piarere to Kaimai Summit	Business Case, Pre-Implementation, Implementation, Property	Road to Zero intersection safety improvements.
14	RZ5	Waikato DC	Road to Zero	Harrisville Logan - Buckville SNP	-	Safe Corridors project with speed management.
15	RZ6	Waka Kotahi	Road To Zero	SH2 Mangarata to Waihi	Business Case, Pre-Implementation, Implementation, Property	
16	RZ7	Waka Kotahi	Road to Zero	SH3 Hamilton to Te Awamutu	Pre-Implementation, Implementation, Property	Road to Zero intersection safety improvements.
17	RZ8	Waikato DC	Road to Zero	Tuakau Bridge-Port Waikato Rd - River Rd - Frost Rd - SSM	-	Safety management project.
18	RZ9	Waka Kotahi	Road To Zero	SH1 Cambridge to Piarere [Additional Scope]	Pre-Implementation, Implementation, Property	-
19	RZ10	Waikato DC	Road to Zero	Lake Road & Dawson Road IS SNP	-	Intersection transformation project.
20	RZ11	Waka Kotahi	Road to Zero	Hamilton Urban	Pre-Implementation, Implementation	Road to Zero intersection safety improvements.
21	RZ12	Waikato DC	Road to Zero	Mill & Pukekohe E & Harrisville IS SNP	-	Intersection transformation project.
22	RZ13	Waka Kotahi	Road to Zero	SH31/SH39 Te Kowhai to Ōtorohanga	Pre-Implementation, Implementation	Road to Zero project to address safety concerns along this section.
23	RZ14	Hamilton CC	Road to Zero	Boundary / Heaphy Intersection upgrade		There are safety problems at existing roundabout. Design, designation and land take for traffic signals with raised pedestrian platforms will be undertaken.

Priority number	Order within activity class	Organisation Name	Activity Class	Project Name	Phases	Project Details
24	RZ15	Waka Kotahi	Road to Zero	SH26 Hamilton to Morrinsville	Pre-Implementation, Implementation, Property	Road to Zero project to address safety concerns along this section of SH26.
25	RZ16	Waka Kotahi	Road to Zero	SH3 Ōtorohanga to Te Kuiti	Business Case, Pre-Implementation, Implementation, Property	Road to Zero project to address safety concerns along this section.
26	RZ17	Waka Kotahi	Road to Zero	SH25 Hot Water Beach Road to Ocean Beach Road	-	Road to Zero project to address safety concerns along this section of SH25.
27	RZ18	Waikato DC	Road to Zero	Gordonton Rd - 40m N Borman Rd - Taylor Rd - SST stage 1	-	Safe Systems transformation project.
28	RZ19	Waka Kotahi	Road To Zero	SH1 Paradise Valley Road to SH46	Pre-Implementation, Implementation, Property	-
29	RZ20	Waka Kotahi	Road to Zero	SH1N Tregoweth Lane to Wright Street	-	Road to Zero project to address safety concerns along this section.
30	RZ21	Waka Kotahi	Road To Zero	SH3 Te Kuiti to Piopio	Pre-Implementation, Implementation, Property	-
31	RZ22	Waka Kotahi	Road To Zero	SH23 Okete/Matakotea to Glentui Lane	Pre-Implementation, Implementation, Property	-
32	RZ23	Waka Kotahi	Road to Zero	SH1B and Holland Rd Intersection	-	Road to Zero intersection safety improvements.
33	RZ24	Waka Kotahi	Road To Zero	SH5 Taupō to Hawkes Bay	Pre-Implementation, Implementation	-
34	RZ25	Waka Kotahi	Road To Zero	SH2 Pokeno to Mangatarata [Additional Scope]	Pre-Implementation, Implementation	-
35	RZ26	Waka Kotahi	Road To Zero	SH30 Cotter Street to SH32	Pre-Implementation, Implementation	-
36	RZ27	Waka Kotahi	Road to Zero	SH28/SH1 To SH5	-	Road to Zero project to address safety concerns along this section.

