DRAFT

Mahere Waka ā-Rohe o Waikato 2024-2054

Waikato Regional Land Transport Plan 2024-2054

Waikato
REGIONAL COUNCIL
Te Kaunihera ā Rohe o Waikato

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Chairman's foreword

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As the Chair of the Waikato Regional Transport Committee (RTC) I am pleased to present the draft 2024 Waikato Regional Land Transport Plan (RLTP). This plan has been a collaborative development right from its inception. The committee has worked together to evaluate the fundamental transport issues across all of our region and identify the best ways to address the transport challenges facing our communities. The Waikato region is very diverse, covering a large area extending from the top of the Coromandel to south of Taupō and touching east and west coasts. The committee has been conscious to ensure that careful consideration has been given to this plan to acknowledge differing transport needs across the region.

Regional resilience issues have highlighted the fragility of our transport system and the importance of maintaining and protecting our networks to ensure that the people who live, work and play in our region can continue to get to their destinations safely and efficiently. Through a commitment to maintaining our networks, we are looking after the assets we have and the stability this provides to our network.

We have seen firsthand the devastating effects that nature can inflict on our transport system. Nowhere has this been more evident over the last 12 months than in the Coromandel and along our rural networks. These in turn are just some of many areas across Aotearoa that have been working hard to restore network capacity and capability.

The committee has also been aware of the challenges that there have been to develop this plan, including national funding constraints and the timing of the development of government policy to reflect the investment direction of government. At the time of releasing this plan for public consultation, we are still awaiting the release of the Government Policy Statement on Land Transport that will confirm the funding and expected transport outcomes that the government seeks to achieve.

Keeping the above in mind, the committee is confident that the direction of the Waikato RLTP provides the best possible programme of activities to respond to our regional transport needs. The plan has focused on five core areas: network resilience, climate change, safety, accessibility and growth. Through both the programme of activities submitted by partners to this plan and through the collective policy responses and implementation measures that accompany these, there is a framework in place to help address these core challenges.

The RTC is committed to delivering the best possible transport solutions that support our communities. It is important that you have the opportunity to contribute your thoughts into this too. We encourage everyone in our community to have your say on this plan and let us know what your transport needs are. We look forward to hearing from you as to how we can work better – together.

There are many challenges facing the region. The RTC will continue to advocate on behalf of our communities and network users to ensure that investment is directed to where it is needed most. We remain committed to developing a robust transport system that supports the needs of the region now and into the future.

Ngā mihi nui

Cr Mich'eal Downard

Chair, Waikato Regional Transport Committee

Executive summary

Executive summary

The Waikato Regional Transport Committee (RTC) has prepared this draft Waikato Regional Land Transport Plan 2024-2054 (RLTP) on behalf of the Waikato region. The RLTP is the primary document guiding integrated land transport planning and investment in the region.

The draft RLTP contains two key components:

- a regional policy framework that identifies the land transport objectives and high-level transport priorities that will direct investment in the regional land transport system (Part A); and
- the regional programme of transport activities the region has identified and prioritised for inclusion in the National Land Transport Programme for subsequent national funding (Part B).

The line-of-sight diagram "RLTP at a glance" over the following page provides an overall summary of the key components of the RLTP (both Parts A and B). This is the overall blueprint for developing the region's land transport system.

The line-of-sight diagram identifies:

- the vision for land transport over the life of the RLTP and key objectives;
- the headline targets that provide direction to help the region achieve its vision and objectives;
- the key transport problems that need to be addressed and the 10-year transport priorities the RLTP will focus on;
- key policies under each objective area; and
- implementation of the regional policy framework through policy actions in Part A of the document and through programme activities identified in Part B of the document.

The line of sight clearly shows the key policy connections between the main problems and issues the RTC has identified that need to be addressed, the objectives or end results the region wants to attain, and the way regional transport partners will go about achieving this through prioritising key areas of focus and implementation.

Vision

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

Headline Targets	Problems	Objectives	Priorities	Policies	Policy Implementation	Programme Implementation
Climate change						
A 41% reduction in transport generated carbon emissions by 2035 (from 2018/19 levels), on the path to net carbon zero by 2050	Land use and transport planning has led to transport being a key contributor of greenhouse gas emissions which is exacerbating the effects of climate change.	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.	• Reduce transport emissions. • Transform towards an environmentally sustainable, low carbon transport system	**Climate change** • Policies to give effect to National Emissions Reduction Plan • Reduce emissions from freight • Deliver low emission regional PT • Reduce adverse effects on environment	Collaborative stakeholder action to develop and implement climate change policy.	MSP tranche of activities to encourage mode shift and reduce transport emissions.
Resilience						
1. By 2035, number/duration of annual closures of unplanned State Highway closures is reduced by 10% 2. By 2035, number/duration of annual State Highway closures caused by natural hazards is reduced by 10%	The transport network is becoming increasingly vulnerable to climate change and other disruptions which is putting communities at risk and affecting the ability to maintain route security.	An efficient and resilient land transport system that ensures communities have route security and access to essential services.	• Maintaining the transport system • Ensuring community access • Building regional resilience	**Resilience** • Improve resilience and route security on key strategic corridors • Plan for anticipated effects of climate change impacts • Build community resilience	Collaborative stakeholder action to identify adaptation measures to improve regional resilience.	• Resilience projects: – SH1 Bulli Point/Te Poporo – Hauraki Coromandel rebuild • Maintenance operations and renewals activities
Growth and economic development						
No Target	Growth in the upper North Island and the Hamilton-Waikato metro spatial area is impacting on the efficient movement of people and freight.	• An integrated transport system that supports compact urban form and planned future growth. • An efficient and resilient strategic corridor network that advances regional economic & social wellbeing.	• Implementation of MSP programme business case. • Future Proof and optimise priority strategic corridors (road and rail). • Resolve rail constraints and build rail capacity.	**Growth and economic development** • Integrated land use and transport policies • MSP implementation • Investing in rail • Protecting the function of inter and intra-regional corridors	• Collaborative stakeholder implementation of MSP programme business case. • Advocacy to advance inter-regionally significant activities (road and rail)	• MSP tranche of activities to support growth and economic development • Corridor improvement activities – SH 1 Cambridge to Piarere
Accessibility/Transport options						
Double PT and active mode share by 2035 (from 2018 levels)	The transport system struggles to provide people with safe, reliable and equitable transport options to meet their social, cultural and economic needs.	An integrated transport system that provides transport options for differing community access and mobility needs.	• Shape urban form to grow mode shift and provide transport options • Targeted intervention to recognise different transport and accessibility needs across the region.	**Accessibility/Transport options** • Policies to improve accessibility and travel choice • Policies to embed and improve Te Huia inter-regional rail service • Support for Community Transport initiatives	• Collaborative stakeholder action to implement MSP, Regional PT plan and Community transport. • Stakeholder action and advocacy for passenger rail.	MSP tranche of activities to improve PT and transport options.
Safety						
A 40% reduction in deaths and serious injuries by 2030 (from 2018 levels).	System failures and user behaviours expose people to risk, resulting in the unacceptable occurrence of deaths and serious injuries.	A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured.	• Implement the Safe System approach for the Waikato region. • Focus on speed and infrastructure, education and behaviour change for high risk and vulnerable users, and enforcement.	**Safety** • Investment through Road to Zero Safe System approach • Support collaborative regional approach.	Regional collaborative stakeholder action to implement safety policy.	Speed and Infrastructure Programme (SIP) implementation.

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Wāhanga A: Te Anga rautaki ā-rohe
Part A: Regional Strategic Framework

Introducing the Regional Land Transport Plan

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 10-30 years. It describes what the Waikato region seeks to achieve for integrated transport and land use and how this will contribute to the purpose of the Land Transport Management Act 2003[1] under which this RLTP has been developed.

The draft RLTP contains two key components:

- PART A: a regional policy framework that identifies the land transport objectives and high-level transport priorities that will direct investment in the regional land transport system; and
- PART B: the regional programme of transport activities the region has identified and prioritised for inclusion in the National Land Transport Programme for subsequent national funding over the next three to six years.

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 consensus regional view on our investment priorities in the context of the longer-term land transport outcomes we are seeking for the region. It is also the mechanism by which significant national investment is secured for transport projects and activities.

1 *The purpose of the LTMA is to contribute to an effective, efficient and safe land transport system in the public interest*

1.2 Our strategic approach to land transport

The Waikato region has benefited from a long-standing and well-supported strategic approach for developing the regional land transport system, resulting in substantial national funding of regional transport activities including nationally significant projects such as the Waikato Expressway.

This approach has seen priority investment across core objectives relating to strategic corridors and economic development, safety, and access and mobility.

The 2021 RLTP brought forward the priority of important underpinning objectives to give effect to national and regional climate change and environmental sustainability outcomes, as well as prioritising the integration of land use and transport planning.

The draft 2024 RLTP is built off this overall strategic approach with the key change being the need to respond more urgently to climate change and resilience issues, including the role of the RLTP in meeting nationally required transport emissions targets. Accordingly, the key focus areas for the draft 2024 RLTP are outlined below.

Key issues and objective areas for 2024 RLTP

- Climate change
- Resilience
- Safety
- Accessibility/transport options
- Growth and economic development

1.3 How the RLTP fits into the wider planning framework

RLTP's are an important part of New Zealand's wider system for planning and investment in transport activities.

Key to the system is national direction provided through the Government Policy Statement on Land Transport (GPS), which outlines how the government will invest in land transport over the next 10 years and where funding should be directed to deliver on this strategy.

Regions then develop their RLTPs through collaboration with regional and local transport partners, and local authorities produce Long Term Plans which confirm local funding availability for transport projects.

The interrelationships between the key policy and funding components are represented in Figure 1 below.

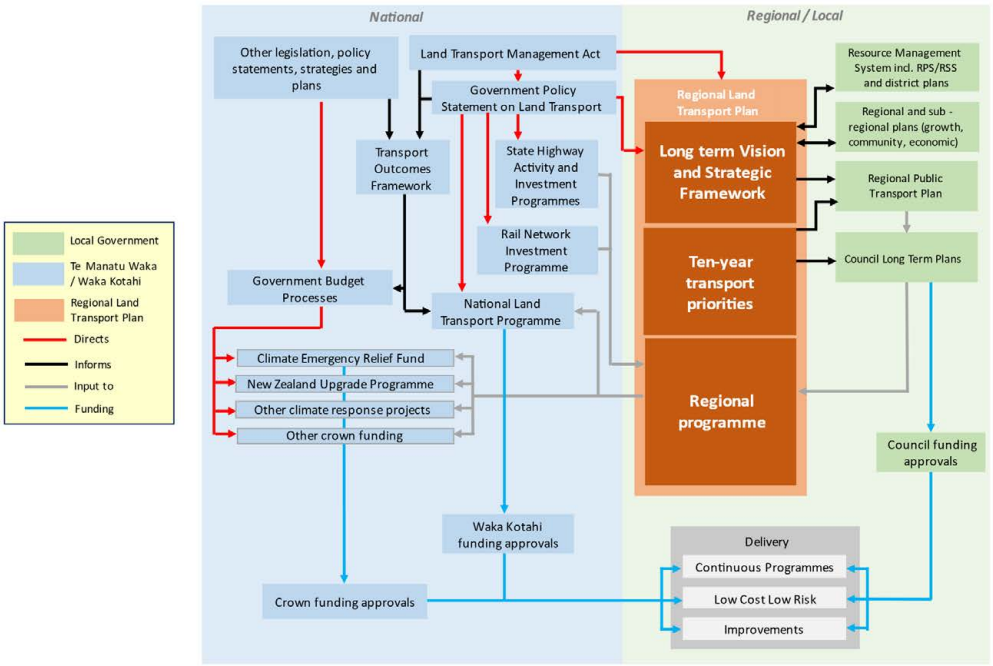


Figure 1: The transport planning and funding policy environment

1.4 Key drivers shaping the 2024 RLTP

The key national and regional policy drivers that have shaped the regional policy framework (presented in Section 3 of the Plan), are summarised in Table 1 below.

Key themes that have emerged since the 2021 RLTP was released include:

- a draft GPS 2024, which the RLTP must be consistent with;
- national climate change and emissions reduction policies which have set transport targets the region is expected to work towards which requires transformative change in the regional land transport system;
- resilience issues as a result of compounding weather events that have severely adversely affected parts of the region, particularly the Coromandel Peninsula;
- a continued strain on available funding and ability to pay local share towards increased maintenance costs and improvement activities (exacerbated by resilience issues);
- national policies requiring the shaping of future compact urban form and transport solutions to support this;
- a regional view on the future of the Hamilton-Waikato Metro Spatial Area and programme business case of what needs to be implemented to provide a future transport system that can support this;
- a new Waikato Regional Public Transport Plan that will deliver a step change in the way in which we develop the PT network and PT system in the region;
- an increasing need to provide for a range of transport options for the region's different communities; and
- new government policy direction for freight and rail.

The strategic policy framework for this draft RLTP was developed through 2023 under the policy environment of the previous Labour government. The key strategic policy drivers therefore reflect this point in time. There could be further unknown policy drivers that reflect priorities of the new government.

Strategic Drivers for RLTP 2024	
Draft GPS 2024	• GPS strategic priorities: maintaining and operating the system; increasing resilience, reducing emissions, safety, sustainable urban and regional development, integrated freight system. • Strategic Investment Programme identifies some of the most significant sections of the transport network that require intervention – this includes Cambridge to Piarere SH1 and Tauranga to Tauriko SH29 in the Bay of Plenty. • Aim to deliver transformative changes to the transport system.
Arataki 30-year plan (Waka Kotahi, NZTA)	• Step changes: improve urban form, transform urban mobility, significantly reduce harms, tackle climate change, support regional development. • Waikato outlook: environmental sustainability, healthy and safe people, inclusive access, economic prosperity, resilience and security.

Climate Change	• Emissions Reduction Plan:
	  • Three focus areas for reducing transport emissions – reduce reliance on cars and support people to walk, cycle and use public transport; rapidly adopt low-emissions vehicles; begin work to decarbonise heavy transport and freight.
	  • Target 1: reduce national VKT by the light fleet by 20% by 2035.
	  • Target 2: increase zero emissions vehicles to 30% of light fleet by 2035.
	  • Target 3: reduce emissions from freight transport by 35% by 2035.
	  • Requirement for VKT reduction programmes for Tier 1 urban environments, including Hamilton, Waikato and Waipā Districts.
	• National Energy Efficiency and Conservation Strategy.

Resilience	• National Adaption Plan – goals to reduce vulnerability to the impacts of climate change; enhance adaptive capacity and consider climate change in decisions at all levels; strengthen resilience to climate change. • Waka Kotahi Tiro Rangi: our climate adaptation plan – goal is that by 2050 we will have a resilient land transport system in the context of changing climate.
Safety	• Road to Zero national strategy: • Target of a 40% reduction in people dying or being seriously injured on our roads by 2030. • Targets have also been set under Setting of Speed Limits Rule 2022 for road controlling authorities to reduce speed limits near 40% of schools by 2024 and all schools by 2027.
Growth	• NPS on Urban Development – housing availability and affordability and to ensure well-functioning urban environments; requirement to provide sufficient development capacity in urban areas; requirement to provide rapid transit corridors in RLTP.

Metro Spatial Plan	• Hamilton-Waikato Metro Spatial Plan and Transport Programme Business Case objectives:
	  • reduce deaths and serious injuries
	  • provide reliable and efficient key freight tasks
	  • deliver alternative mode options that are preferable to private cars for the majority of trips
	  • support the MSPs compact and quality urban form with supportive and capable transport systems that make best use of existing infrastructure, reduce environmental impacts, and protect taonga
	  • reduce carbon emissions to achieve net zero transport by 2050
	  • provide equitable transport and mobility choices for all.
	• Seeks a radical transport shift to a multi-modal transport network, including the establishment of a rapid and frequent public transport network.

Strategic Drivers for RLTP 2024	
	• Hamilton-Waikato Metro Area Mode Shift Plan. • Access Hamilton, Waipā Transport Strategy, other Future Proof partner strategies and plans.
Mode Shift	• Keeping Cities Moving – a national plan for mode shift • Hamilton-Waikato Metro Area Mode Shift Plan - represents the first step in a longer-term plan to co-ordinate walking, cycling and public transport in the area. The focus areas for achieving mode shift are shaping urban form, making shared and active modes more attractive, influencing travel demand and transport choices.

Freight	• NZ Rail Plan investment priorities:
	  • investing in the national rail network to restore rail freight and provide a platform for future investments for growth.
	  • investing in the metropolitan rail networks to support growth and productivity in our largest cities.
	  • The key priorities for investment over the next decade include network renewals and maintenance, level crossing safety improvements, locomotive and wagon replacement, installation of automatic train protection in metro areas, mechanical depot upgrades, design and procurement of two ferries, core asset renewals.
	• NZ Freight and Supply Chain Strategy has a three-year focus on four high-priority areas: ports and connections to their communities, road and freight decarbonisation, data sharing, international engagement.
	• Waikato & Bay of Plenty Freight Action Plan 2022 is an action plan to support the sector's growth and progress.