Priority number	Order within activity class	Organisation Name	Activity Class	Project Name	Phases	Project Details
37	RZ28	Waka Kotahi	Road To Zero	SH41 Lake Taupō Lookout to Wharf Road	Pre-Implementation, Implementation, Property	-
38	RZ29	Waka Kotahi	Road to Zero	SH2 and Hauraki Road Intersection	Business Case, Pre-Implementation, Implementation, Property	Road to Zero intersection safety improvements.
39	RZ29	Waka Kotahi	Road to Zero	SH3 and SH4 Intersection	Business Case, Pre-Implementation, Property	Road to Zero intersection safety improvements.
40	RZ30	Waka Kotahi	Road to Zero	SH1 and Block Road Intersection	Business Case, Pre-Implementation, Property	Road to Zero intersection safety improvements.
41	RZ31	Waka Kotahi	Road To Zero	SH30 Whakamaru to Atiamuri	Pre-Implementation, Implementation	-
42	RZ32	Waka Kotahi	Road to Zero	SH1 and Grey St Intersection	Implementation	This activity was originally in the Hamilton Urban Package but this activity has now been prioritised for proposed inclusion in the next NLTP period.
43	RZ33	Waka Kotahi	Road to Zero	SH3 Raynes Road Intersection	Implementation	This activity was originally in the SH3 Hamilton to Te Awamutu Package but this activity has now been prioritised for proposed inclusion in the next NLTP period.
44	RZ34	Waka Kotahi	Road to Zero	SH3 SH39 and SH23 Intersection	Implementation	This activity was originally in the Te Kowhai to Ōtorohanga Package but this activity has now been prioritised for proposed inclusion in the next NLTP period.
45	RZ35	Waka Kotahi	Road to Zero	SH29 and SH27 Intersection	Pre-implementation, Implementation	Road to Zero intersection safety improvements.
46	RZ35	Waka Kotahi	Road to Zero	SH27 and Puketutu Road Intersection	Pre-implementation, Implementation	Road to Zero intersection safety improvements.
47	RZ35	Waka Kotahi	Road to Zero	SH2 and SH27 Intersection	Pre-implementation, Implementation	Road to Zero intersection safety improvements.
48	RZ35	Waka Kotahi	Road to Zero	SH1N Taupō to Waitahanui	Pre-implementation, Implementation	Road to Zero project to address safety concerns along this section of SH1.

Priority number	Order within activity class	Organisation Name	Activity Class	Project Name	Phases	Project Details
49	RZ35	Waka Kotahi	Road to Zero	SH2 Kojeroa Road to Rawiri Road	Pre-implementation, Implementation	Road to Zero project to address safety concerns along this section of SH2.
50	WC2	Waka Kotahi	Walking And Cycling	Hamilton Urban Improvements - Suburban Cycle Routes	Property	Cycle routes programme in Hamilton.
51	WC3	Hamilton CC	Walking and Cycling	Eastern Pathways and Connections Programme	Implementation	Implementation of Eastern Pathways projects: CBD to University, Clyde to Wairere (School Link) and other connections.
52	WC4	Hamilton CC	Walking and Cycling	Biking & Micro-mobility citywide programme	Implementation	Implementation of the Biking and Micro-mobility business case.
53	WC5	Hamilton CC	Walking and Cycling	CBD River Walking/Cycling Connection	Business Case, Pre-implementation, Implementation	City bridges have limited capacity/space for dedicated walking and cycling facilities to cross Waikato River. Propose dedicated bridge established linking southern CBD to Hamilton East between the Claudelands and Victoria St bridges.
54	WC6	Hamilton CC	Walking and Cycling	Norton/Seddon/King Roundabout - Cycle Improvements	-	Roundabout cycle improvement project.
55	WC7	Waipā DC	Walking and Cycling	Hamilton Road/Cambridge Road Urbanisation	Implementation	Improve street space allocation for active modes.
56	WC8	Waipā DC	Walking and Cycling	Urban Cycling Network (Urban Mobility)	Implementation	Improve street space allocation for active modes.
57	PT14	Hamilton CC	Public Transport Infrastructure	Public Transport - Mode Shift Programme	Implementation	Mass transit corridor priority projects, interchanges & intersection priority.
58	PT15	Waka Kotahi	Public Transport Infrastructure	Hamilton Urban Improvements - Bus Priority Hotspots	Implementation	State Highway PT priority projects in Hamilton.
59	PT16	Hamilton CC	Public Transport Infrastructure	Transport centre Rejuvenation	Implementation	Rejuvenation of existing Hamilton Transport Centre to cater safely and efficiently for large number of users.
60	PT17	Hamilton CC	Public Transport Infrastructure	Pembroke / Ohaupo Intersection Upgrade	Business Case, Pre-implementation, Implementation	Project identified delays to the key north south PT service (Comet) due to difficulty in turning into /out of intersection. Project to provide key access to Waikato Hospital for the region and design traffic signals with raised safety platforms.

Priority number	Order within activity class	Organisation Name	Activity Class	Project Name	Phases	Project Details
61	PT18	Waka Kotahi	Public Transport Infrastructure	SH Rural Bus Stops	Pre-Implementation, Implementation	Rural PT Bus stop programme on SHs.
62	PT19	WRC	Public Transport Infrastructure	North of Papakura extension - track and station works	Implementation	-
63	LR4	Hamilton CC	Local Roads Improvements	Ward Street - Tristram to Anglesea	Business Case, Pre-Implementation, Implementation	Implementation of Innovating Streets including improvements to ped & cycling link into CBD - linking Western Town Belt & Western Rail Trail.
64	LR5	Hamilton CC	Local Roads Improvements	Ruakura - Eastern Transport Corridor	Business Case, Pre-Implementation, Implementation	Transport access required to enable Ruakura growth area housing and employment development. This project involves planning and delivery of a key arterial route to appropriately facilitate development and ensure appropriate strategic network connectivity.
65	LR6	Hamilton CC	Local Roads Improvements	Rototuna - Borman / Horsham Extension	Implementation	Extension of Borman Rd arterial east through to Horsham Downs Rd and associated arterial upgrades. Critical for PT & walking/cycling network and access to the High School and community facilities for the Rototuna area.
66	RZ35	Hamilton CC	Road to Zero	Gordonton/Puketaha Intersection Upgrade	Business Case, Pre-Implementation, Implementation	Project to address crash problem at existing T intersection. There is lack of safe facilities for walking and cycling.
67	LR7	Hamilton CC	Local Roads Improvements	Rotokauri Arterials	Pre-Implementation, Implementation	Land procurement and design of key Rotokauri arterial corridors following designations. Construction of key Rotokauri arterial corridors following designations.
68	LR8	TCDC	Local Roads Improvements	Coromandel Bypass	Business Case	Coromandel Town Bypass project to address a range of transport issues relating to parking and traffic operation throughout the year, particularly during peak summer season.
69	SHN17	Waka Kotahi	State Highway Improvements	Wades Culvert (SH25)	Business Case	Project to address area which frequently floods during heavy rain events (and close to coastal area).
70	SHN18	Waka Kotahi	State Highway Improvements	Ohinekaia Stream Bridge	Implementation	Bridge replacement.
71	SHN18	Waka Kotahi	State Highway Improvements	SH25 Pepe Stream Bridge Replacement	Implementation	Bridge replacement with end of life assessment.

Priority number	Order within activity class	Organisation Name	Activity Class	Project Name	Phases	Project Details
72	LR9	Waitomo DC	Local Roads Improvements	Omya Ngapaenga Road Upgrade	-	Safety improvements (Oparure Road) Road widening, seal extension and strengthening (Tawarau Rd and Ngapaenga Rd) required for expected heavy vehicle loading.
73	LR10	Hamilton CC	Local Roads Improvements	Cross City Collector Designation - Ulster to Wairere	Pre-Implementation	Project to address transport access to enable housing development in high growth urban areas.
74	LR11	Hamilton CC	Local Roads Improvements	Northern River Crossing Designation	Pre-Implementation	Project to address transport access to enable housing development in high growth urban areas.

# Appendix 8 - RTC advocacy for other transport activities to be brought into the Waka Kotahi Investment Proposal 2021-31

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Private Bag 3038  
Waikato Mail Centre  
Hamilton 3240, NZ

[waikatoregion.govt.nz](http://waikatoregion.govt.nz)  
0800 800 401

9 December 2020

Steve Mutton  
Acting Waikato Regional Relationships Director  
Waka Kotahi New Zealand Transport Agency  
[steve.mutton@nzta.govt.nz](mailto:steve.mutton@nzta.govt.nz)

## Waikato Regional Transport Committee Submission on Waka Kotahi Investment Proposal

Tena koe Steve

The Waikato Regional Transport Committee (RTC) wish to submit the following points on Waka Kotahi New Zealand Transport Agency's Investment Proposal (WKIP). The RTC thanks Waka Kotahi for the extension of time provided for this submission to allow us time to discuss the submission points at the meeting on 7 December that you attended.

### 1. SH1- Cambridge to Piarere Long Term Improvements.

The RTC seeks early implementation of this project. The long-term improvement of SH1 between Cambridge to Piarere (C2P) is the RTC's highest priority and the RTC is concerned that the implementation phase of this project may not commence in the 2021 NLTP. The SH1/29 Intersection project which forms part of the C2P project is a \$58 Mill Government commitment in the NZ Upgrade Programme (NZUP). We urge Waka Kotahi to bring physical implementation of this project into the 2021-24 period in WKIP.