Table 1 Summary of key strategic drivers shaping RLTP 2024

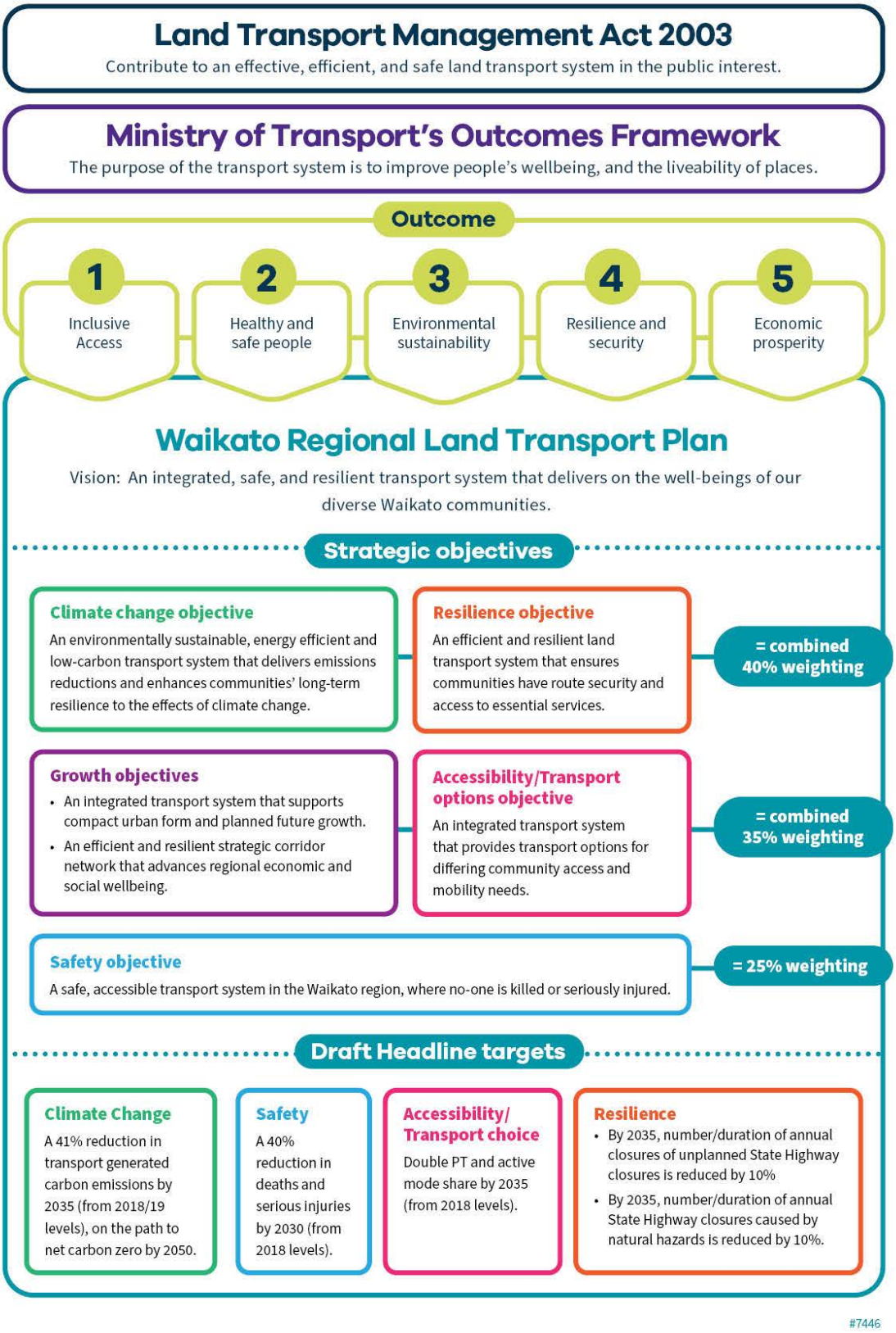


Figure 2: Strategic Policy Framework for RLTP 2024

1.5 Our vision and objectives - What the RLTP is trying to achieve

The Waikato Regional Transport Committee (RTC) has updated the strategic policy framework for the draft 2024 RLTP in response to the key transport issues and strategic drivers identified above. This is presented in Section 3 of the plan.

Figure 2 provides a summary of the region's vision and strategic regional transport objectives and supporting headline targets against the backdrop of the Ministry of Transport's Outcomes Framework.

The headline targets represent where we want to see progress in key objective areas towards our vision for land transport in the Waikato region. They are supported by a comprehensive monitoring framework in Section 6 of the Plan, which will help us to know whether we are on the right track to meeting our transport objectives and regional targets.

Vision for land transport

The high-level vision for land transport in the Waikato region is an integrated, safe and resilient transport system that delivers on the wellbeings of our diverse Waikato communities.

The RLTP seeks to:

- continue to build on the momentum set in the 2021 RLTP;
- secure funding to invest in the regional land transport priorities across all five objective areas – they are all important;
- secure funding for transformative projects and transport activities that will make substantial progress towards shaping a future transport system that delivers on emissions reductions and provides for the future transport needs of our communities; and
- demonstrate that the region is ready to take up opportunities to shape the future transport system, which will have wider national benefits beyond the region. These opportunities are discussed further in Section 2 of the Plan.

Our strategic objectives for the 2024 RLTP are:
• **Climate change** – 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.
• **Resilience** – an efficient and resilient land transport system that ensures communities have route security and access to essential services.
• **Growth and economic development** – an integrated transport system that supports compact urban form and planned future growth; AND an efficient and resilient strategic corridor network that advances regional economic and social wellbeing.
• **Accessibility and transport choice** – an integrated transport system that provides transport options for differing community access and mobility needs.
• **Safety** – a safe, accessible transport system in the Waikato region where no one is killed or seriously injured.

The road to transformative change is a challenge – but one we are ready for

This draft RLTP has been developed under the previous Labour government's draft GPS on Land Transport 2024/25-2033/34. Overall, the region's strategic objectives align well and are consistent with the government's strategic priorities for land transport.

The government has set ambitious climate change emissions and vehicle kilometres travelled (VKT) reduction targets which will require a transformative shift in urban travel choices and the vehicles we travel in, in order to realise a low carbon transport future. This was signalled in the last 2021 RLTP and was considered a big stretch but as we have seen with recent climate events in New Zealand and around the world, tackling this issue has become even more critical.

In the intervening time since the last RLTP became operative, there has been a lot of work done both nationally, regionally and at the local level. The region is now in a much better position to deliver on some of the transformative projects and transport activities that have been identified as priorities for implementation in the Metro Spatial Plan Programme Business Case. We have a real opportunity to shape the future transport system. Future Proof transport partners have an agreed vision and stakeholder buy-in for the Metro Spatial Area. A step change has been mapped out to deliver a public transport system that will fit the future needs of the region under the Regional Public Transport Plan. And the region is undertaking innovative work in electric vehicle (EV) charging networks, adaptation pathway planning and resilience preparedness. It is in our largest metro area where we can make the most significant advances in reducing carbon emissions from the transport sector. This is where we can make the most traction and have the most opportunity to implement transport options and mode shift.

But we also have a large rural region facing a different set of issues, including resilience challenges, population ageing and decline and accessibility issues. Many of our rural councils in the region also face serious funding constraints. It is essential then that we maintain existing assets and ensure the regions inter and intra-regional strategic corridors are resilient, efficient and fit for purpose to support regional economic development.

This is why, in the face of a severely constrained National Land Transport Fund, this RLTP clearly signals all of the region's land transport activities in the regional programme that will be required to kick-off this transformative change over the short-term (next 3 years) and mid-term (3-6 years) in our region. The previous government has already acknowledged in the draft GPS the increasing need to support the NLTF with Crown funding. We now have a National-led coalition government that has come in at the end of the RLTP development process. Whilst the current policy and funding framework is uncertain, this RLTP demonstrates the region is ready to go (subject to funding) and the case for national investment in our region is strong. Investing in the Waikato region will not only help to meet regional goals, it will also have national benefits.

1.6 How to navigate the RLTP

Executive summary	Contains the "line of sight" diagram that summarises the RLTP by mapping out the strategic policy approach – from the core transport problems and objectives the RLTP is focusing on through to the high-level 10-year transport priorities investment is directed to via implementation through the regional programme of transport activities and key stakeholder actions.
Part A: Regional Policy Framework	
Section 1: Introducing the RLTP	Introduces the purpose and strategic approach for land transport in the region and outlines the key drivers that have shaped the 2024 RLTP. It then introduces the region's vision and strategic transport objectives and outlines what this RLTP is trying to achieve for the Waikato region.
Section 2: The Waikato context	Provides the regional context for the RLTP, the key transport issues and opportunities for developing the regional land transport system. This section is supported by key evidence in Appendix A, which also supports the case for investment in the Waikato region.
Section 3: Regional policy framework	Details the regional policy framework for land transport presented in a series of policy templates based around the key transport objectives and the case for investing in our regional priorities.
Part B: Regional Programme	
Section 4: Regional programme of transport activities	Presents the updated regional programme of transport activities, the region's prioritised significant transport activities, and activities of inter-regional significance.
Section 5: Funding the RLTP	Outlines the anticipated funding to give effect to the RLTP.
Section 6: Monitoring the RLTP	Details how transport partners will monitor the RLTP to see how the region is progressing towards realising our regional land transport vision and objectives.

SECTION 2 The Waikato context

2.1 The strategic importance of the Waikato

The Waikato region is located in the heart of the upper North Island and the region's strategic inter and intra-strategic corridors (road and rail) play a vital role contributing to regional and national prosperity and productivity.

The Waikato region is the fourth largest regional economy in New Zealand and the fourth largest region by population. The region covers a wide geographical area incorporating 11 local authorities, two Police districts, and is home to many different communities and iwi.

The Waikato region's strategic corridors connect the Ports of Auckland and Port of Tauranga through the nationally and strategically important SH1/SH29 interregional corridor (road and rail), which also connects the country's largest area of population and population growth: the Golden Triangle between the Auckland, Waikato and Bay of Plenty regions.

The North Island Main Trunk (NIMT) and East Coast Main Trunk (ECMT) are the strategic rail freight corridors in the region, with the Hamilton to Auckland rail corridor providing the Te Huia inter-regional passenger rail service.

The Waikato region also contains important inland ports and logistics hubs that serve the freight task, including Waikato Tainui's Ruakura Superhub, which will become the largest logistics and industrial hub and inland port in New Zealand. Waikato is also home to Hamilton Airport, which is recognised as regionally significant infrastructure. There is also a smaller domestic airport servicing Taupō.

At the region's core is the Metro Spatial Area (MSA) where most of the Waikato's population resides and where 90% of future growth in the region will occur. Key strategic road, cycling and walking, and passenger transport networks serve the metro spatial population.

The Waikato region has the fourth largest public transport network in New Zealand, servicing the Metro Spatial Area and wider regional towns.

The rest of the region is served by a comprehensive network of state highway and local roads, which are vital in facilitating the social, cultural and economic needs of our people, connecting communities and smaller urban areas.

The Waikato region is also home to the Te Awa River Ride spanning 65km from Ngāruawāhia to Lake Karāpiro.

The region's network of inter and intra-regionally significant road and rail corridors are represented on Maps 1 and 2.

Figure 3 is a visual snapshot of key aspects of the Waikato region's people and economy. This illustrates the fundamentally important role the regional land transport system plays in supporting the diverse transport needs of the region, our people, and the regional and national economies.

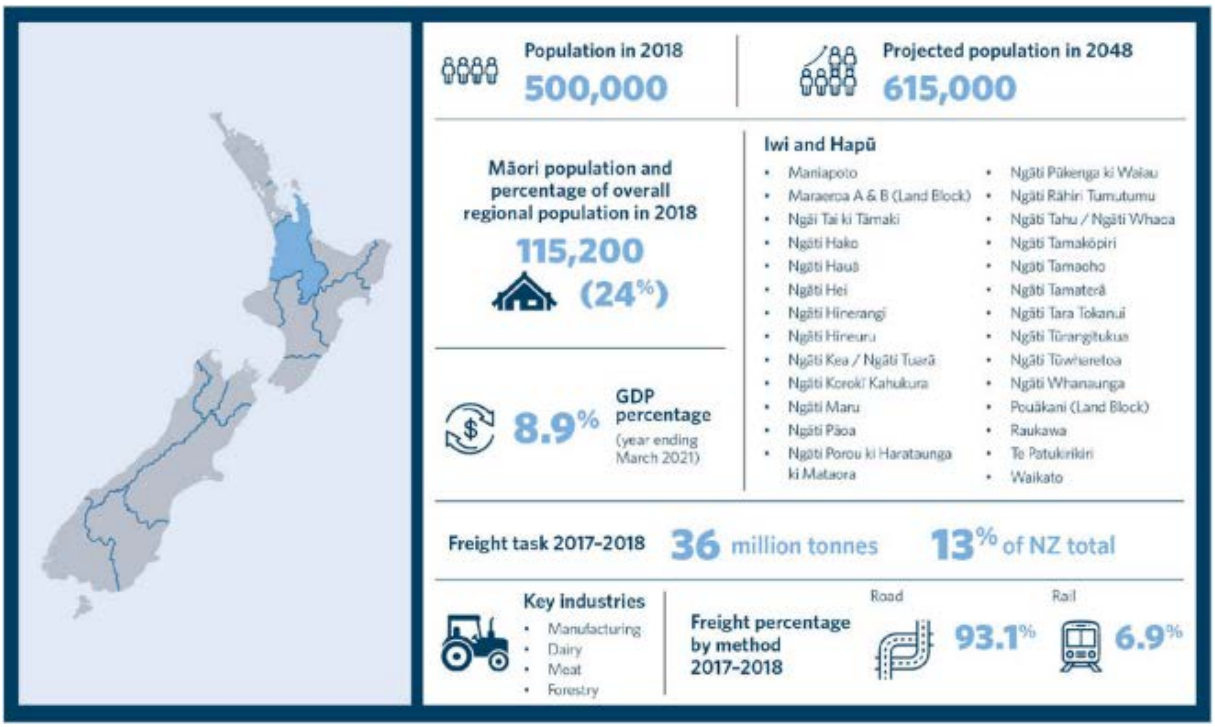


Figure 3: Visual snapshot of the Waikato Region's people and economy

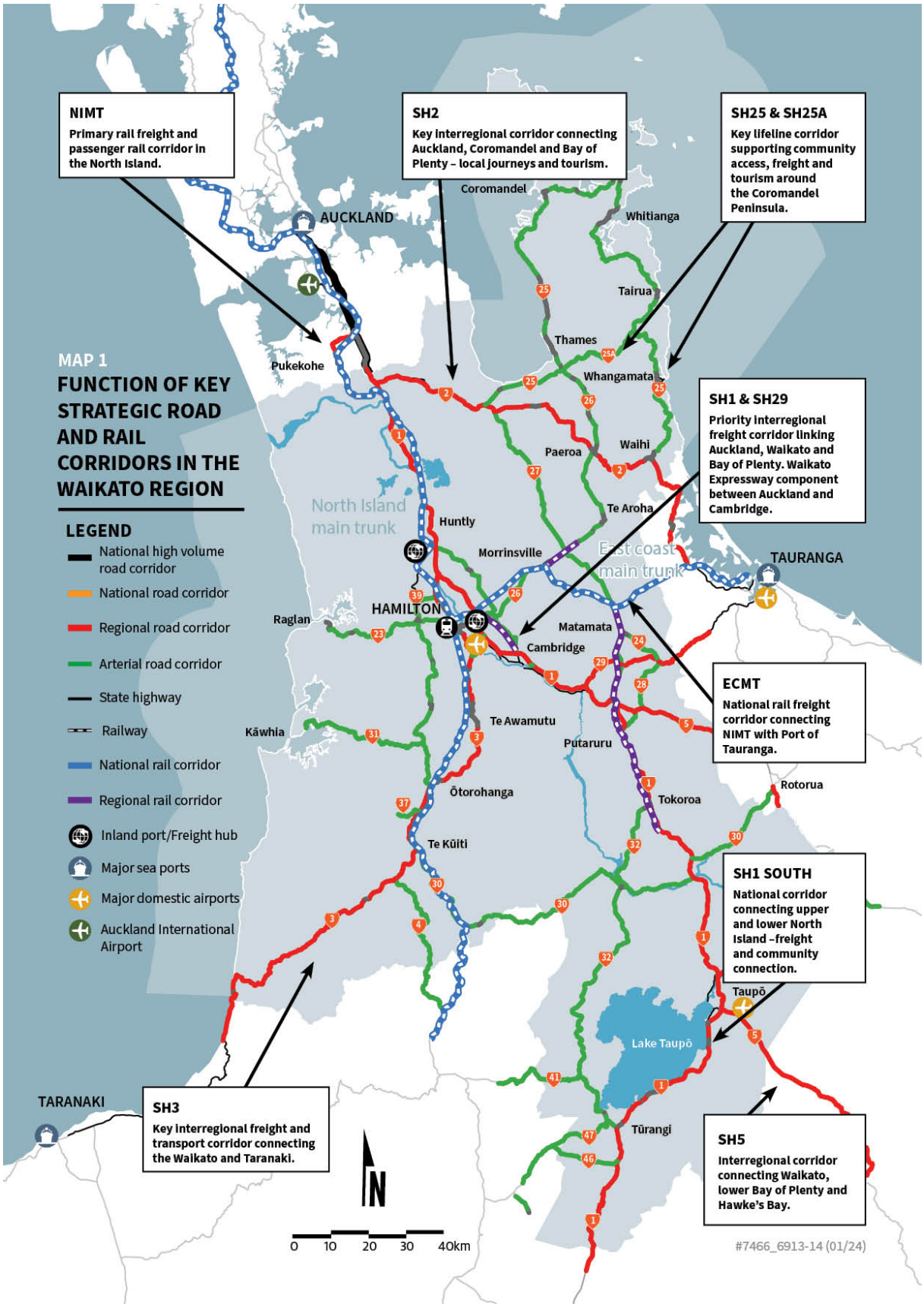
The Waikato is rich in Māori history, the home of Kīngitanga and with ties to many iwi. Tangata whenua hold a significant physical and cultural relationship with the Waikato region.

Māori make up nearly one quarter of the population of the Waikato Region (2018 census) and are growing twice as fast as the general population.

The region's Māori economy continues to emerge as an economic force, with Māori assets in the region valued at $14.7 billion, and a significant 8 per cent contribution to regional GDP.

Ruakura Superhub is a project of national significance and one of Aotearoa, New Zealand's largest multi-use developments. The 490-hectare superhub is anchored by the Ruakura Inland Port and is adjacent to the East Coast Main Trunk rail line and the Waikato Expressway. Its location provides efficient and strong connectivity to both Tauranga and Auckland and creates an integrated, cost-effective supply chain solution for both importers and exporters.

Iwi and Māori entities from the region are becoming increasingly important to the region's economic future. The Waikato Regional Transport Committee will continue to support sustainable economic development strategies that will benefit communities now and future generations.


MAP 1
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
NIMT
Primary rail freight and passenger rail corridor in the North Island.
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.
North Island main trunk
East coast main trunk
AUCKLAND
HAMILTON
TAURANGA
TARANAKI
Coromandel
Whitianga
Tairua
Thames
Whangamata
Pukekohe
Paeroa
Waihi
Te Aroha
Huntly
Morrinsville
Raglan
Matamata
Cambridge
Kāwhia
Te Awamutu
Putaruru
Ōtorohanga
Tokoroa
Rotorua
Te Kūiti
Taupō
Lake Taupō
Tūrangi
N
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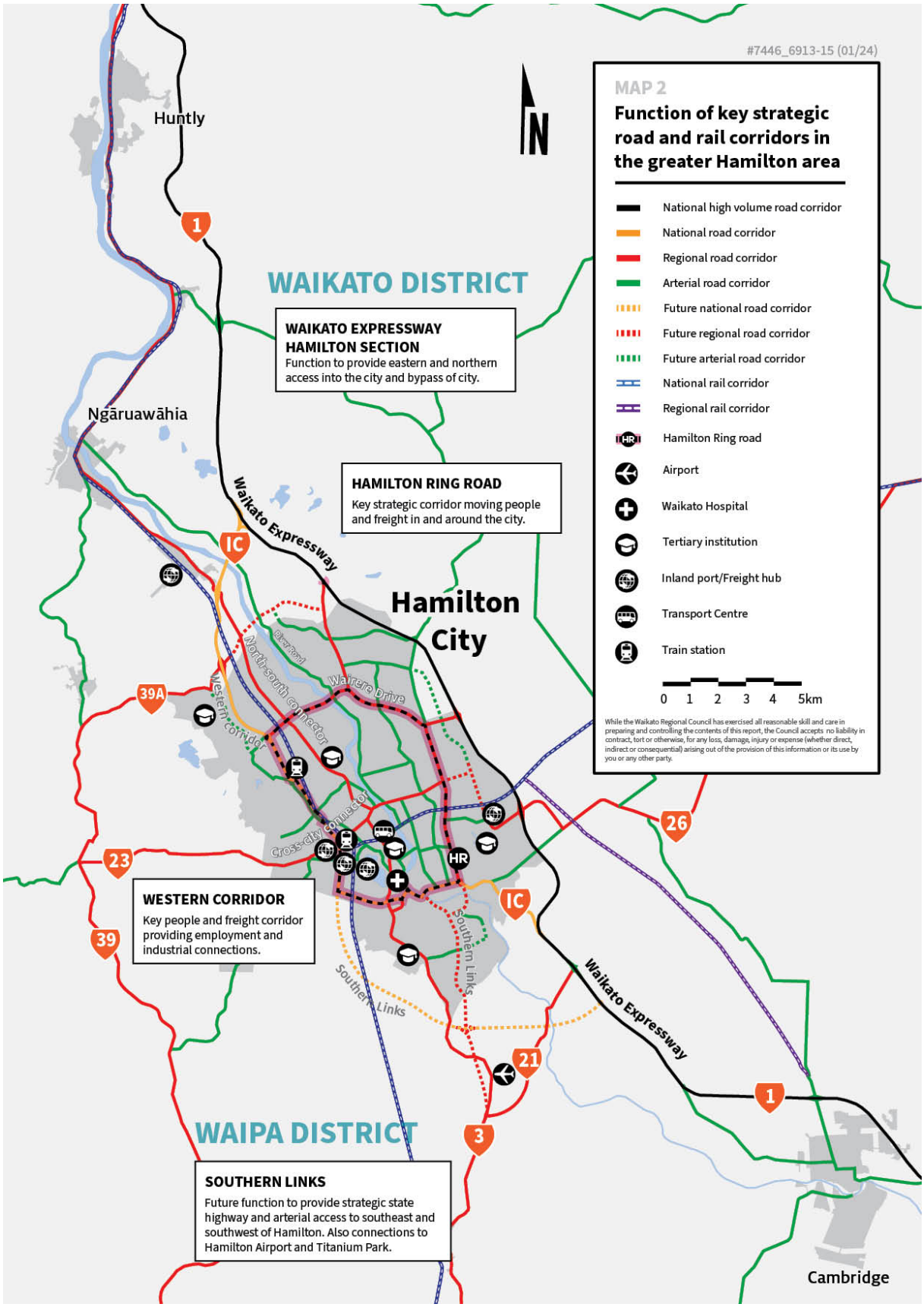
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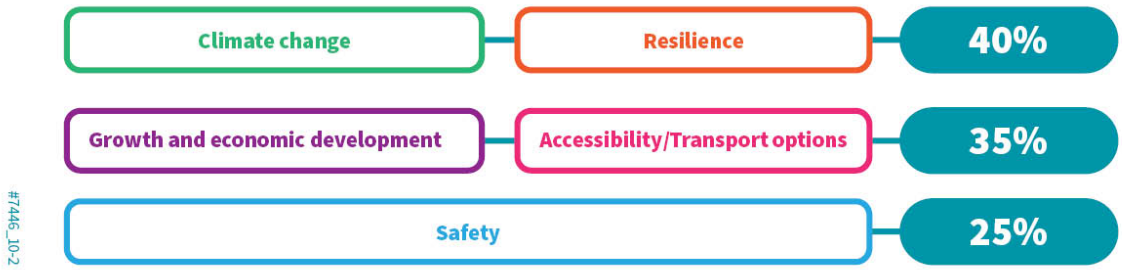
MAP 2
Function of key strategic road and rail corridors in the greater Hamilton area
National high volume road corridor
National road corridor
Regional road corridor
Arterial road corridor
Future national road corridor
Future regional road corridor
Future arterial road corridor
National rail corridor
Regional rail corridor
Hamilton Ring road
Airport
Waikato Hospital
Tertiary institution
Inland port/Freight hub
Transport Centre
Train station
0 1 2 3 4 5km
While the Waikato Regional Council has exercised all reasonable skill and care in preparing and controlling the contents of this report, the Council accepts no liability in contract, tort or otherwise, for any loss, damage, injury or expense (whether direct, indirect or consequential) arising out of the provision of this information or its use by you or any other party.
N
Huntly
Ngāruawāhia
WAIKATO DISTRICT
WAIKATO EXPRESSWAY HAMILTON SECTION
Function to provide eastern and northern access into the city and bypass of city.
HAMILTON RING ROAD
Key strategic corridor moving people and freight in and around the city.
Waikato Expressway
Hamilton City
Ruakura
North-south connector
Wairere Drive
Western Corridor
Cross-city connector
Southern Links
Southern Links
WESTERN CORRIDOR
Key people and freight corridor providing employment and industrial connections.
WAIPA DISTRICT
SOUTHERN LINKS
Future function to provide strategic state highway and arterial access to southeast and southwest of Hamilton. Also connections to Hamilton Airport and Titanium Park.
Cambridge
1
IC
39A
23
39
HR
IC
26
21
3
1

2.2 Key transport issues and challenges

The RTC has identified the following key issues that the RLTP needs to address and has weighted the urgency of these issues for the Waikato region.



This is supported by more detailed analysis in the supplementary report to the RLTP, a summary of which is in Appendix A. This outlines the evidence for the region's problems and provides an indication of the types of intervention that would be required to reach the headline targets that have been set for the RLTP. The evidence also provides the rationale for the case for investing in the region's transport priorities (summarised in Section 3 of the RLTP).

A summary of the key issues and challenges is outlined on the next page.

Climate change

14% of NZ's vehicle emissions

87% of trips in Hamilton by car

68% of Hamilton car trips under 5km

93% of freight volume moved by road

90% of work journeys by car

37% of Hamilton car trips under 2km

Resilience

70+ sites in Thames-Coromandel need road repairs after 2023 cyclone events

40% of major transport funds spent on road maintenance from 2019/20 to 2021/22

342km of roads exposed to coastal flooding

2750km of roads exposed to known floodplains

Safety

70% of high severity crashes are on the open road

20% of NZ road casualties each year

24% of high severity crashes are speed related

$500m annual social cost of death and serious injury

Accessibility/Transport choice

18% of the population isover 65 years old

25% of the population have a disability.

10,000 households don't have access to a car

20% of the population is too young to drive

Growth - urban development

18.7% population growth by 2048

50% of the population lives in the Metro Spatial Area

100% population growth in MSA over next 30 years

1.1% growth in Waikato for 2022

0.2% NZ growth in same time

90% of growth will be in the MSA over the next 30 years

Growth - strategic corridors

13% of NZ's growing freight task

40% of NZ's freight movements

3 nationally important ports

- Auckland
- Tauranga
- Ruakura

47–65% growth in freight volumes by 2030

1758km NZ's largest SH network

2.2.1 Climate change and the challenge of transport carbon emissions

Climate change is the key challenge facing our times. We are heavily reliant on high carbon transport, and this is contributing to transport emissions which are warming our climate and having consequential adverse effects on our transport networks and on our communities.

Section 1.4 of the RLTP outlined the strategic national policy drivers and targets set to reduce transport emissions. We have also set a regional headline target to reduce our transport emissions. But the "getting there" is the challenge.

The facts

- Transport emissions make up 20% of NZ's gross emissions profile (92% of which is road transport).
- Waikato region contributes 14% of national vehicle emissions.
- 16% of our regional emissions are from transport.
- In the Waikato region more than 90% of journeys to work are made by car.
- Hamilton has the highest reliance on private motor vehicles of all large NZ cities.
- 68% of all car trips in Hamilton City are under 5km long and just over one third are under 2km.
- 93% of freight volume is moved by road transport.

Issues / challenges

- Heavy reliance on cars, high VKT, and single occupancy car use over short distances, particularly in the Metro Spatial Area.
- Low use of public transport and active modes in the Metro Spatial Area.
- Extensive roading network (SH and local) that carries nationally significant freight movements – this is projected to grow, which will increase transport emissions.
- Population growth in the Metro Spatial Area will increase transport emissions if current transport behaviours continue.
- There are also health impacts (air quality, impacts on human health) that have high social and environmental costs.
- Meeting national emissions reductions targets will require a transformational shift in the regional land transport system – this will require:

Meeting the headline target for climate change will require the following:

- Reduce VKT by 24%
- Increase EVs to 30% of the light fleet
- Increase PT by 100%
- Increase walking by 100%
- Increase cycling by 100%
- Increase fuel economy by 10%

2.2.2 Resilience and the impact of climate change on our strategic corridors

In the transport context, resilience is the ability of a transport system to move people and goods around in the face of one or more major obstacles to normal function.

Climate change is increasing the risk, severity and frequency of natural hazards such as severe storm events that are having a devastating impact on the country and on parts of the Waikato region.

A resilient transport system is therefore ever more vital to ensure that strategic community lifelines are maintained and communities are not isolated.

The facts

- Between 2007 and 2017, climate change-related floods and drought cost the economy an estimated $840 million.
- Cyclone Gabrielle and the extreme weather events of early 2023 severely damaged freight infrastructure and supply chain lines and affected various parts of the region, most notably the Coromandel Peninsula (SH25) with the severance of SH25A by a landslide.
- Over 40% of the funding for major transport activities was spent on road maintenance from 2019 to 2021/22.

Issues / challenges

- Major resilience hotspots include the Coromandel Peninsula, low-lying areas in the Hauraki Plains, interregional connections such as SH3 to Taranaki and SH1 around Lake Taupō, and one way in/out strategic routes such as Raglan (SH23) and Kawhia (SH31).
- The key challenge is the increasing costs of maintaining and reinstating the strategic transport network across such a large region.

- Climate change impacts are not distributed evenly so often vulnerable populations and low-income, ageing or rural communities disproportionately face increased local funding costs to address increasing resilience issues.
- Addressing resilience issues will require:
  - funding the maintenance and renewal of the strategic transport network
  - providing appropriate transport options to build a resilient and sustainable transport system (coastal shipping, public transport)
  - managed adaptation pathways
  - building broader community resilience (e.g., preparing for transport needs of an ageing population).

2.2.3 The challenge of growth

The Waikato regional transport system is vital to supporting a productive and growing regional economy and facilitating wider national economic benefits.

Population growth, particularly in the metro spatial area, along with a growing freight task, is placing pressure on the efficiency of the region's inter and intra-regionally strategic transport corridors and local road networks. Freight volumes in the region are represented in Map 3.

It is also increasing demand for housing and the need to reshape the region's urban areas to accommodate future public transport services and alternative transport options that will help support emissions reductions.

The facts

- The Waikato region is expected to grow from 500,000 in 2018 to 615,000 in 2048.
- Half of the region's population lives in the Metro Spatial Area, which is projected to double within the next 30 years.
- Waikato has 13% of the country's freight task, which nationally is expected to increase by 20% by 2035.
- Freight volumes in the Waikato region are forecast to grow 47-65% by 2030.

Issues / challenges

- This growth brings a number of challenges including increased congestion, which affects travel times and the efficiency of the transport network as well as increasing safety issues.
- Rail constraints and barriers to the uptake of rail need to be addressed and overcome in order to take up the opportunities rail freight provides (reducing emissions and freeing up road capacity).
- The current transport network does not support compact urban form which is needed to achieve mode shift and emissions targets.
- The region has a plan (MSP) to support the national sustainable urban development priorities but funding this will be a challenge.
- Responding to the challenge of growth will require:
  - focused investment to protect the efficiency of the strategic transport network
  - optimising and prioritising road corridor space for frequent and rapid public transport corridors
  - funding commitment to roll out Metro Spatial Plan implementation that will support agreed national and regional spatial planning outcomes for compact urban form, housing and growth.

2.2.4 Providing transport options and ensuring accessibility

Our current transport system struggles to provide people with safe, reliable and equitable transport options to meet their social, cultural and economic needs. This has a detrimental effect on people's health and wellbeing, and ultimately to the economic health of the region.

The facts

- There is a range of demographic data (refer to Appendix A) that paints a picture of inequitable access to transport options.
- 18% of the population is over 65 years old.
- 25% of the population has a disability.
- About 10,000 households don't have access to a car.
- 20% of the population is too young to drive.

Issues / challenges

- The public transport network is not providing what people need – more public transport options are needed for our urban and rural towns.
- Improved transport options that target specific community requirements are needed – e.g. for ageing populations that need public transport support to access health and essential services, rural access issues where transport choice is limited, and for the transport disadvantaged who have mobility issues where the current transport system can be a barrier to mobility.
- Ensuring the region's communities will have accessible access to a range of transport choices will require:
  - funding of innovative and targeted transport options across the region
  - implementation of Metro Spatial Plan, Regional Public Transport Plan and Access Hamilton initiatives to improve transport options and mode shift.

2.2.5 The safety challenge

Waikato communities want a safe, accessible transport system where no-one is killed or seriously injured, but system failures and user behaviours are exposing people to risk. Too many people are being killed or seriously injured on our roads.

The facts

- The Waikato fatal crash rate is higher than the national average and there has been an increasing trend in the number of fatal crashes since 2013.
- 70% of Waikato crashes occur on rural roads.
- Speed or driving too fast for the conditions continues to be a significant contributor in fatal and serious crashes (accounts for 24% of high severity crashes in the region).
- Pedestrians and cyclists are particularly exposed to much higher risk than car users – Hamilton has the country's highest rate of death and serious injury involving pedestrians and cyclists.
- The estimated social cost to the region is about $500 million a year.

Issues / challenges

- Despite concerted national and regional effort, the safety of the regional transport system and the people who use it remains a priority challenge.
- Safety issues are worsened by the complexity of the regional land transport network and the high proportion of movement both within and through the region. Growth in the Metro Spatial Area and on the region's strategic freight corridors is also exacerbating safety risk.
- This is resulting in adverse health effects on people and communities, whether it is from road trauma or death, or other health related adverse impacts from the land transport system e.g., air pollution related health implications.
- Addressing the safety issue requires:
  - all aspects of the Safe System approach need continued funding commitment
  - continued collaborative regional approach through the Regional Road Safety Forum and other collaborative partnerships.

Over the next 30 years, significant transformation of the Waikato transport system is needed to address challenges, including meeting national emissions reductions priorities, to make significant progress on the region's key transport objectives.

2.3 Key opportunities

The Waikato region undoubtedly faces challenges delivering a transformative regional land transport system that will respond to the future needs of the region's diverse communities, whilst at the same time delivering transport emissions reductions.

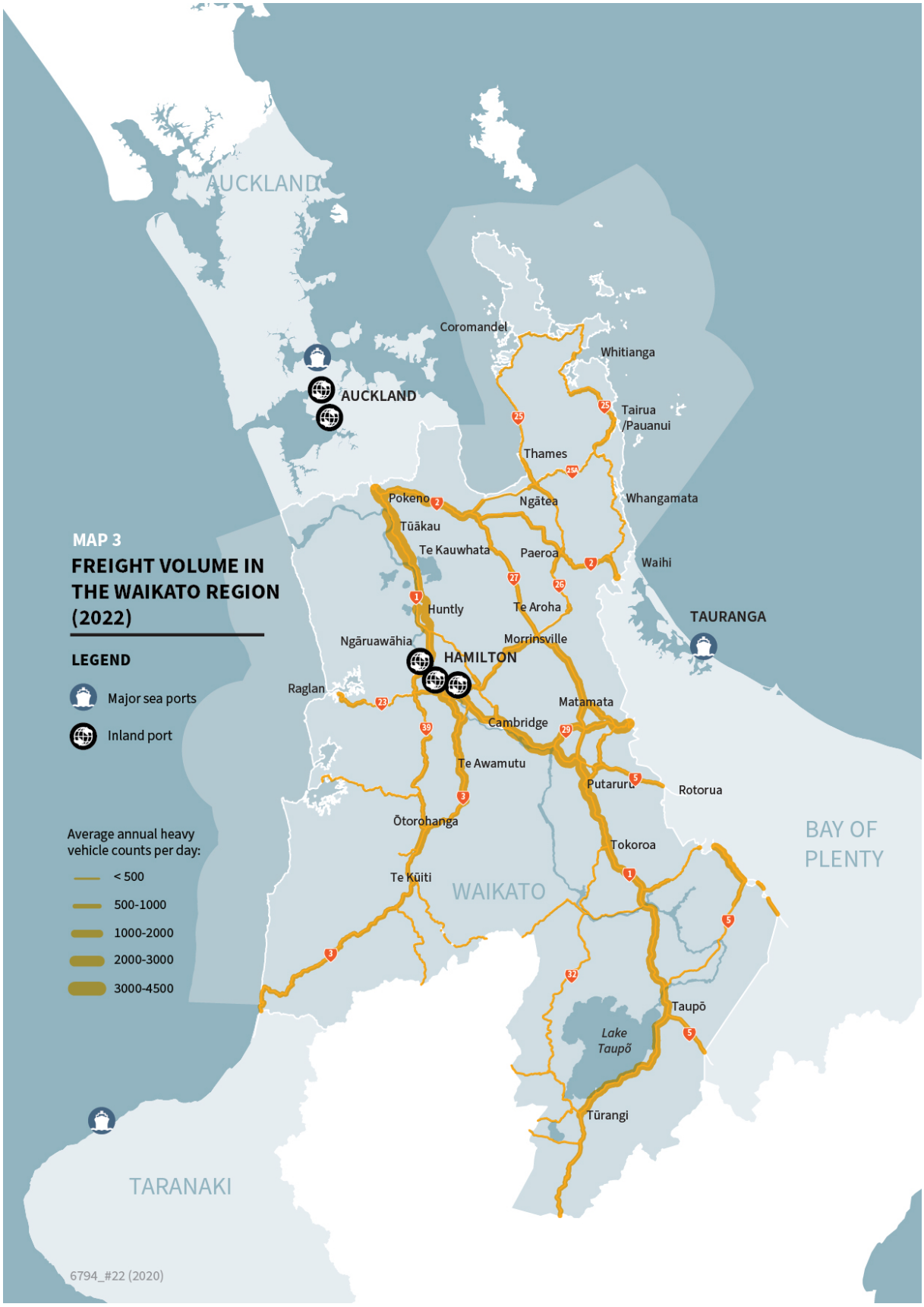
As introduced in Section 1, the Waikato region is well placed to take up key opportunities. Several key pieces of collaborative work completed since the 2021 RLTP have put the region in a position to roll out the implementation of transformative projects. This will put us on the path to deliver on our land transport vision and objectives.

The Waikato region can make substantial progress towards shaping a future transport system that lowers transport emissions and contributes to other national priorities, such as supporting sustainable urban development and regional development.

The region is ready to go. The case for investment in our strategic transport priorities is strong, as outlined in Section 3 of this Plan. But the region needs committed funding to make this happen.