### 2. SH29 – Piarere to Te Poi

The RTC seeks early implementation of this project. The WKIP includes investment of \$4.8Mill in future NLTP budgets but no significant expenditure in 2021-24. This SH29 corridor forms a very important part of the Upper North Island strategic transport system and significant investment is required. The RTC urges Waka Kotahi to bring physical implementation of this project into the 2021-24 period in WKIP.

### 3. SH1- Taupo to Waiouru

The RTC is concerned at the lack of projects in WKIP for SH 1 from Taupo to Waiouru. This section of SH 1 has been subject to extensive Business Case development work in collaboration with its stakeholders. Improvement of this section of SH 1 is critical to improve safety and make the corridor more efficient. The RTC notes with great concern that there is lack of projects for this section of SH1 in the WKIP. The RTC is unsure whether the Te Poporo/Bulli Point project is in the SH programme with implementation in the 2021 NLTP but strongly advocates for this project in 2021-24. The Tauranga-Taupo Bridge work is also a high priority for route security.

The RTC supports Taupo District Council's submission on this section of SH 1.

he taiao mauriora healthy environment  
he ohanga pakari strong economy  
he hapori hihiri vibrant communities

#### 4. Schools Speed - Road Safety Package

The RTC supports Waka Kotahi's intention in WKIP to work with safety partners in Waikato to engage and deliver Road to Zero and Safe Speed Programme in the region, especially around transitioning lower speed limits around schools. The RTC seeks that Waka Kotahi includes a new project in WKIP incorporating signs and associated infrastructure around schools in the region. The RTC notes that there is a number of smaller Low Cost Low Risk projects relating to funding for speed signage and safe infrastructure around schools but asks that one large improvement project which packages a number of these smaller projects into one be developed and included in WKIP.

The RTC sees speed around schools as a very high priority for the Committee and wishes to advance this work around the region in the 2021-24 period and funding from Waka Kotahi is essential.

#### 5. Support for HCC's submission

The RTC supports the points that Hamilton City Council have raised in their submission on:

- Seeking Waka Kotahi support for advocating to government for better alignment of GPS 2021 with the increased importance of climate change and for transformational investment in mode shift with the assistance of stimulus funding.
- Seeking good/optimal connections be made to the new Waikato Expressway - both at Cambridge Road and at Ruakura.
- Seeking greater clarity on projects that address travel choice & safety concerns in Hamilton as part of the Metro Spatial and Mode Shift plans.
- Seeking the introduction of levels of service for maintenance, renewals and optimisation of existing infrastructure.

I note that the Regional Connections Committee of Waikato Regional Council is also lodging a submission on WKIP which is supported by the RTC.

Thank you again for the opportunity for the RTC to submit on the draft WKIP and we look forward to hearing from you in respect to the matters we have raised in this submission.

With kind regards

Cr Hugh Vercoe  
**Chairman Waikato Regional Transport Committee**

cc: Cole O'Keefe Lead Strategic Planner, Waka Kotahi

# Glossary of commonly used terms and acronyms | Papakupu

# Glossary of commonly used terms and acronyms | Papakupu

Activity	Defined in the LTMA as a land transport output or capital project or both
Activity class	A grouping of similar transport activities into 11 categories for which funding ranges are established as set out in the Government Policy Statement on Land Transport.
Annual Plan	Council's annual plan that sets out the proposed finances and service performance for the year.
Approved organisations	Organisations eligible to receive funding from Waka Kotahi the NZ Transport Agency for land transport activities. Approved organisations are defined in the Land Transport Management Act 2003 as including regional councils, territorial authorities or a public organisation approved by the Governor General (by Order in Council).
Arataki	Waka Kotahi's 10-year view of what is needed to deliver on the Government's current priorities and long-term objectives for the land transport system.
Arterial corridors	High-capacity urban roads. Arterial corridors have a dominant through-vehicle movement and often carry the major public transport routes.
CO <sub>2</sub>	Carbon Dioxide
Covid-19	Coronavirus pandemic
DSI	Deaths and serious injuries
ECMT	East Coast Main Trunk rail line - Main rail line between Hamilton and Tauranga.
EV	Electric vehicle
FAR	Funding assistance rate - When a land transport activity undertaken by a council or other approved organisation qualifies for funding from the NLTF the FAR determines the proportion of the approved costs of that activity that will be paid from the Fund.
FutureProof	FutureProof is a partnership between Waikato iwi, Waikato Regional Council, Waikato and Waipā District Councils, Hamilton City Council, Auckland Council, Franklin Local Board, Auckland/Hauraki iwi, Waikato District Health Board, Waka Kotahi, and the Crown, to manage growth in the sub-region a coordinated way.
GHG	Greenhouse gas
GPS	Government Policy Statement on Land Transport - A government policy statement issued under section 66 of the Land Transport Management Act 2003 which sets out the Government's direction and funding priorities for 6 financial years.
H2A Corridor	Hamilton to Auckland corridor
HCC	Hamilton City Council
HPMVs	High Productivity Motor Vehicles - A longer or heavier (greater than 44 tonnes) truck that must travel on a specified route permitted by all relevant road controlling authorities.
IDMF	Waka Kotahi's Investment Decision Making Framework
IPM	Waka Kotahi's Investment Prioritisation Method