Key opportunities include:

- Implementation of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case and Access Hamilton 30-year strategy for Hamilton City – this provides the **single most important opportunity** to transform urban mobility and transport emissions reductions. Refer to the Case for the Metro Spatial Area over page.
- Implementation of the Waikato Regional Public Transport Plan 2022-2032, the mission of which is to enable a better Waikato by enhancing people's lives and shaping the future with outstanding transport solutions. Amongst objectives to deliver an integrated network that improves regional accessibility and a transition to a ridership-oriented network for the Metro Spatial Area, the plan also aspires to deliver public transport services in a way that results in at least net neutral carbon emissions from 2025 to 2050.
- The future role of rail in our region is a key opportunity – for freight and passenger rail. Investing in rail will contribute across the region's transport objectives as well as national GPS strategic priorities. Refer to the Case for Rail over page.
- The Waikato region will continue to provide a nationally significant role in the distribution of freight with exciting opportunities to enhance freight efficiency and mode shift to rail with the Ruakura Superhub.
- Important resilience work is being undertaken to try and better understand the resilience risk around the Waikato region and pathways for adaptation. Investment in building wider community resilience is vital in sitting alongside the emissions reductions work.
- The climate events of early 2023 have been a wake-up call and this RLTP signals the importance of investing in future coastal transport/shipping as a valid transport freight option to strengthen the regional transport system, particularly for the Coromandel Peninsula. This is supported in the draft GPS.
- There are opportunities both through the Metro Spatial Plan implementation and more broadly through community transport initiatives to provide innovative transport options that will support accessibility and people's mobility, and that will support regional economic development.
- The region is well set up in the road safety space to deliver road safety implementation across the region, including innovative education programmes.
- The region is collaborative and organised and has a shared regional vision of where we want to go – the region is implementation ready for other agreed integrated land transport strategies and planning delivery.


MAP 3
FREIGHT VOLUME IN THE WAIKATO REGION (2022)
LEGEND
Major sea ports
Inland port
Average annual heavy vehicle counts per day:
< 500
500-1000
1000-2000
2000-3000
3000-4500
AUCKLAND
AUCKLAND
Coromandel
Whitianga
Tairua /Pauanui
Thames
Whangamata
Pokeno
Ngātea
Tūākau
Te Kauwhata
Paeroa
Waihi
Huntly
Te Aroha
TAURANGA
Ngāruawāhia
Morrinsville
HAMILTON
Raglan
Matamata
Cambridge
Te Awamutu
Putaruru
Rotorua
Ōtorohanga
BAY OF PLENTY
Tokoroa
Te Kūiti
WAIKATO
Taupō
Lake Taupō
Tūrangi
TARANAKI
6794_#22 (2020)

The case for investment in the Metro Spatial Area

Hamilton-Waikato Metro Spatial Plan

The Hamilton-Waikato Metro Spatial Plan outlines a vision and framework for how Hamilton City and the neighbouring districts of Waikato and Waipā will grow and develop over the next 100 or more years. This is delivered through the Future Proof partnership[2].

The plan identifies six transformational moves for change, including the need for **a radical transport shift** to an urban form shaped around a multi-modal rapid and frequent public transport network and safe walking and cycling networks.

This would support reduced carbon emissions, increased housing choice, more affordable housing and improved access to employment and key amenities.

The MSP approach for transport involves:

- Key move 1: A place-shaping integrated rapid public transport network linking major growth centres
- Key move 2: An appropriately scaled freight and movement road network providing convenient and reliable access for the region's economic activity hubs.
- Key move 3: An active mode network that improves the health and wellbeing of people, communities and the environment.

The metro area needs a transformational shift in the approach to urban development and infrastructure planning.

A radical transport shift to a multi-modal transport network shaped around where and how communities will grow.

Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case

A recommended programme for implementation to support compact urban form and the aspirations of the Hamilton-Waikato Metro Spatial Plan includes:

- rapid transit
- land use intensification
- walking and cycling and micromobility
- freight hubs and significant shift to rail
- shared bus and freight lanes
- supporting interventions (rural access programme, park and ride).

Benefits

Mode share:

- region wide mode shift 20%
- key bus rapid transport corridors Hamilton City 44%

Emissions:

- reductions for region of 7-10% between 2019 and 2035
- reductions for area within the key corridors of Hamilton would be 10-13%

The delivery of the programme relies upon road controlling authorities, land use planning agencies, public transport operators and government investors to work in a collaborative way to deliver the programme over the next thirty years. Along with the **Access Hamilton Strategy** this will **deliver the transformative change** that is needed and represents the **single most important opportunity** to transform urban mobility and reduce transport emissions in an integrated way.

2 *Future Proof sub-regional partnership including regional and territorial authorities, central government agencies and iwi.*

Opportunities for investment in rail

New Zealand Rail Plan

The New Zealand Rail Plan outlines the Government's vision and investment priorities for rail including the commitment to seeing rail play its part in a multi-modal transport system and the significant changes that are needed to strengthen rail.

Strategic investment priorities for a resilient and reliable rail network include:

- investing in the national rail network to restore rail freight and provide a platform for future investments for growth
- investing in the metropolitan rail networks to support growth and productivity in our largest cities.

The Government is committed to continuing to invest in rail through the Rail Network Investment Programme (RNIP) to achieve the priorities set out in the New Zealand Rail Plan. The immediate focus is predominantly on funding maintenance and renewal activities and ensuring a resilient rail network.

Emissions Reduction Benefits

- On average, every tonne of freight moved by rail produces at least 70% less carbon emissions.

Safety Benefits

- 2020 study estimates that rail eliminates ~280 safety incidents a year by reducing the volume of heavy traffic on the road.

The role of rail in the Waikato

Rail plays an important role in the national and regional transport system, particularly for the movement of freight in and through the Waikato region. The North Island Main Trunk (NIMT) and East Coast Main Trunk (ECMT) lines connect the Ports of Auckland and Port of Tauranga, facilitating economic productivity and regional and national economic growth. This is supported by multi-modal freight and logistics hubs. In 2019, up to 3 million tonnes of freight flowed through the region.

Te Huia inter-regional passenger rail transport – A success story

Backed by commitment of the Waikato RTC, the Te Huia inter-regional passenger rail service trial between Hamilton and Auckland was launched in April 2021. Despite Covid-19 cancellations and the impacts of multiple projects and maintenance works impacting the Auckland rail network, passenger numbers on this innovative trial continue to grow. Year 1 and Year 2 targets have been achieved. Figures for April 2023 show that Te Huia carries an average of 321 passengers each weekday. This is the equivalent of about 37,000 kilometres of car travel per day, which means more cars off the Hamilton to Auckland corridor and a reduction in transport emissions.

Now embedding Te Huia as a core part of our integrated regional land transport system is a critical priority for the Waikato region. This will continue to provide mutual benefits to Hamilton, North Waikato and Auckland commuters and visitors. The previous government signalled its commitment in the NZ Rail Plan and draft GPS to consider the potential for further strategic investment in the Hamilton to Auckland Rail Corridor, as well as enhanced regional services.

Future opportunities for rail in the Waikato:

- Better opportunities now that the funding of rail has been brought under the National Land Transport Fund framework to holistically plan for and integrate future rail activities into the regional land transport system.
- Supporting inter-regionally significant rail activities that will help to address constraints in the rail network and that will bring benefits to the Waikato region e.g., third and fourth main lines on NIMT; advocating for electrification of the NIMT and ECMT lines; double tracking the entire Hamilton to Auckland rail corridor; network upgrades to enable accelerated and increased levels of service.
- Providing additional infrastructure and continuous improvement of rolling stock to support growth opportunities and regional initiatives, with a focus on enhancing the Hamilton to Auckland rail corridor (rapid rail).
- Embedding Te Huia as a permanent service beyond 2026 (end of five-year trial), enhancing services and providing new stations in the North Waikato.
- Expanding inter-regional passenger rail between Hamilton and Tauranga.
- Building on the significant opportunities and national benefits the Ruakura Superhub will bring to the freight and logistics task.

Case study: Ruakura Superhub

The Ruakura Superhub is a large logistics zone that is being developed by Tainui Group Holdings (Waikato-Tainui) to meet an expected 60% increase in freight volumes in the area by 2042.

Ruakura Superhub will become the largest logistics and industrial hub in New Zealand and, when complete, will span over 500 hectares of land and will include an 84-hectare logistics zone. Included in the Superhub is an inland port which provides connectivity for high-capacity rail and road links between the major trade nodes of the New Zealand 'Golden Triangle' (Hamilton, Auckland, Tauranga) as well as southwards to the lower North Island. The inland port is a joint venture between Tainui Group Holdings and Port of Tauranga, who together will operate and expand the inland port as freight volumes grow.

Ruakura Superhub seeks to improve the freight system by transitioning the movement of freight away from the predominance of round-trip, road-based journeys towards more rail-based, one-way movements. With its large scale and links with the Waikato expressway, the Ruakura Superhub is expected to make it easier, cheaper and more sustainable to move goods to and from sea ports and throughout the upper North island.

Tainui Group Holdings has designed a range of environmental measures to support cleaner waterways, increase native habitats, and reduce the carbon emissions of the project. The inland port is expected to remove the need for 65,000 long-haul truck journeys each year, reducing carbon emissions by 600 tonnes per year. Tainui Group Holdings is also keeping track of the economic and social impacts of the development on Māori and Pasifika peoples and businesses.

This Superhub will provide increased resilience against supply chain disruptions, decreased cost of transport, increased volumes transported, all while decarbonising the national freight system – to the benefit to tenants, users and our environment alike.

The government has invested $40m into enabling public infrastructure for this strategic logistics development and see it as a project of national significance. The Ruakua Superhub is an example of how the Crown and iwi can work together to improve the freight and supply chain system.

Reference: Aotearoa New Zealand Freight and Supply Chain Strategy 2023

Opportunities for sustainable regional development

Regional Waikato

Over half of the region's population live outside of the metro spatial area. Communities in the region's smaller towns and rural areas have different transport needs to those living in the Metro Spatial Area. Transport options are more limited for people living in rural areas and the ability to provide alternative modes such as public transport is more challenging.

The region's key primary production economic sectors such as dairy, forestry, agriculture and aquaculture all rely on the wider rural road and rail network to get their product to export markets. There are a number of issues that are hindering the efficiency of the strategic transport network.

The severe weather events of 2023 highlighted the vulnerability of regional transport networks and regional communities to the impacts of climate change and other stresses. State highways and other lifeline routes were closed, sometimes for many months, leaving some of our regional towns and rural areas isolated.

The region also has a poor safety record with 70% of Waikato crashes occurring on rural roads. This is a significant and ongoing challenge for the region. Growth on the transport network in general is exacerbating the safety risk of travel and exposing people to greater levels of risk.

Sustainable regional development is a strategic priority in the draft GPS. It is important to ensure that our regional communities can readily and reliably access social, cultural, and economic opportunities through a variety of transport options.

Opportunities to build regional resilience	Opportunities to enhance well-being
• Prioritising transport activities that have climate change and resilience outcomes around the region. • Looking for opportunities to build coastal shipping and 'blue highway' corridors to build resilience into the transport system, particularly for Thames-Coromandel. • Implementing adaptation responses and focusing on wider community resilience. • Proposed new Regional Infrastructure Fund with capital funding of $1.2 billion as part of the coalition agreement of the new government.	• Improving public transport and community transport in those parts of the region that are not well served and where transport options are limited. • Providing on-demand public transport options where demographic factors mean people are unable to access health and education services (e.g for ageing populations, for areas with high levels of socio-economic deprivation). • Ensuring life-line access for communities. • Addressing regional road safety issues.

A regional success story

The Te Kūiti Connector and Tokoroa Connector are two new public transport services launched by Waikato Regional Council in February 2023, with support from Waitomo, Ōtorohanga, Waipā and South Waikato district councils, and tertiary education providers University of Waikato and Wintec Te Pūkenga. These communities previously had limited public transport options, but the new services provide opportunities for residents to access, among other things, higher education and health services in other parts of the region.

2.4 What we want the future regional transport system to look like in 30 years

In the longer-term (10 to 30 years) this is what we want the Waikato regional land transport system to look like:

- A low emissions transport future that is positive for the health of our people and the planet.
- Multi-modal transport options that are affordable, accessible, inclusive and safe for our users, including targeted public transport solutions to different community needs.
- To support compact urban centres with rapid and frequent passenger transport corridors – to see an efficient and thriving metro spatial area.
- A resilient, efficient and safe strategic transport network that facilitates economic activity and keeps regional communities connected.
- More freight moved by rail and coastal shipping / blue highway corridors to bolster resilience of the transport system.
- Inter-regional passenger rail enhanced in the Hamilton to Auckland corridor and opportunities realised to extend the reach (intra and inter-regionally to Tauranga).
- A proactive uptake of technologies to enhance and transform the future transport system.

This all requires a sustainable funding model and national funding commitments to realise the region's strategic aspirations for the regional land transport system.

SECTION 3 Regional policy framework

3.1 Introduction

This section sets out the regional policy framework for the 2024 RLTP. This is presented in a series of policy templates, one for each objective area. The regional policy framework is the road map of how the region will move towards achieving the vision and objectives for land transport in the Waikato region.

RLTP Vision

An integrated, safe, and resilient transport system that delivers on the wellbeing's of our diverse Waikato communities.

The regional policy framework has provided the 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.
- Satisfy other core requirements as specified in the LTMA.

3.2 Policy template structure

The policy templates for each objective area are presented as outlined in Figure 5 below.

For each objective area, key policies and supporting stakeholder actions are identified which are designed to respond to the key transport issues and problems discussed in Section 2 and Appendix A of the Plan.

High-level 10-year investment priorities are also identified, followed by a summary case for investment, which outlines the compelling reasons why the government and transport partners should invest in the Waikato region's key transport priorities.

Figure 5: Policy template structure

It is important to consider the templates holistically. Many policies and measures will contribute to more than one objective. This particularly applies to policies pertaining to Metro Spatial Plan implementation which cuts across several objective areas.

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 and activities identified in the regional programme of transport activities for funding under the Land Transport Fund.

Te Ture Whaimana o Te Awa o Waikato requires that the health and wellbeing of the Waikato and Waipā rivers is restored and protected for current and future generations. This serves as a guiding principle to shape implementation of all relevant actions within this plan.

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

3.3 Summary of regional transport priorities

The RTC has identified the region's high-level transport priorities for the next 10 years. These priorities and their case for investment are detailed in the following policy templates. They highlight the key focus areas for stakeholder action and priority investment over the next 3 to 10 years.

Summary of RLTP 10-year transport priorities

Climate change

- Reduce transport emissions
- Transform towards an environmentally sustainable, low carbon transport system

Resilience

- Maintaining the transport system
- Ensuring community access
- Building regional resilience.

Managing Growth and Economic Development

- Implementation of Metro Spatial Plan Transport Business Case programme
- Future proof and optimise priority strategic corridors (road and rail)
- Resolve rail constraints and build capacity

Accessibility / Transport Options

- Shape urban form to grow mode shift and provide transport options
- Targeted intervention to recognise different transport and accessibility needs across the region

Safety

- Implement the Safe System approach for the Waikato Region
- Focus on speed and infrastructure, education and behaviour change for high-risk and vulnerable users, and enforcement

3.4 Climate change template

Climate change problem **"Land use and transport planning has led to transport being a key contributor of greenhouse gas emissions which is exacerbating the effects of climate change."**	
Climate change objective *"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."*	
Policies	
P1	Transform the regional land transport system to give effect to the national Emissions Reduction Plan by: • Implementing the Hamilton-Waikato metro area VKT programme, the Hamilton-Waikato metro area mode shift plan, the Hamilton-Waikato Metro-spatial plan PBC, Access Hamilton and other regional emissions reduction strategies • Providing for urban form that supports low emission transport choices and mode shift • Encouraging growth in areas that already have good travel choices and shorter average trip lengths • Supporting the uptake of electric vehicles through a regionally consistent, equitable and enabling approach to charging infrastructure.
P2	Reduce emissions from freight by: • Improving the efficiency of strategic freight routes • Encouraging greater use of lower emissions freight modes such as rail and coastal shipping where it can be demonstrated it would result in better emissions outcomes • Supporting the uptake of new technology and low emissions vehicles and their associated infrastructure.
P3	Deliver a low emission regional public transport service by: • Transitioning to a zero-emission public transport fleet as a priority • Optimising corridors to improve fuel efficiency and reduce greenhouse gas emissions.
P4	Reduce adverse effects of transport on the environment, public health, and communities.
Alignment with other strategic objectives • Resilience • Accessibility and transport choices • Growth and economic development • Strategic corridors • Safety	**Alignment with draft GPS strategic priorities** • Reducing emissions • Increasing resilience • Sustainable urban and regional development

Climate change stakeholder implementation actions
1. WRC to work collaboratively with relevant territorial authorities to implement national direction for urban development, including supporting reductions in greenhouse gas emissions through good urban design.
2. WRC and transport partners to implement the Regional Public Transport Plan to: ○ deliver an integrated network of public transport services that enhances accessibility and wellbeing ○ electrify the bus fleet (and develop associated charging infrastructure) to enable net-zero public transport for the period 2025-2050 ○ support and promote the expansion of mass transit, such as the Te Huia passenger train connecting Waikato and Auckland and a rapid and frequent bus network in the Hamilton-Waikato metro area ○ support community transport providers to change to electric vehicles (EVs) where there are appropriate charging facilities at their destination.
3. WRC to work with stakeholders to advance regional transport emissions reduction, including via implementation of Metro Spatial Plan activities.
4. WRC and transport partners to investigate future urban form and transport planning and actions to support those most vulnerable to the impacts of climate change.
5. WRC to support stakeholders to implement a regionally consistent and enabling approach to EV charging infrastructure.
6. WRC to work with adjoining regional councils to support inter-regional connections, including public transport, passenger rail and EV charging, that result in reduced transport emissions while contributing to the collective upper North Island strategic transport network.
7. WRC to investigate options to offset interim and currently unavoidable transport emissions, while also increasing environmental and social resilience.
8. WRC to advocate to central government and territorial authorities to ensure that transport services and options for rural communities and provincial towns are improved and options for on-demand public transport in provincial towns are investigated.
9. Support delivery of services that achieve VKT reduction targets.

Climate change priorities

1. **Reduce transport emissions.**
2. **Transform towards an environmentally sustainable, low carbon transport system.**

The case for investment in the region's climate change priorities

There is a national expectation set through legislation and national policy documents that the transport sector will need to reduce its' transport emissions as a contribution to wider carbon emissions reductions. Transitioning to a lower carbon transport system is a strategic priority in the draft GPS. This means that Waka Kotahi is expecting to see transport activities in the regional programme of transport activities that will make an appropriate contribution to meeting national climate change targets, as well as to the headline target for climate change the region has identified for this RLTP.

Regional stakeholders have completed initial work to address transport emissions and the region is well positioned to implement this, but the emissions reduction challenge is a tough one. The evidence is telling us that unless there is concerted and dedicated investment on driving down emissions, the region will not meet these targets and will not be able to attain our regional objective of: *"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."*

- **Reducing transport emissions (Priority 1) and transforming towards an environmentally sustainable, low carbon transport system (Priority 2)** is a key focus of this RLTP. Implementing the Hamilton-Waikato Metro Spatial Plan Programme Business Case (MSP) will lay the groundwork for the transformational change that is needed to develop an environmentally sustainable, low carbon transport system in the metro spatial area. This represents the single most important opportunity to reduce transport emissions in the region and to transform urban mobility in an integrated way. The roll-out of the tranche of MSP activities that are identified in the regional programme of transport activities in Part B of the RLTP will represent the first step in a mid to longer-term roll-out of programme implementation identified in the business case to transform the metro spatial transport system and drive down transport emissions. The case for investing in the region's wider transport emissions reductions plans is strong: Hamilton-Waikato MSP, mode shift plan, metro area vehicle kilometres travelled (VKT) reduction programme, Access Hamilton and other local authorities transport plans, as well as electric vehicle planning support. Investment across this body of work will ensure the region is making a significant contribution to meeting national transport emissions targets. This will also bring wider co-benefits as outlined in the case for investment in our other regional transport priorities.

- Investing in MSP implementation will also support other priority implementation areas outside of the LTMA, including helping to meet national climate change emissions targets under the Ministry for the Environment's Emissions Reduction Plan. The Waikato region is also working collaboratively outside NLTF funding to develop a toolkit to support councils and providers to progress a network of electric vehicle supply equipment across the region. This will help to achieve national goals for electric vehicle uptake. Overall, investment in MSP implementation via NLTF and other implementation funding sources will make a significant contribution to meeting wider climate change targets

- Other priorities in the RLTP that focus on mode shift such as enhancing rail will help to drive down freight emissions. The Waikato region has the most extensive state highway network in New Zealand and a large local road network. Targeting investment to maintain resilient networks, the use of new technology, improved fuel efficiency and making better use of freight modes such as rail and potentially coastal shipping, will all help in reducing freight emissions, with regional and national benefits.

- Regional public transport activities will be delivered around the region in a way that achieves at least net neutral carbon emissions between 2025 to 2050 by transitioning to a zero-emission public transport fleet as a priority, as well as seeking to offset unavoidable emissions. Continued operation of Te Huia, the inter-regional passenger rail service between Hamilton and Auckland, is currently saving around 37,000 kilometres of car travel and resultant emissions per day. The case for continued investment in this service from an emissions reduction perspective alone, is strong.

3.5 Resilience template

Resilience problem **"The transport network is becoming increasingly vulnerable to climate change and other disruptions which is putting communities at risk and affecting the ability to maintain route security."**	
Resilience objective *"An efficient and resilient land transport system that ensures communities have route security and access to essential services."*	
Policies	
P5	Maintain and operate the regional land transport system in a way that improves the long-term sustainability and resilience of the system for the environment and communities.
P6	Improve resilience and route security of key strategic corridors and lifeline routes that support community and economic wellbeing, including: • SH1 – particularly south of Taupō in recognition of its function as the principal 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 impacts and competing access, tourism and economic functions • SH3 – in recognition of its economic and lifeline importance for the Taranaki region and the King Country • NIMT Hamilton to Auckland rail corridor (transport choice which improves resilience).
P7	Ensure short-term recovery of lifeline community access in the event of a disruption.
P8	Use best practice design, construction and maintenance standards (including nature-based solutions) to increase resilience of transport infrastructure projects.
P9	Avoid building new transport infrastructure in locations that are subject to hazard risk.
P10	Recognise and plan for the anticipated effects of climate change including flooding, storm surge and sea level rise, including where appropriate, protection, accommodation or managed retreat and alternative transport options such as coastal transport.
P11	Build community resilience by adapting the regional land transport system to support and facilitate future community needs by responding to changing demographics, transport choices and energy transition.

Alignment with other strategic objectives	**Alignment with GPS strategic priorities**
• Climate change • Accessibility and transport choices • Growth and economic development • Strategic corridors	• Maintaining and operating the system • Increasing resilience • Reducing emissions • Sustainable urban and regional development • Integrated freight system

Resilience stakeholder implementation actions

1. Waikato RTC to advocate for a sustainable and long-term funding commitment to address climate change impact vulnerabilities, particularly in areas of the region subject to the highest risk.
2. WRC to work with key partners to undertake comprehensive community and lifeline risk assessment.
3. WRC and partners to implement long term adaptation pathways for the Wharekawa Coast, Thames Coromandel Shoreline, Port Waikato and support the development of future adaptation pathways for areas such as the west coast (Kawhia and Marokopa) and Hauraki.
4. WRC to work with territorial authorities to develop regional guidelines for nature-based, climate-friendly urban design, transport and infrastructure networks, including:
   - low emissions urban form and innovation for whole of transport and infrastructure system emissions reduction
   - water-sensitive urban design
   - integrating green spaces and natural features into urban areas to help with temperature and flood control, improve air quality and create biodiversity corridors.

Resilience priorities

1. **Maintaining the transport system.**
2. **Ensuring community access.**
3. **Building regional resilience.**

The case for investment in the region's resilience priorities

The Waikato region, along with much of New Zealand, has experienced significant resilience issues over the last year in particular. A resilient and reliable transport network lies at the heart of a well-functioning land transport system that provides for the social and economic needs of the region's communities. Increasing resilience is a strategic priority under the draft GPS.

Climate change is increasing the severity and frequency of weather-related events. The evidence is clear and visible for all to see on parts of the region's ravaged strategic roading networks. This is taking a huge toll on communities around the region, particularly on Coromandel Peninsula communities. Priority investment must be directed to building resilience in order to meet the region's transport objective: *"An efficient and resilient land transport system that ensures communities have route security and access to essential services."*

- **Investment in maintenance of our transport system (Priority 1)** is critical and is the first step in ensuring a resilient transport network. It is a core enabler for the delivery of all our other strategic priorities and objectives. This is a national priority under the draft GPS. The better we maintain the regional land transport system, the better chance at withstanding extreme weather events. Deferring investment will only result in more costs down-track, particularly as the region faces the likelihood of greater resilience challenges. The maintenance cost burden for some of our rural districts is large and a growing issue which needs national funding attention. Thames-Coromandel District for example, faces critical resilience issues on both its state highways and local roads with an ageing population expected to pay ever-increasing local share of maintenance costs.

- **Ensuring community access (Priority 2)** recognises the need to invest in the resilience and maintenance of lifeline corridors to ensure communities have access to social and economic needs. The region's top two significant activities in the regional programme of transport activities in Part B of the RLTP are resilience projects, which reflects the Regional Transport Committee's priority weighting they have put on addressing resilience issues around the region. SH1 Bulli Point/Te Poporo will address the resilience, safety and environmental concerns on this stretch of highway along Lake Taupo. Investing in this activity will address a resilience pinch-point on the North Island's main inter-regional transport corridor and will bring wider local community, regional and national economic benefits. The Coromandel Hauraki Resilience Rebuild tranche of activities provides a significant opportunity to improve the resilience of the Coromandel and Hauraki transport network. This will bring a host of co-benefits including improved safety and social well-being outcomes, as well as saving money spent on remedial works.

Resilience priorities

1. **Maintaining the transport system.**
2. **Ensuring community access.**
3. **Building regional resilience.**

- The case for prioritizing investment to **build wider regional resilience (Priority 3)** is strong. It recognises that the challenge of climate change is not going to go away. The region has identified the need to focus on other strategic priorities that will work alongside the maintenance and community access priorities to strengthen the overall resilience of our regional communities. This includes investing in transport activities that provide a better integrated and more resilient land transport system, such as building rail capacity to compliment and provide an alternative mode to freight transport when disruptions to the strategic road network occur. Funding to support future coastal shipping initiatives is another example which could help build resilience for the Coromandel Peninsula. But building regional resilience also includes looking beyond climate change to other resilience factors, such as proactively looking at the future demographic needs of the region's communities, whether it is providing targeted public transport options for ageing communities or investing in transport solutions for areas of high deprivation. Investing in multi-modal transport options (as in the case for MSP investment) will increase the resilience of the transport system and will provide a range of other co-benefits.

- Investing in the region's transport priorities will also support other priority implementation areas outside of the LTMA, such as supporting and complementing work already underway in the region to determine adaptation pathways for areas at highest risk of climate change impacts, such as Wharekawa Coast, Thames-Coromandel Shoreline and Port Waikato. In the longer term each of these communities will need to consider adaptation strategies which will have an impact on transport infrastructure. Funding of transport activities to adapt in line with other national and regional plans and the outcome of local adaptation pathway planning will be critical to ensuring resilient communities.

3.6 Growth and economic development template

Growth and economic development problem **"Growth in the upper North Island and the Hamilton-Waikato metro spatial area is impacting on the efficient movement of people and freight."**	
Growth and economic development objective *"An integrated transport system that supports compact urban form and planned future growth."*	
Policies	
P12	Implement transport solutions that support agreed national and regional spatial planning outcomes for compact urban form, housing, and growth, particularly in the Hamilton-Waikato metro spatial area including: • Transitioning to an integrated, frequent and rapid public transport network linking urban growth centres • Optimising, and where appropriate prioritising, road corridor space for public transport and active modes in response to the changing transport needs of communities and future generations • Using a range of interventions and incentives to manage demand on the transport network, especially where network reliability and economic productivity is compromised • Supporting Future Proof, Metro Spatial Plan and Access Hamilton implementation.
P13	Support high density urban development around key public transport corridors in the metro area.
P14	Increase mode share of rail freight through support for: • Building 3rd and 4th main lines on Auckland southern corridor • Rapid rail in the Hamilton to Auckland corridor
P15	Plan for future inter-regional rail opportunities between Hamilton and Tauranga.
P16	Manage demand on the road network by supporting mode shift initiatives.
P17	Embed rail as an integral part of a regional multi-modal transport system for both passengers and freight.
P18	Invest in the national rail network to restore rail freight and provide a platform for future investments for growth.
P19	Encourage continued improvements and investment on the regions strategic rail network (NIMT and ECMT).
Strategic corridor objective *An efficient and resilient strategic corridor network that advances regional economic & social wellbeing.*	
Policies	

Growth and economic development problem **"Growth in the upper North Island and the Hamilton-Waikato metro spatial area is impacting on the efficient movement of people and freight."**	
P20	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.
P21	Protect and develop regionally significant multi-modal corridors to serve the future development and transport needs of the region.
P22	Manage growth to protect the function, capacity and efficiency of the strategic transport network in the region, in particular the Waikato Expressway, other strategic and lifeline corridors, and rail corridors.
P23	Optimise the region's strategic locational advantage and support critical freight and supply chain logistics hubs.
P24	Provide safe and appropriate multi-modal transport connections to key regional visitor destinations.
P25	Encourage an efficient and resilient land transport system that improves regional economic wellbeing.
P26	Support other regions' transport activities deemed to be of interregional significance to the Waikato region and that support inter-regional connections, including public transport, passenger rail and electric vehicle charging.

Alignment with other strategic objectives	**Alignment with GPS strategic priorities**
• Climate change • Resilience • Accessibility and transport options • Safety	• Maintaining and operating the system • Increasing resilience • Reducing emissions • Safety • Sustainable urban and regional development • Integrated freight system

Growth and Economic development stakeholder implementation actions
1. Future Proof partners to implement the transport initiatives of the Hamilton-Waikato Metropolitan Spatial Plan Programme Business Case, Waikato Regional Public Transport Plan and Access Hamilton to provide an integrated, frequent and rapid public transport service and other activities including walking, cycling and micro-mobility.
2. WRC to advocate for expansion of funding and services of Te Huia passenger rail service.
3. RTC and transport partners to undertake analysis of capacity on existing rail routes for freight services.
4. RTC and KiwiRail to advocate for rail (rolling stock, electrification, stations) and resolving constraints.
5. WRC and partners to advocate for funding outside of the region for key inter-regionally significant activities.
6. WRC to work with Bay of Plenty partners to ensure both regions have aligned infrastructure and spatial planning strategies that protect and support development of the SH1/29 inter-regional road and rail corridor through to the Port of Tauranga.
7. WRC to work with Auckland partners to ensure both regions have aligned infrastructure and spatial planning strategies that protect the function and efficiency of the SH1 inter-regional road and rail corridor.
8. WRC and Auckland partners to work on delivering services that support reduction of vehicle kilometres travelled (public transport and passenger rail), including inter-regionally.
9. WRC and transport partners to support Bay of Plenty Regional Council for funding to undertake a Business Case for a Hamilton to Tauranga rail service.

Growth and economic development priorities

1. **Implementation of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case.**
2. **Future proof and optimise priority strategic corridors (road and rail).**
3. **Resolve rail constraints and build rail capacity.**

The case for investment in the region's growth and strategic corridor priorities

The Waikato regional transport network is a critical component of the upper North Island transport system. The efficiency, safety and resilience of this system is therefore vital to ensuring sustainable urban and regional development, which is a national priority under the draft GPS.

The regional land transport system is coming under increasing growth pressure at regional, metro-spatial area and upper North Island scales. The evidence is clear that this is resulting in a number of issues and challenges that are impacting on the efficiency of the system. If nothing is done, then these issues will compound and be a hindrance to achieving the region's transport objective: "*An integrated transport system that supports compact urban form and planned future growth.*"

- **Committing investment to Priority 1, implementation of the Hamilton-Waikato Metro Spatial Plan Programme Business Case (MSP)** will lay the groundwork for the transformational change that is needed to develop a sustainable land transport system in the metro spatial area, fit for the future growth needs of the metro. The roll-out of the tranche of MSP activities that are identified in the regional programme of transport activities in Part B of the RLTP will represent the first step in a mid to longer-term roll-out of programme implementation identified in the MSP business case to transform the metro spatial transport system. This demonstrates the region is ready with its planning and now needs funding prioritisation to realise the many co-benefits investing in these transport activities will bring: transport efficiencies which will support future urban form and growth, emissions reduction, mode shift and greater transport choice, improved safety outcomes, and wider regional and inter-regional transport benefits.

Growth and economic development priorities

1. **Implementation of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case.**
2. **Future proof and optimise priority strategic corridors (road and rail).**
3. **Resolve rail constraints and build rail capacity.**

Investing in MSP implementation will also support other priority implementation areas outside of the LTMA, such as land-use policies and programmes under other national and legislative frameworks (e.g. NPS on Urban Development). Investment in MSP implementation will make a significant contribution to meeting other national and regional spatial planning outcomes.

- **Continued investment in the region's priority strategic inter and intra-regional transport corridors (Priority 2)** is critical to ensuring wider regional and national economic outcomes. Funding the state highway maintenance and improvement activities identified in the regional programme in Part B of the RLTP will ensure the strategic upper North Island transport system is more efficient in serving its' function in moving people and freight. The Waikato Expressway is a key component of the region's key strategic SH1/SH29 inter-regional corridor. The Expressway improves economic growth and productivity through more efficient movement of people and freight. But it is currently constrained south of Cambridge where the four-laning stops. The SH1 Cambridge to Piarere long-term improvements activity is a key priority for the Waikato region. Prioritising funding for this, along with inter-regional significant activities on SH29 in both the Waikato and Bay of Plenty regions will ensure this nationally strategic transport corridor is able to accommodate future growth demands. Both SH1 Cambridge to Piarere and SH29 Tauranga to Tauriko are identified as strategic projects for investment in the draft GPS.

- **The case for investing in rail (both regionally and in the upper North Island) is compelling (Priority 3).** The desire to see rail opportunities enhanced is signalled through the draft GPS and the NZ Rail Plan, and it is a key priority for the Waikato region. An integrated freight system is a strategic priority for the draft GPS. The region's NIMT and ECMT strategic rail corridors are an integral part of the Waikato and upper North Island's freight system. To unlock the opportunities for rail and the benefits it will bring, including contributing to a more resilient integrated transport system and emissions reduction, funding commitment is needed to tackle the current constraints holding back rails potential. Targeting these constraints will unlock the tremendous opportunities we see in the region with the on-going development of Tainui's Ruakura Superhub. It will also help to realise a more efficient Hamilton to Auckland NIMT rail corridor that can support the desired expansion of Te Huia's inter-regional passenger rail services. This service provides inter-regional benefits, beyond the users of the service. It provides resilience and transport choice to communities on both sides of the regional border, and it provides benefits to the wider inter-regional transport network that is facing significant future growth pressures. Investing in Te Huia as a continuous transport activity will provide wider benefits and a stepping-stone for future inter-regional passenger rail between the Waikato and Bay of Plenty regions.

3.7 Accessibility/Transport options template

3.7 Accessibility/Transport options template

Accessibility/Transport options problem **"The transport system struggles to provide people with safe, reliable and equitable transport options to meet their social, cultural and economic needs."**	
Accessibility/Transport options objective *"An integrated transport system that provides transport options for differing community access and mobility needs."*	
Policies	
P27	Improve accessibility and travel choice to enhance individual and community wellbeing across the region.
P28	Provide an efficient, accessible, inclusive and equitable public transport system across the region by: • Implementing the policies and actions in the Regional Public Transport Plan • Supporting tailored transport solutions for different communities • Providing for the transport disadvantaged.
P29	Move to a funding model that supports the expansion of public transport services across the region.
P30	Embed Te Huia as a permanent inter-regional passenger rail service beyond 2026 (end of five-year trial).
P31	Plan for opportunities to improve the Te Huia service including enhanced timetable, replacement of rolling stock and new railway stations in North Waikato.
P32	Provide for urban form that supports the uptake of walking, cycling, and public transport.
P33	Increase and enhance safe, accessible, and inter-connected walking, cycling and micro-mobility networks in urban and rural towns.
P34	Promote travel demand initiatives and technology that supports travel behaviour change, mode shift and compact urban form.
P35	Develop fit-for-purpose transport options to support rural communities.
P36	Support community-led transport initiatives to improve access for communities, particularly in rural towns and where transport options are limited.
P37	Embed Community Transport as an integral component of the public transport system in the Waikato region.
P38	Expand Total Mobility throughout the region to provide for the transport disadvantaged and accessible health needs of communities.

Accessibility/Transport options problem **"The transport system struggles to provide people with safe, reliable and equitable transport options to meet their social, cultural and economic needs."**	
P39	Recognise the positive impact on health, wellbeing and connectedness of active transport modes, and improved accessibility and transport options, including for the transport disadvantaged.

Alignment with other strategic objectives	**Alignment with GPS strategic priorities**
• Climate change • Resilience • Safety • Growth and Economic development	• Sustainable urban and regional development • Reducing emissions • Safety • Increasing resilience

Accessibility/Transport choice stakeholder implementation actions
1. WRC and Futureproof partners to implement the MSP-PBC and interventions needed to build a public transport network that supports the Hamilton-Waikato Metro Spatial Plan, Regional Public Transport Plan and Access Hamilton Strategy.
2. WRC to advocate for additional funding for improvements to Te Huia that would enhance access including additional stations in north Waikato.
3. Continue to focus on improvements that enable patronage growth of Te Huia.
4. Support development of the infrastructure that enables transport choice and improve public transport reliability and frequency.
5. Work with tangata whenua and transport partners to investigate options to improve rural community access to transport.
6. WRC to collaborate with Territorial Authorities to expand the Community Transport services and Total Mobility Scheme beyond the existing service areas.
7. WRC along with transport partners to support and expand delivery of Community Transport services within rural communities.
8. 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 to commence the procurement to replace the Te Huia Passenger Rail rolling stock by June 2024.
9. WRC to instigate trials of low-cost low risk public transport services over the next 3 years (e.g., Eastern Connector service enhancement; Raglan regional bus extension).
10 Advocate for national funding recognition and guidance to develop a sustainable community-led transport service.
10. Build stronger partnerships with the health sector to enhance access to transport options for communities to improve health outcomes.