KPI	Key performance indicator
Local roads	Any road, other than a state highway. Local roads are under the control of a territorial authority.
Local share	The contributions communities make (through local government) towards projects that have national and local benefits.
Long Term Plan	The 10-year community plan (formerly known as the Long Term Council Community Plan) produced by regional and territorial authorities under the Local Government Act 2002.
LTMA	Land Transport Management Act 2003 - The main statutory framework for land transport planning and funding in New Zealand.
Micro-mobility	Small, light-weight, personal use vehicles like e-bikes and electric scooters
Mode shift	Increasing the share of people travelling by public transport, walking and cycling
MoT	Ministry of Transport
NEECS	New Zealand Energy Efficiency Conservation Strategy 2017-2022
NIMT	North Island Main Trunk rail line - Main rail line between Auckland and Wellington via Hamilton.
NO <sub>2</sub>	Nitrogen Dioxide
NLTF	National Land Transport Fund - A dedicated fund established under Part 2 of the Land Transport Management Act 2003 to pay for land transport activities.
NLTP	National land transport programme
NPS-UD	National Policy Statement on Urban Development 2020
New Zealand Rail Plan	Government Plan that will guide investment to be made through the rail investment programme to achieve a reliable, resilient and safe rail network.
NZUP	New Zealand Upgrade Programme
ONRC	One Network Road Classification - A national road classification developed by Waka Kotahi, Local Government NZ and the Automobile Association and adopted for use nationally by all road controlling authorities.
PGF	Provincial Growth Fund
PM	Particulate matter
RAG	Regional Advisory Group - Technical staff from approved organisations and NZ Transport Agency that provide technical advice to the Regional Transport Committee on the preparation of the Plan.
RATA	Waikato Road Asset Technical Accord
RCA	Road Controlling Authority
RLTP/Plan	Regional Land Transport Plan
RPTP	Regional Public Transport Plan 2015-2025
RNIP	Rail Network Investment Programme
RTC	Regional Transport Committee - A Regional Transport Committee is established under section 13 of the LTMA to prepare, on the regional council's behalf, the regional land transport plan. The Committee has representation from Waikato Regional Council, territorial authorities within the region, Waka Kotahi and the NZ Police.

SH	State Highway - A road managed by Waka Kotahi the NZ Transport Agency.
SMP	Shoreline Management Plan
Te Huia	Hamilton to Auckland start up passenger rail service
TSIG	Transport Special Interest Group
UNISA	Upper North Island Strategic Alliance - Established in 2011, UNISA responds to and manages a range of inter-regional and inter metropolitan issues, including transport. Members consists of Northland, Waikato and Bay of Plenty Regional Councils, Auckland Council, Whangarei District Council and Hamilton and Tauranga City Councils. Mayors and Chairs from the respective regions make up the alliance.
VKT	Vehicle Kilometres Travelled - A measure of the distance travelled by all vehicles measured along a selected route or within a geographic area.
Waka Kotahi	Waka Kotahi, the NZ Transport Agency is the Government agency with statutory functions to manage the funding of the land transport system and manage the state highway system
WKIP	Waka Kotahi's Investment Proposal 2021-31
WRC	Waikato Regional Council
WRRSF	Waikato Regional Road Safety Forum - A multi-agency group which oversees regional road safety direction in the Waikato.



**HE TAIAO MAURIORA**

HEALTHY ENVIRONMENT

**HE ŌHANGA PAKARI**

STRONG ECONOMY

**HE HAPORI HIHIRI**

VIBRANT COMMUNITIES

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Private Bag 3038  
Waikato Mail Centre  
Hamilton 3240  
New Zealand

0800 800 401  
[waikatoregion.govt.nz](http://waikatoregion.govt.nz)