Accessibility/Transport options priorities
1. Shape urban form to grow mode shift and provide transport options. **2. Targeted intervention to recognise different transport and accessibility needs across the region.**

The case for investment in the region's accessibility / transport options priorities

The Waikato region is diverse with urban and rural communities requiring different transport solutions. The primary objective of the draft GPS strategic priority for sustainable urban and regional development is a transport system where people can readily and reliably access social, cultural, and economic opportunities through a variety of transport options.

The evidence tells us that this is not the case. Our current transport system does not effectively meet these diverse needs, particularly for the transport disadvantaged (which is a specific consideration for RLTPs under the LTMA). Ensuring accessibility and providing transport options for our regional communities is therefore critical if we are to meet our objective for: *"An integrated transport system that provides transport options for differing community access and mobility needs".*

- The case for investment in **Priority 1 to shape urban form to grow mode shift and provide transport options** is strong. The Waikato region is ready to implement a tranche of activities through the Hamilton-Waikato Metro Spatial Plan programme business case, Regional Public Transport Plan and Access Hamilton Strategy to deliver on the sustainable urban development priority and to transform urban mobility. The MSP outlines the radical transport shift

Accessibility/Transport options priorities

1. **Shape urban form to grow mode shift and provide transport options.**
2. **Targeted intervention to recognise different transport and accessibility needs across the region.**

required to an urban form shaped around a multi-modal rapid and frequent public transport network and safe walking and cycling networks. The tranche of MSP activities identified in the regional programme of transport activities in Part B of the RLTP represents the first step in a 30-year programme of transformational delivery. Funding commitment to this programme will represent the single most important opportunity to provide transport options to the metro spatial and wider community. It will also have wider benefits as outlined in the other regional policy templates case for investment.

- Enhancing passenger rail opportunities will also contribute to providing transport choice. The case for continued investment in the innovative Te Huia inter-regional rail service between Hamilton and Auckland can be seen in patronage growth, despite setbacks to the trial over the last few years including Covid-19 cancellations and projects and maintenance works impacting the Auckland rail network. Both Year One and Year Two targets have been achieved. Securing future funding for Te Huia to embed and expand the service as part of an integrated inter-regional transport network is of critical importance to the Waikato region. This provides social, economic and emissions reductions benefits to the wider inter-regional community.

Investing in MSP implementation will also support other priority implementation areas outside of the LTMA, such as integrated land-use and transport policies and programmes under other national and legislative frameworks that support the achievement of well-functioning urban and regional environments (e.g. NPS on Urban Development; housing affordability policy). NLTF investment in MSP implementation along with other funding implementation will make a significant contribution to meeting national and regional spatial planning outcomes that support improved quality of life and transport choice for our urban and rural communities.

- The case for **targeted intervention to recognise different transport and accessibility needs across the region (Priority 2)** is compelling. The demographic picture tells us where we have communities that require targeted transport options. With a growing elderly population, particularly in some of the region's rural districts, there is an increasing need for public transport and community transport providers to help assist people access essential services and health care. Community Transport providers are a lifeline for some rural communities. The region is well set up to build on these community-led transport initiatives; the challenge is securing funding to continue to deliver and expand these services. The operative RPTP recognises this changing role for public transport with more targeted and demand-led services providing better community reach. The region has seen success stories like the Te Kuiti and Tokoroa connectors highlighted under "Opportunities for sustainable regional development" in Section 2.3 of the RLTP.

- The case for funding a range of accessible and integrated travel options included in the regional programme of transport activities, including public transport, walking and cycling, micro-mobility and passenger rail, will improve the overall health and well-being of our regional communities.

3.8 Safety template

Safety problem **"System failures and user behaviours expose people to risk, resulting in the unacceptable occurrence of deaths and serious injuries."**	
Safety objective *"A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured".*	
Policies	
P40	Ensure investment in road safety improvements is based on the Road to Zero safe system approach.
P41	Plan and implement safe and appropriate speeds and infrastructure via the Regional Speed Management Plan (RSMP) encompassing local speed management plans.
P42	Use best practice design with safety at the core of integrated land use and transport planning.
P43	Maintain a collaborative and regional approach to implementing Road to zero for the Waikato and facilitation of road safety initiatives.
P44	Ensure better road safety outcomes for Māori through meaningful partnerships and initiatives.
P45	Target behaviour change and education programmes to highest risk and vulnerable road users.
P46	Improve road safety outcomes by focusing on high-risk intersections, rail level crossings, and urban and rural roads and for vulnerable transport users.
P47	Implement key actions under the Road to Zero for the Waikato strategic plan.
P48	Support integrated infrastructure improvements that have a primary focus on safety outcomes.

Alignment with other strategic objectives	**Alignment with GPS strategic priorities**
• Resilience • Accessibility and transport choices • Growth and Economic development • Climate change	• Safety • Sustainable urban and regional development • Increasing resilience • Reducing emissions

Safety stakeholder implementation actions
1. WRC to work with RCAs to deliver local and regional speed management plans.
2. Waikato Regional Road Safety Forum to oversee implementation of Road to Zero for the Waikato.
3. KiwiRail to work with RCAs to address rail level crossing safety and other associated road and rail safety issues in the Waikato region.
4. Regional road safety partners lead Vision Zero and Safe System conversations and implement education and behaviour change programmes.

Safety priority

1. **Implement the Safe System approach for the Waikato region.**
2. **Focus on speed and infrastructure, education and behaviour change for high-risk and vulnerable users and enforcement.**

The case for investment in the region's safety priorities

Road safety is a national priority under the draft GPS and is embedded in the Road to Zero national strategy. This strategy is based on the Safe System principles that recognise that 'while we promote good choices' 'we need to plan for mistakes', 'we need to design for human vulnerability', 'we share responsibility for improving road safety', and 'we need to strengthen all parts of the road transport system'. The Safe System approach supports Vision Zero where no-one is killed or seriously injured in road crashes on New Zealand's roads.

Despite concerted efforts by regional stakeholders, the Waikato region continues to face significant challenges in addressing transport safety issues. The Waikato region has the highest number of road trauma deaths on a per region basis compared to the rest of the country. Population growth and associated growth on the transport network is exacerbating the safety risk of travel and exposing vulnerable road users to greater levels of risk. Since 2013, road deaths and serious injuries in the region represent on average about 20 percent of national road casualties each year. In 2022 alone, 73 people were killed and 374 were seriously injured on Waikato roads. This is nearly twice what a region might expect based on population numbers, with the estimated social cost to the region about $500 million per year. If this situation continues, we will be unable to meet our regional objective of: *"A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured."*

- Implementing the **Safe System approach for the Waikato region (Priority 1)** requires committed funding across all components of the Safe System. Given the evidence in Appendix A of the RLTP, it is clear that the case for investment in road safety in the Waikato region is a nationally significant issue. If well-funded road safety interventions can target Waikato's road safety problem, it will help to address national targets set in Road to Zero. This will provide both regional and national benefits.
- **Targeting investment to speed and infrastructure, education and behaviour change for high-risk and vulnerable users, and enforcement (Priority 2)** will enable a Safe System approach. The regional programme of transport activities in Part B of the RLTP contains a suite of safety infrastructure activities that are part of the delivery of the Road to Zero Speed and Infrastructure Programme (SIP) across the region. Targeting roads and roadsides that offer the greatest potential to reduce deaths and serious injuries through investment in the SIP programme will go a long way in contributing to a safer, more efficient transport network.

Speed or driving too fast for the conditions continues to be a significant contributor in fatal and serious crashes in the Waikato. As an early adopter of local speed management plans, the Waikato has the opportunity to continue to build on speed management leadership both regionally and nationally.

The Waikato region is well set up collaboratively to continue to deliver targeted road safety outcomes for the region. The region invests heavily in education and behaviour change programmes, targeting highest risk and vulnerable people to help save lives and reduce serious injuries. On-going funding commitment is crucial to educate the next generation of Waikato drivers.

Safety priority

1. **Implement the Safe System approach for the Waikato region.**
2. **Focus on speed and infrastructure, education and behaviour change for high-risk and vulnerable users and enforcement.**

Investing in the region's transport priorities will also support other priority implementation areas, most notably the work of the NZ Police in their enforcement work and Kiwi Rail with respect to rail safety. The contribution of Police activities in complementing the safety activities identified in the regional programme of transport activities is outlined in section 4.3.1 of the RLTP. The work of the Waikato Regional Road Safety Forum also complements and supports the integrated land use and safety work that territorial authorities undertake to enhance the safety of urban environments through their land use polices and plans.

- Ultimately, safe roads and a safe transport system is fundamental to the well-being of our communities, to enable all people to have equitable transport choice and to safely use alternate modes to the car, and to arrive safely at their destinations every time they travel. Investment across the region's other transport priorities will help to achieve the road safety vision for the Waikato.

Wāhanga B: Te Hōtaka ā-rohe mō ngā mahinga waka
Part B: Regional Programme of Transport Activities

SECTION 4 Regional programme of transport activities

4.1 Introduction

Section 4 sets out the regional programme of transport activities for our region, including a list of prioritised significant transport activities the Regional Transport Committee (RTC) is seeking funding for through the National Land Transport Fund (NLTF).

Transport activities considered to be inter-regionally important to our region are also identified in this section. These include transport projects that either span regional boundaries or lie within adjacent regions, that are considered to be fundamental to achieving the Waikato region's transport objectives.

The regional programme, alongside other implementation actions identified in Section 3 of the Plan, is a key tool in implementing the strategic policy direction for transport in our region, especially over the next three to six years.

4.2 Development of the regional programme

The regional programme of transport activities is comprised of transport activities put forward by organisations responsible for their delivery, including Waka Kotahi, local authorities and for the first time KiwiRail with their Rail Network Investment Programme included.

Activities for which funding has already been approved are referred to as committed activities, and along with maintenance and operational activities, are automatically included in the programme.

Other activities are put forward at the discretion of the Regional Transport Committee, including a list of prioritised significant activities over $2 million which is required under the LTMA. The method for prioritising the region's significant activities is set out in Appendix F along with the Significance Policy in Appendix E.

As well as the need to consider scheduling and efficiency factors and the need to satisfy statutory alignment with the GPS, the RTC has also considered the contribution of significant activities to the strategic policy framework of the RLTP (outlined in Section 3). This means the activities in the programme have been assessed as to how well they contribute to our region's strategic transport objectives and priorities.

Legal requirements for the regional programme

- 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.

4.3 Regional programme

The full regional programme of activities for which funding is sought from the NLTF is included in Appendix G. The activities are costed on 6 years. It is set out as a series of tables grouped by activity class. The activity classes represent similar groups of transport activities to which funding is allocated to. The draft GPS 2024 activity classes include:

- public transport services
- public transport infrastructure
- inter-regional public transport
- state highway maintenance
- state highway improvements
- local road maintenance
- local road improvements
- investment management
- rail network
- safety
- walking and cycling improvements
- coastal shipping.

The inter-regional public transport activity class is a new category introduced for draft GPS 2024. The only other change in activity classes from the previous GPS is the renaming of the old Road to Zero activity class to the new Safety Activity Class.

Each activity class table identifies the project or activity, the project phase and indicative costs over the next three and six-year period. The primary contribution the activity makes to the region's strategic transport objectives is also noted.

It is important to note that many activities will provide cross-benefits to other strategic regional transport objectives beyond the primary objective area identified in the programme tables.

4.3.1 Regionally Significant Activities

The prioritised list of regionally significant activities is outlined in Appendix H. Almost 40 activities have been prioritised by the RTC to signal to Waka Kotahi the most important activities the region sees as requiring priority funding contribution from government.

The majority of significant activities have been put forward by Waka Kotahi for state highway improvements and by Hamilton City Council (HCC) to deliver on Metro Spatial Plan (MSP) and Access Hamilton objectives.

Top 10 priority activities include:

- *1) SH1 – Bulli Point/Te Pōporo* – addressing the safety, resilience and environmental concerns on this stretch of State highway 1 alongside Lake Taupō has been a long-standing priority for the RTC. This is part of the nationally strategic route linking the upper North Island to Wellington and the resilience of this section of highway is of utmost importance to the country. The case for investment in upgrading this section of SH1 is clear with continued truck safety issues threatening the safety and efficiency of this corridor and posing a serious environmental threat to Lake Taupō. A longer-term solution to securing the resilience of the SH1 Taupō to Desert Road corridor is supported by a first step programme business case activity that has been prioritised in this plan.

- *2) Coromandel Hauraki Resilience Rebuild & 3) Coromandel Bypass* – there are significant resilience issues on the Coromandel state highway network (SH25 and SH25A) and the wider Coromandel/Hauraki state highway and local road network in the region. This includes significant storm damage following Cyclones Hale and Gabrielle as well as several other extreme weather events in the summer of 2023. These events have been responsible for closing sections of road along the length of SH25 and most notably at Taparahi on SH25A and the alternative/detour routes.

This tranche of activities provides a significant opportunity for resilience improvements for those corridors which suffered widespread damage, as well as local roads which act as detour routes. There is an opportunity to build a more resilient transport network for the Coromandel communities which will be better able to withstand weather events. Resilience and climate change response has been given our largest weighting in terms of RLTP objective focus. But it will also bring other cross benefits including saving money spent on emergency remedial maintenance and improving safety.

- *4) SH1 Cambridge to Piarere* – long-term improvements / extension of Waikato Expressway. This has been a long-standing priority for the RTC. This activity is identified in the draft GPS as a strategic project of national importance under the Strategic Investment Programme. The Tauranga to Tauriko SH29 corridor in the Bay of Plenty is also included as a strategic national project and the Waikato region recognises this as a project of inter-regional significance (see section 4.4). This signals the need to improve safety, reliability and connectivity of SH1 between Cambridge and Piarere to reflect the nationally strategic importance of the SH1/SH29 corridor linking the Auckland, Waikato and Bay of Plenty regions.

- *5) to 10) MSP Activities* – this tranche of activities put forward from Waipā District Council, Hamilton City

Council, Waikato Regional Council and Waka Kotahi collectively deliver on Metro Spatial Plan Programme Business Case implementation. This includes activities to improve public transport and urban mobility (walking, cycling, micro-mobility) in the Future Proof sub-region. Metro Spatial Plan implementation has been identified as a key priority for this RLTP to start to deliver on the transformational change needed to drive down transport emissions and provide transport choice for the sub-region.

The key regionally significant activities identified for this RLTP and their contribution to our transport objectives are outlined on Map 4.

The contribution of prioritised regionally significant activities to our transport objectives is also depicted in the pie graphs below (Figures 6 and 7).

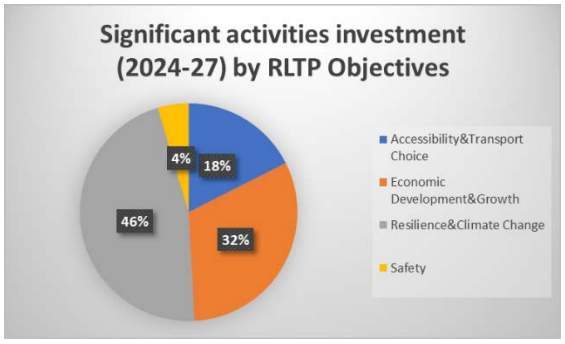


Figure 6: Significant activities investment (2024-27) by RLTP objectives. *Note: Investment for Speed and Infrastructure Programme (SIP)* ***excluded****.*

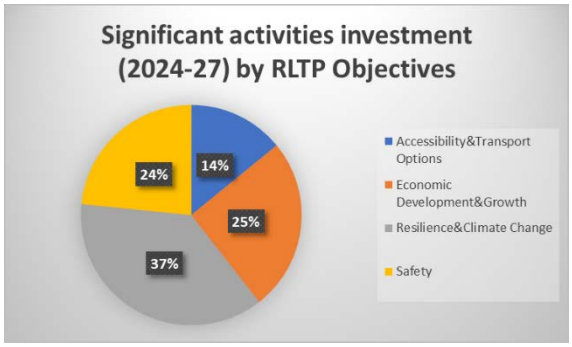


Figure 7: Significant activities investment (2024-27) by RLTP objectives. *Note: Investment for Speed and Infrastructure Programme (SIP)* ***included****.*

This illustrates a good contribution of significant activities to the region's weighted objectives discussed in section 2.2 of the Plan.

In particular, there is a sizeable contribution of projects and activities that will address resilience and climate change, which the RTC has identified as being the most significant issue the RLTP needs to respond to over the short to longer term.

There is also a good contribution of significant activities that will contribute to the economic development and growth objectives of the RLTP and that will contribute to wider national outcomes.

Of course, many of these activities will also contribute to better safety (and resilience) outcomes, which will elevate the overall contribution the significant activities programme will make to our safety objective. You can see how the safety contribution is lifted in Figure 7 when the Road to Zero Speed and Infrastructure Programme (SIP) is taken into account.

The safety aspects of the regional programme are also complemented by the work of the NZ Police (funded nationally outside of the NLTF). Under the LTMA, the RLTP must include an assessment of the relationship of Police activities to the Plan. This is outlined below.

The significant activities programme also contains a number of transport activities that primarily contribute towards our transport options / accessibility objective.

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 several regional working groups including the Waikato Regional Road Safety Forum and the Road to Zero 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 delivering on the safety objective of the RLTP and 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".

The New Zealand Police directly implement complementary road safety policy through their Safe Road Operating Model (2023). The purpose of the operating model 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. This underpins the Road to Zero strategy. New Zealand Police is committed to road safety, reducing crime and social harm, and building public trust and confidence to make Aotearoa the safest country.

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 and deployment to risk
- general deterrence theory
- being highly visible
- Waka Kotahi activity requirements under the Road Safety Partnership Programme
- Road to Zero 2020-2030 for the Waikato Region.

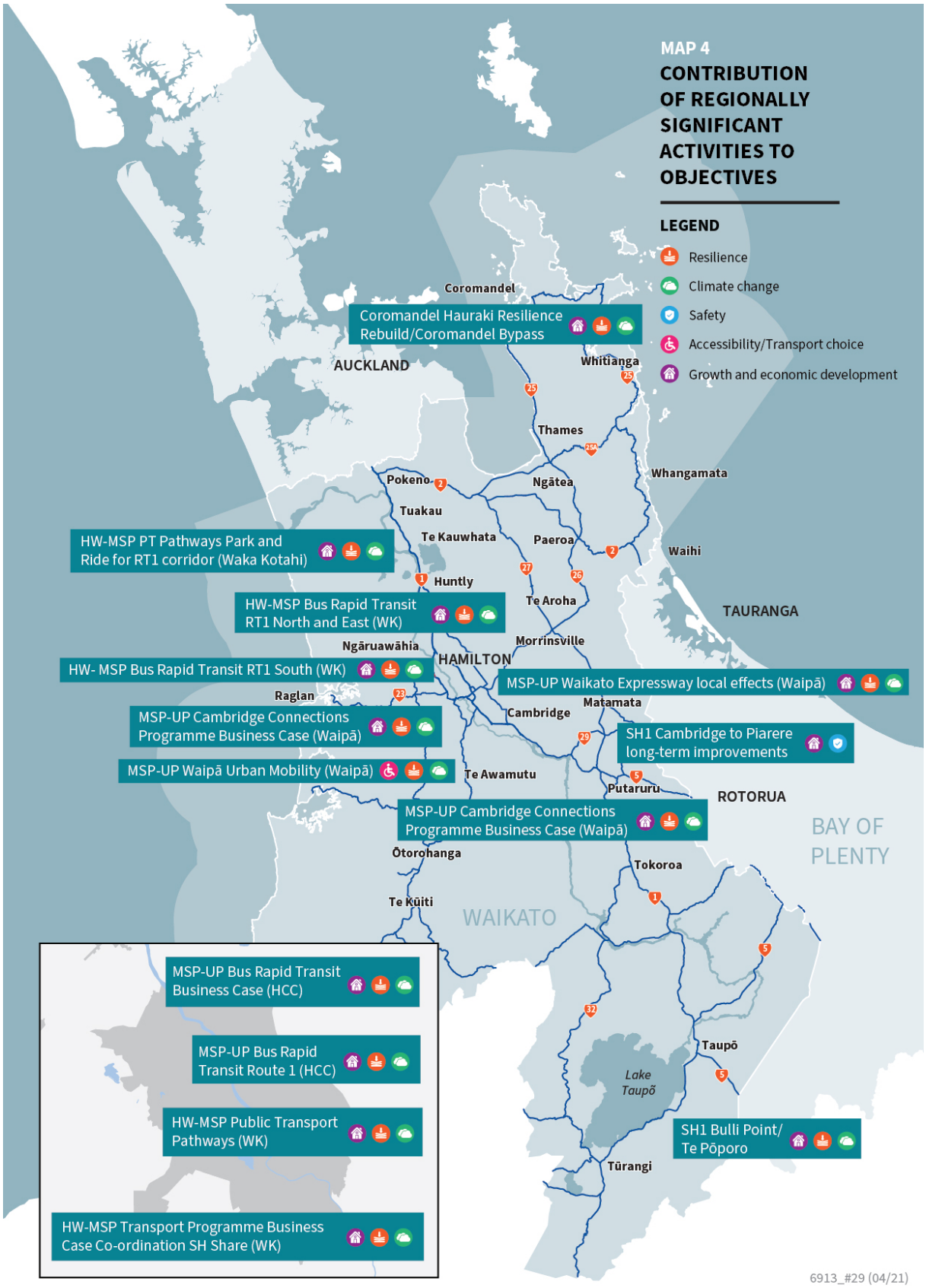
Key priorities that the New Zealand Police focus upon include:

- restraints
- impairment (alcohol and drugs: both legal and illegal)
- distractions
- speed (primarily in rural areas) including lower end speeding offences.

Other key focus areas include:

- a focus on public awareness (to achieve the mind-shift needed to achieve the road safety target)

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.


MAP 4
CONTRIBUTION OF REGIONALLY SIGNIFICANT ACTIVITIES TO OBJECTIVES
LEGEND
Resilience
Climate change
Safety
Accessibility/Transport choice
Growth and economic development
Coromandel
Coromandel Hauraki Resilience Rebuild/Coromandel Bypass
AUCKLAND
Whitianga
Thames
Whangamata
Pokeno
Ngātea
Tuakau
Te Kauwhata
Paeroa
Waihi
HW-MSP PT Pathways Park and Ride for RT1 corridor (Waka Kotahi)
Huntly
HW-MSP Bus Rapid Transit RT1 North and East (WK)
Te Aroha
TAURANGA
Ngāruawāhia
Morrinsville
HAMILTON
HW- MSP Bus Rapid Transit RT1 South (WK)
MSP-UP Waikato Expressway local effects (Waipā)
Raglan
Matamata
Cambridge
MSP-UP Cambridge Connections Programme Business Case (Waipā)
SH1 Cambridge to Piarere long-term improvements
MSP-UP Waipā Urban Mobility (Waipā)
Te Awamutu
Putaruru
ROTORUA
MSP-UP Cambridge Connections Programme Business Case (Waipā)
BAY OF PLENTY
Ōtorohanga
Tokoroa
Te Kūiti
WAIKATO
MSP-UP Bus Rapid Transit Business Case (HCC)
MSP-UP Bus Rapid Transit Route 1 (HCC)
Taupō
Lake Taupō
HW-MSP Public Transport Pathways (WK)
SH1 Bulli Point/ Te Pōporo
Tūrangi
HW-MSP Transport Programme Business Case Co-ordination SH Share (WK)
6913_#29 (04/21)

4.4 Inter-regionally significant activities

There are a number of inter-regionally significant activities that are important to the Waikato region because they give effect to our regional objectives and priorities, as well as being important contributors to the upper North Island integrated transport system.

The Waikato region cannot realise its vision for our land transport system within our jurisdictional boundaries alone. The region is part of an upper North Island interconnected system where the Waikato region plays an important role in facilitating the inter-regional movement of people and freight through the Golden Triangle of Auckland, Waikato and Bay of Plenty regions.

A shared view on our inter-regionally strategic corridors is therefore very important. Understanding and supporting inter-regionally significant activities will help to ensure that benefits are maximised for the Waikato region.

A list of inter-regionally significant activities supported by the RTC is included in Table 2 below.

Inter-regionally significant activities	
Activity	**Description of Significance to Waikato**
Significant inter-regional activities Auckland region	
• SH1/SH29 inter-regional corridor between Auckland, Hamilton and Tauranga:	• Supporting transport activities and improvements that enhance safety and efficiency on this nationally significant inter-regional corridor. • Supporting delivery of growth initiatives for people and freight.
• SH1 Auckland Southern Corridor optimisation and capacity improvements	• Supporting this activity will ensure that the significant investment in the Waikato Expressway will not be compromised. Constraints on the network that could undermine travel time savings, improved connectivity and enhanced access and safety outcomes need to be addressed.
• SH2 corridor activities between Pōkeno and Tauranga that improve safety outcomes	• Supporting these activities will help to improve safety outcomes in the Waikato region.
• North Island Main Trunk (NIMT) rail corridor	• Addressing rail constraints within the Auckland region is essential to reduce the conflict between freight and passenger rail, to improve reliability and efficiency of rail, and to enable the future expansion of freight and passenger rail services. The following activities are therefore supported:
• Inter-regional planning activities that support integrated land use and transport investment outcomes and co-benefits	• Ensuring an upper North Island lens over the transport network will ensure we are planning and implementing a sustainable future transport system.
Significant inter-regional activities Bay of Plenty region	
• SH1 / SH29 inter-regional corridor between Auckland, Hamilton and Tauranga:	• The draft GPS has identified Cambridge to Piarere and Tauranga to Tauriko as strategic projects of national importance under the Strategic Investment Programme. The Waikato region views the SH1/29 inter-regional corridor as a key priority with co-benefits to the upper North Island regions. It is therefore vital to support activities on this corridor on both sides of the regional boundary that will provide safe and reliable journeys for people

Inter-regionally significant activities	
	and freight, and that will support the delivery of growth initiatives in both regions.
• East Coast Main Trunk (ECMT) rail corridor	• Support activities that enhance resilience and efficiency of the ECMT, including future proofing for future inter-regional passenger rail (electrification of rail network, Kaimai Tunnel, 3rd and 4th main lines on NIMT). • Support the Bay of Plenty business case for a Hamilton to Tauranga inter-regional passenger rail service. • Support the Bay of Plenty in extending cross-boundary public transport services (e.g Waihi Beach to Waihi).

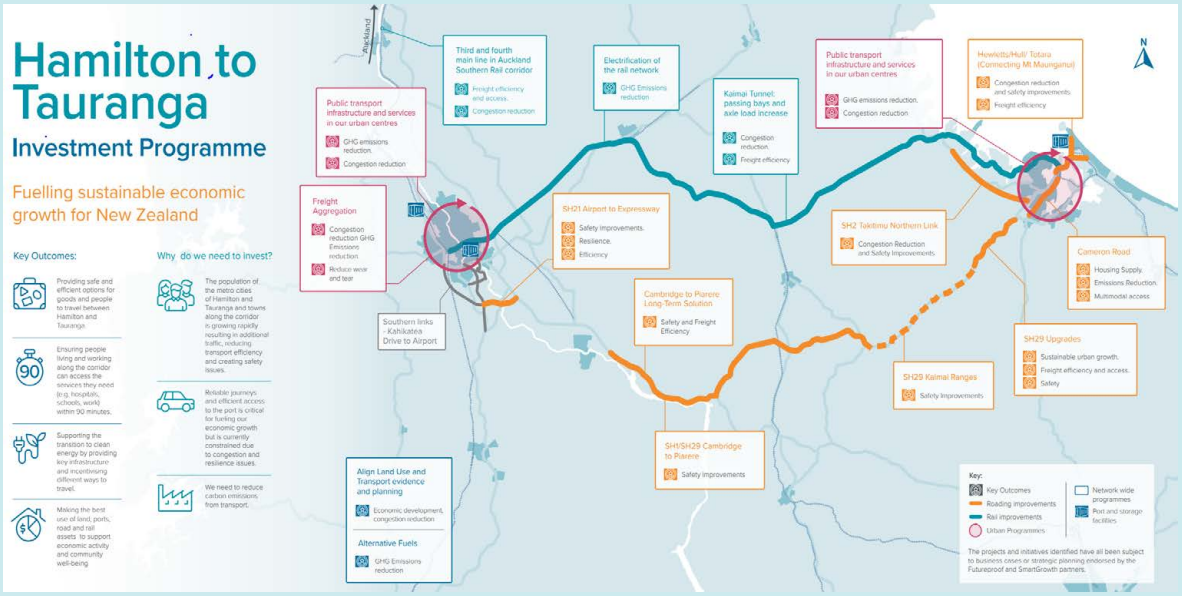


Figure 8: Inter-regional initiatives identified by Future Proof (Waikato) and Smart Growth (Bay of Plenty) partners.

• SH2 corridor activities	• Supporting activities on this corridor will help to improve overall efficiency of the strategic transport network in and around the Port of Tauranga.
• Inter-regional planning activities that support integrated land use and transport investment outcomes and co-benefits	• Ensuring an upper North Island lens over the transport network will ensure we are planning and implementing a sustainable future transport system.
Significant inter-regional activities Taranaki region	
• SH3 construction of the Mount Messenger and Awakino Gorge improvement projects	• Realising this project will support improved network resilience, efficiency and road safety between the Waikato and Taranaki regions.
• SH3 inter-regional transport activities	• Support activities on this corridor that improve safety, efficiency and resilience.
Significant inter-regional activities Manawatu/Whanganui region	
• SH1 inter-regional transport activities Taupō to Waiouru	• SH1 is strategically significant connecting the upper North Island to the Manawatu/Whanganui Region south to Wellington. This inter-regional corridor contains high-risk safety and resilience

Inter-regionally significant activities	
	issues. Bulli Point/Te Pōporo alongside Lake Taupō has been identified as the Waikato Region's top priority significant activity. Other activities that address safety, efficiency and resilience issues across the regional boundary and along the Desert Road are therefore supported to improve this strategically vital transport corridor.
• North Island Main Trunk (NIMT) Central Connector	• Support business case activities for future inter-regional passenger rail.
Significant inter-regional activities Hawkes Bay region	
• SH5 Taupō to Napier corridor	• Support activities on this corridor that improve safety and resilience.

Table 2: Inter-regionally significant activities

SECTION 5 Funding the RLTP

5.1 Funding the RLTP

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

The main sources of funding for land transport activities include:

- Revenue from the National Land Transport Fund (NLTF)
- Council funding (local funding share of transport activities determined by funding assistance rates FAR subsidy)
- Other sources including Crown appropriations through various funding streams, fares and revenue collected from public transport and other third-party funding sources.

Key LTMA requirements for funding in the RLTP

- RTC must take into account likely funding sources.
- RLTP must include a 10-year forecast of revenue and expenditure.

5.2 Funding from the NLTF

The key source of funding for the RLTP comes from the NLTF, the funding of which is sourced largely from road user charges, fuel excise duty and motor vehicle registration and licensing.

The draft GPS has allocated funding across the activity classes discussed in section 4 and has proposed a substantial increase in available funds from the previous GPS to address the growing resilience issues that have adversely affected our roading networks over the last three years.

Investment in maintenance and operation of the system is a key focus for GPS 2024. This comes on the back of significant resilience issues the country has been grappling with. In the Coromandel Peninsula alone, funding for emergency recovery works has totalled around $30m (excluding the SH25A Taparahi Bridge).

For 2024-27, $700m is requested for local road maintenance out of $1.6b total investment requested from councils.

The regional programme of transport activities represents the Waikato Region's funding bid to the NLTF.

5.2.1 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.

The region has identified a long list of transport activities it would like to see funded to achieve the transport objectives and priorities the RTC has outlined for transport in the Waikato region.

Figure 9 illustrates the region's indicative 10-year investment by activity class.

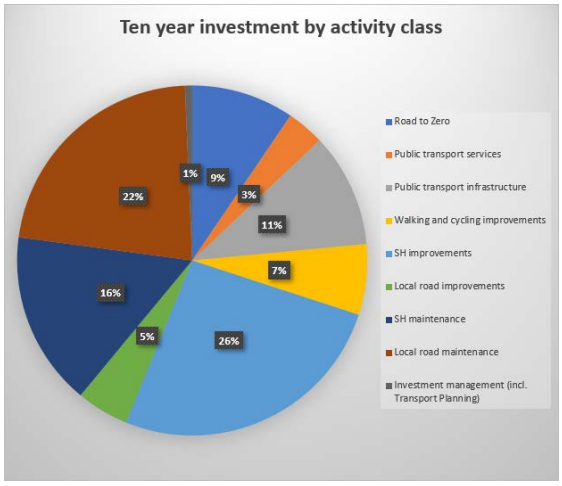


Figure 9: Waikato region's indicative 10-year investment by activity class

Activity Class (based on GPS2021)	10-year expenditure ($m)
Road to Zero	$1,134
Public transport services	$416
Public transport infrastructure	$1,258
Walking and cycling improvements	$779
SH improvements	$3,125
Local road improvements	$576
SH maintenance	$1,927
Local road maintenance	$2,654
Investment management (incl. Transport Planning)	$80
Total expenditure (subsidised)	**$12,000 (approx)**
NLTF revenue	$9,103
Unsubsidised expenditure	$588

Over the next ten years, Waka Kotahi will spend $6.5 billion dollars for state highway improvements ($3b) and maintenance ($2b).

Local councils are not, however, confident in their 10-year forecasts. This is principally due to the fact that the RLTP development process is running ahead of councils long term plan (LTP) development. This means we have an incomplete data picture and an as yet, unconfirmed forecast.

Following the LTP process, councils will confirm final values for transport activities. This will also have a bearing on the unsubsidised funding and NLTF revenue that determines the total 10-year investment profile for the region.

IMPORTANT

The 10-year forecast will change. It will be updated as councils provide a clearer picture of their funding contributions once LTPs are further progressed.

5.3 Other sources of funding

In order to fund the region's transport priorities and aspirations, it is necessary to look for sources of funding beyond the NLTF.

Known sources of alternative funding for this RLTP cycle are outlined in Table 3 below.

You will see from this table that some of the region's significant transport activities are being funded outside of the NLTF.

Other sources of funding for RLTP			
Revenue	**Description**	**Waikato activities**	**Contribution**
NZ Upgrade Programme	Infrastructure funding package announced in 2020 to provide growing communities across the country with better travel choices, improved safety and to support growth	SH1/29 roundabout at Piarere – designed to improve safety and allow connection to future Expressway between Cambridge and Piarere (construction 2024/45)	Economic development and safety benefits on this nationally significant and regionally prioritised strategic transport corridor
Climate Emergency Response Fund (CERF)	Dedicated funding source announced in 2021 for public investment in climate related initiatives Directed to Transport Choices Programme to increase uptake and reduce emissions	Initial VKT reduction programme Hamilton City Council small to medium transport improvements (walking and cycling activities, bus stop upgrades); other TA activities	Reducing transport emissions and supporting travel options in Hamilton City
National Resilience Plan	Funding for plan to focus on building back better from recent weather events		
Infrastructure Acceleration Fund (IAF)	$1 billion contestable fund which is part of the Housing Acceleration Fund announced in March 2021 to support new housing development in areas that face the biggest housing supply issues	Pedestrian/cycle (active modes) bridge for central Hamilton ($16.5M) Support investigations into other strategic transport infrastructure in the central City ($150m)	More transport choice and safer connections across the Waikato River to Hamilton East
Housing Infrastructure Fund (HIF)	Funds land transport investments that will help ensure an increased supply of serviced land for housing development	Hamilton City Council infrastructure development of Peacocke suburb; Peacocke Bridge $7.4M upsize contribution	Growth needs of city
Accelerated Regional Roading Package	Funds acceleration of regionally important state highway projects	Mt Messenger Bypass and Awakino Tunnel between Waikato and Taranaki regions	Resilience and safety benefits to both regions

Other sources of funding for RLTP			
*Regional Infrastructure Fund (*new)	$1.2billion capital funding to promote sustainable regional economic development		

Table 3: Other sources of funding for RLTP

5.4 Unfunded activities

The regional programme of transport activities does not represent all that we need to do to get the outcomes we are seeking in the region. Some of our local councils have mapped out extensive lists of projects and activities that are required to truly give effect to what we are trying to achieve for our land transport system, both locally and regionally.

Hamilton City Council for example, has identified 60 activities outside of the NLTF and their own funded draft Long Term Plan. These unfunded activities represent a total cost of about $220 million for the 2024-27 NLTP period and rising steeply after 2027 (compare this to the total cost of the city's activities included in the RLTP at $330 million). A list of activities is included in Appendix I.

This gives us a good idea of the investment gap between what we know we can fund and what we want to fund. At this point in time with a newly formed government, it is unclear what their funding priorities will be and what other funding streams might become available to augment the NLTF and to support our councils to fund identified transport activities.

It also highlights why we need to look for new collaborative funding opportunities outside of the NLTF to advance our transport priorities.

5.5 Funding impacts on this RLTP

Funding through the NLTF for this RLTP is constrained for a number of reasons including:

- reduced revenue from road user charges;
- additional investment required to address recent resilience issues;
- additional investment required to support emissions reduction;
- additional investment to continue the delivery of road safety programmes; and
- the effects of inflationary pressure.

This is all happening in a current global and national economic environment that is driving up costs.

This means that after funding is allocated to maintenance and operations activity classes, there is little discretionary funding left for improvement projects. An increase in costs also means that all phases of project development for new activities (pre-implementation, implementation and property) are less likely to be funded over this NLTP.

There is also a huge challenge for local councils to raise local share to fund transport activities, relying as they do mainly on rates and loans for capital expenditure. Councils around the country are facing hard choices as the rates burden on ratepayers becomes untenable. Some councils are having to cut priority improvement activities and others are finding it difficult to even maintain levels of service for core transport activities.

This will all have a huge impact on what we can realistically achieve as a region and the pace at which we can roll out our priority transport activity implementation works. Ultimately, unless alternative long-term sustainable funding is committed to, the transformational change we are seeking through our strategic regional policy framework will not be realised.

A national funding review Future of the Revenue System (FoRS) is underway to determine how land transport should be funded into the future, to ensure sustainability of funding transport activities in the long-term.

National funding constraints mean that we will be unable to fully fund the transformative mode shift and emissions reductions we are seeking through our strategic objectives and priorities through this RLTP cycle.

5.5.1 Timing of RLTP 2024 development

A further complication added to the national funding constraints for transport activities is the delivery of RLTP 2024. As introduced in Section 1, the timing of the RLTP development process has come up against a number of challenges, including:

- the regional strategic policy framework being developed under the previous Labour government and their draft 2024 GPS;
- a change in government in mid-October who have signalled a significant change in policy approach, including issuing a new draft GPS in their first 100 days. This will likely reflect National's new Roads of National Significance and public transport projects, and will overturn Labour's speed limit reductions work;
- a draft Investment Prioritisation Method (IPM) that will not be finalised until after the release of a final GPS; and
- an RLTP development process that runs ahead of the development process for local authorities' long term plans. This means that there is a disconnect between final decisions on confirmation and local funding of transport activities.

At the time of consultation on this draft RLTP, the details of the regional programme represent the best estimate local authorities have for the activities put forward for their LTPs and the RLTP.

National Coalition Government – Implications for draft RLTP 2024

This draft RLTP has been developed under the previous Labour government's draft GPS on land transport. The National-led coalition was sworn into government on 27 November 2023. The draft RTLP has been prepared for RTC review and endorsement prior to the end of 2023 to allow for public consultation at the end of January 2024. The implications of a change in government are not yet known.

This means government policy and funding decisions released after the draft RLTP has been notified for public consultation could have major implications on what is required to deliver on under the statutory requirements of the LTMA for this RLTP.

The transition period has already seen signalling of a change in policy direction, including pause on Tier 1 VKT reduction programmes, an amendment of the setting of speed limits rule, a turn-around on key transport planning and projects, and a repeal of Labour's resource management policy.

Key possible impacts on the RLTP include:

- the requirement to be consistent with any new transport priorities identified by the Government under a new GPS – the impact of this won't be known until a new draft GPS is released.
- available funding (connected to the new GPS) and any alternative funding sources for transport projects - though this should not affect the regional prioritised list of significant activities the region has identified; more it will affect the degree to which the region is able to achieve our regional transport objectives and priorities.

Depending on the outcomes and timing of the above, the draft RLTP may need to be revised. Any significant changes to the programme would need to be dealt with through a Variation to the RLTP.

The RLTP still represents the regional view of key transport problems and priorities for the Waikato and has been built on robust evidence.

SECTION 6 Monitoring the RLTP

6.1 Monitoring framework for the plan

This chapter sets out the monitoring framework for the RLTP. The table below outlines the measurements we will use to track the progress and achievements of the strategic objectives of the Plan.

Monitoring of this plan is undertaken via multiple mechanisms and stakeholders. It relies heavily on the quality of data from key external organisations.

Three key mechanisms for monitoring the plan include:

- tracking progress against headline targets
- tracking progress against key performance indicators
- monitoring progress against delivery mechanisms (key actions) in the Plan.

The Headline targets support the region's strategic vision and objectives. They provide an important tool to communicate the level of change sought in a few key areas. Progress towards these targets will demonstrate that the region is on track to achieve the vision for land transport in the Waikato over the next 10 years.

Key performance indicators (KPIs) are identified for each objective to provide a high-level indication about whether the outcomes and benefits sought have been realised. They are guided by the Transport Outcomes Framework developed by the Ministry of Transport.

The indicators are obtained from data that could be reliably sourced on a regular basis (at least annually) and at regional levels. The SMART (specific, measurable, attainable, relevant, and time-bound) criteria were used to select the indicators.

Together, monitoring of the headline targets and KPIs will provide a clear picture about how the commitments in the RLTP are tracking and whether the long-term outcomes sought for the region have been achieved.

Where possible, the data will also reflect trends at a Territorial Authority (TA) level.

It is important to note that national climate change emissions targets are predicated on the reduction of VKT. The VKT reduction programme has, however, been put on hold. This will make it even more difficult to achieve national and regional emissions reductions targets.

MOT Transport Outcome: Healthy and safe people		
RLTP Objective Safety: A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured.		
Indicator	**Description**	**Data source**
Number of Deaths and Serious Injuries (DSI)	Headline Target: A 40% reduction in deaths and serious injuries on our roads by 2030 (from 2018 levels). A five-year rolling average is applied to annual crashes.	Waka Kotahi Crash Analysis System (CAS)
Number of cyclist and pedestrian DSI	A five-year rolling average is applied to annual crashes.	Waka Kotahi Crash Analysis System (CAS)
Number of DSI by causal factor	Number of DSI where speed is a contributing factor, a five-year rolling average is applied to annual results.	Waka Kotahi Crash Analysis System (CAS)
MOT Transport Outcome: Economic Prosperity		
RLTP Objective Growth and Economic Development: 1. An integrated transport system that supports compact urban form and planned future growth.		

MOT Transport Outcome: Healthy and safe people		
2. An efficient and resilient strategic corridor network that advances regional economic & social wellbeing.		
Indicator	**Description**	**Data source**
Travel time predictability – general/freight	Travel time predictability on key strategic freight corridors and the Hamilton City roading network	Traffic Watcher Waka Kotahi, Hamilton City Council, EROAD
Rail freight movements to, from and within Waikato	Tonnes of rail freight moved to and from region	Freight information gathering system, Ministry of Transport (MoT)
MOT Transport Outcome: Inclusive Access		
RLTP Objective Accessibility / Transport Choice: An integrated transport system that provides transport options for differing community access and mobility needs.		
Indicator	**Description**	**Data source**
Travel mode share by walking and cycling and public transport	Headline Target: double active travel (walking and cycling) and public transport mode shares by 2035 (from 2018 levels).	Household travel survey, Ministry of Transport (MoT)
	Proportion of active travel and public transport journeys to work	Census, Statistics NZ
	Proportion of active travel and public transport journeys for short trip legs (under 2km and under 5km)	Household travel survey, Ministry of Transport (MoT)
Public Transport patronage	The number of people boarding bus and train services Per capita based	Waikato Regional Council Public Transport Operation
Percentage of population with access to frequent bus routes within 600m	Proportion of dwellings within 500m of frequent bus routes in urban areas	Waikato Regional Council
Unmet travel needs for GP due to lack of transport	Proportion of child/adult having had a medical problem but not visiting a GP due to lack of transport	EHINZ/Ministry of Health
Perception of public transport (Hamilton)	Perceptions of public transport with respect to affordability, safety, ease of access, frequency, and reliability	Quality of life survey, Hamilton City Council
Car ownership	Car ownership per capita	Ministry of Transport

MOT Transport Outcome: Healthy and safe people		
Car occupancy	Proportion of single occupant car and average car occupancy	Household travel survey, Ministry of Transport Hamilton City Council Analytics
Length of cycleways	Km of cycleways in Hamilton City, Waipa District and Waikato District	Waka Kotahi
MOT Transport Outcome: Resilience and Security		
RLTP Objective Resilience: An efficient and resilient land transport system that ensures communities have route security and access to essential services.		
Indicator	**Description**	**Data source**
State Highway closures	Headline targets: • By 2035, number/duration of annual closures of unplanned State Highway closures is reduced by 10% • By 2035, number/duration of annual State Highway closures caused by natural hazards is reduced by 10%	Waka Kotahi Traffic Event Information System (TREIS)
Length of key social and economic corridors with viable alternative routes		Waka Kotahi
MOT Transport Outcome: Environmental sustainability		
RLTP Objective Climate Change: 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.		
Indicator	**Description**	**Data source**
Transport-generated CO^2 emissions	Headline target: reduce carbon emissions from the transport sector by a minimum of 41% by 2035 (from 2018/19 levels), on the path to net carbon zero by 2050.	Statistics NZ Alternative: Waikato GHG Inventory
CO^2 emissions from Public Transport	CO^2 emissions from rail and bus is monitored.	Waikato Regional Council Public Transport Operation
Electric vehicle proportion	The proportion of light vehicles that are electric based on car registration data	Ministry of Transport
Zero emission bus fleet proportion	Percentage of the bus fleet that are electric and hydrogen vehicles	Waikato Regional Council PT operation
Fuel purchase	Alternative of transport-generated CO^2 emission measurement	Hamilton City Council

MOT Transport Outcome: Healthy and safe people		
Vehicle Kilometres Travelled (VKT)	Per capita based vehicle kilometre travelled	Waka Kotahi Ministry of Transport
Air quality • Benzene • Carbon monoxide • Nitrogen dioxide • Lead	Concentration of pollutants are collected from monitoring sites on state highways and local roads	Waikato Regional Council Environmental monitoring

Appendices

Appendix A: Summary of supporting evidence for key transport issues

The transport system in the Waikato region is complex and needs to address several issues. Analysis of national and regional research and data reveals important trends and lessons. The most important lesson is that solving transport issues requires a multi-faceted approach. Cities and regions that have great transport systems have adopted a complementary mix of policy, infrastructure projects and service enhancements.

Appendix A represents a summary of a separate supplementary document that contains detailed evidence to support:

- Section 2.2 - Key transport issues and challenges
- Section 3 – Regional policy framework and case for investment in the region's transport priorities.

Climate change (reducing emissions)

Waikato region is the highest emitter of total greenhouse gases in New Zealand and accounts for 14 percent of national vehicle emissions.

The main sources of emissions in the Waikato region are:

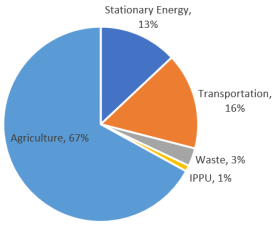


Figure 3. Percentage of gross emissions by source (excl. forestry) for Waikato region, 2021/22

The 2021/22 Waikato Region Greenhouse Gas Inventory shows that transport sources emitted 1,903,581 t CO_2e, representing 16 percent of the Waikato region's total gross emissions and about 19 percent of net emissions. Transport was the second highest contributor to regional net and gross emissions after agriculture.

This is a decline in regional transport emissions compared to the previous 2018/19 reporting period and is largely attributed to covid lockdowns and people working from home. However, the overall general trend is that transport emissions are increasing but with a fluctuating trend between years.

Over two thirds of regional transport emissions are generated in the Hamilton-Waikato metro area:

- Hamilton City: 35.5%
- Waikato: 17.2%
- Waipa: 11.8%

Transport is responsible for 53 percent of CO_2 emissions in the Hamilton-Waikato metro area[3] and 64 percent within Hamilton city.[4]

High vehicle kilometres travelled, single occupant car use over short distances, low use of public transport and active modes, low-density and high growth rates in the main urban areas with a traditional emphasis on greenfield development all contribute to transport emissions.

What is required to meet the targets?

We need to invest in interventions that will reduce emissions. If we don't reduce the cause of climate change, we will continue to face threats to nationally and regionally important strategic corridors and lifeline routes. The economic and social burden on the region will be unsustainable.

Without intervention the region will face further adverse consequences such as congestion, loss of productivity, and increased travel times. These consequences are likely to create more emissions, further compounding the issue. Community and individual health will also continue to be impacted by transport emissions.

Waikato region's target of reducing transport emissions by 41 percent.[5] by 2035 and reaching net zero emissions by 2050 is consistent with the Emissions Reduction Plan, and numerous other national and international commitments. For Waikato region to achieve these targets, the existing land transport system and the way we live and move around needs to be transformed.

Our biggest opportunity to reduce transport emissions is in the metro area through increased patronage on public transport and other low carbon transport modes. It is critical to focus on this area to achieve the transformation required to meet national and international obligations, and to reduce the impact of climate change into the future.

Other opportunities exist to reduce emissions in the freight and public transport sector, and through adoption of new technology, both for the light and heavy vehicle fleets.

3 Hamilton-Waikato-Metropolitan-Spatial-Plan-Final-Low-Res.pdf (futureproof.org.nz)

4 24672-HCC-Access-Hamilton-Strategy-full.pdf (storage.googleapis.com)

5 *Equivalent national reductions by 2035 from 2019 levels where Targets 1 – 4 in the Emissions Reduction Plan are met*

Specifically, we need to:

- Reduce vkt by 24%
- Increase EVs to 30% of the light fleet
- Increase PT by 100%
- Increase walking by 100%
- Increase cycling by 100%
- Increase fuel economy by 10%

Resilience

The Waikato region transport network is one of New Zealand's busiest because of its strategic location in the upper North Island. It is a corridor region between Auckland and the rest of New Zealand to the south and contains strategic freight and tourism routes, as well as access to rural communities, and access to and within the large metro urban area of Hamilton.

Some of these routes are particularly affected by disruptions from natural hazards because of extreme weather events. For example, Cyclone Gabrielle took a very heavy toll on state highways 25 and 25a on the Coromandel Peninsula, 23 between Hamilton and Raglan, and 31 to Kawhia.

Other areas of the region are also susceptible to longer term climate change impacts such as:

- 558km of road in areas impacted by a rise in sea level of 1.2m above the current coastal 1% AEP levels
- 2,750km of road exposed to known or mapped floodplains
- 4,600ha below sea level in the Lower Waikato River area
- 22,148ha below sea level on the Hauraki Plains

Adaptation responses

The ability of a community to respond to transport disruptions depends on the level of resilience built into the transport system. The best way to build resilience into the future is to avoid the conditions that lead to climate change, adapt to increased natural hazards and the threat they pose to the transport network using a variety of strategies, enable a variety of transport options, and improve community preparedness and connections so that disruptions are more successfully recovered from.

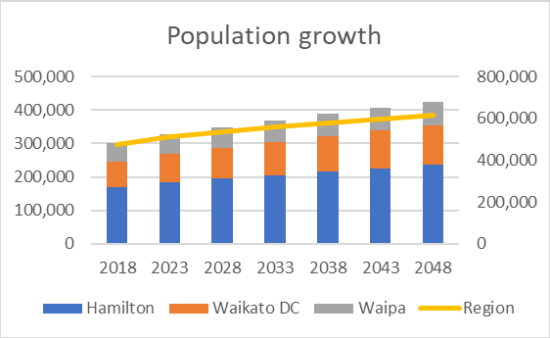
The New Zealand transport system needs to adapt to the impacts of climate change and be resilient to other disruptions. The National Adaptation Plan provides a framework for adaptation response. A regional response to climate related hazards needs to include consideration of:

- Avoid building transport infrastructure and other development in locations that are exposed to significant climate-related hazards
- Protect transport infrastructure from climate hazards using both engineering solutions and nature based solutions
- Accommodate climate-related hazards by accepting they will occur but ensuring disruption is minimised and recovery occurs quickly.
- Retreat by relocating transport infrastructure and other assets away from locations exposed to climate-related hazards.

Growth and economic development

The Waikato region has the fourth largest population and the fourth largest regional economy in New Zealand. The region is part of the 'golden triangle' encompassing Waikato, Auckland and Bay of Plenty regions. The regional transport network forms a key part of strategically important inter- and intra- regional road and rail corridors in the upper North Island and national land transport network.

The population of the Waikato region has been growing steadily and latest data shows that the region is growing faster than the national average.[6] Population in most of the districts within the region has increased slightly in the year to June 2023 with the highest increases in Hamilton City and Waikato District. The Hamilton-Waikato metro area is the third fastest growing urban area in New Zealand and its population is expected to double in the next 50 – 100 years. This is equal to about 5000 people extra in the metro area every year.[7]



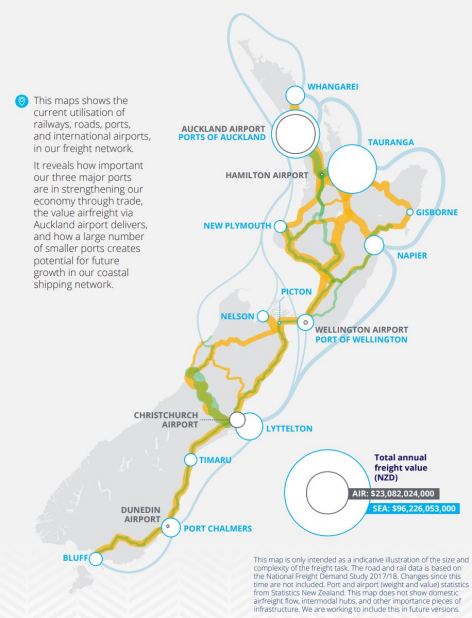
The Future Proof Strategy identifies benefits and challenges for the sub-region. While the regions have strong economic linkages, the challenges include "growth displacement from Auckland into the northern Waikato, the strong activity and transport links between Auckland and the Waikato, the impact of shorter travel times between the two regions. There is increasing growth in freight, constraints in the road and rail networks, pressures on land use, particularly residential and industrial land and the need for a more coordinated approach between regions".

In the metro area, half of Hamilton's growth has occurred in existing urban areas (infill) with the other half occurring in greenfield areas. Residential expansion onto highly productive land has implications for transport networks.

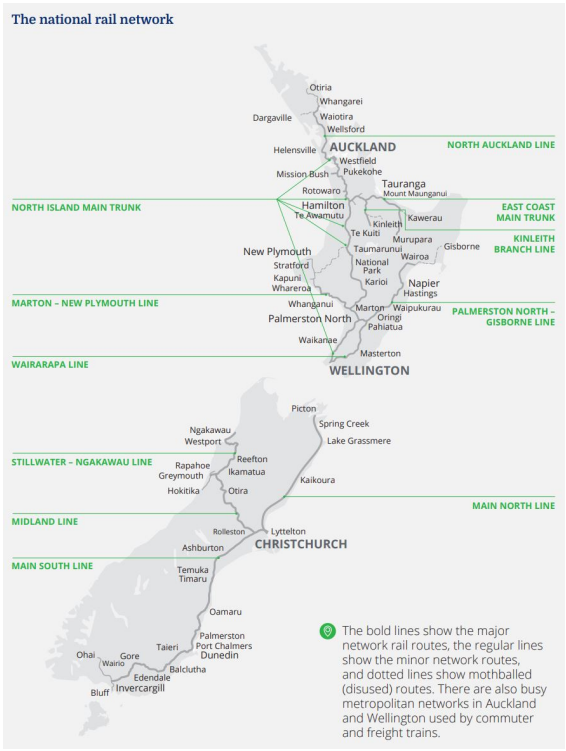
6 Population growth in all New Zealand regions | Stats NZ

7 Access Hamilton

With the region being part of the ‘golden triangle” and the projected growth, the network of strategic corridors, both road and rail are vitally important for the movement of freight and the overall economic wellbeing of the region, and all of New Zealand.



Waikato has an increasing commercial and industrial presence and is now home to several major distribution and freight and logistics hubs that have access to road and rail networks, Ports of Auckland, Port of Tauranga and markets to the south. In 2017/18 68 million tonnes of freight was moved through the region. Freight volumes are forecast to grow 47 – 65 % by 2030. For this reason, the Waikato regional land transport network plays a vital role in the national and regional economy and it is essential that key corridors are protected and maintained to support this.

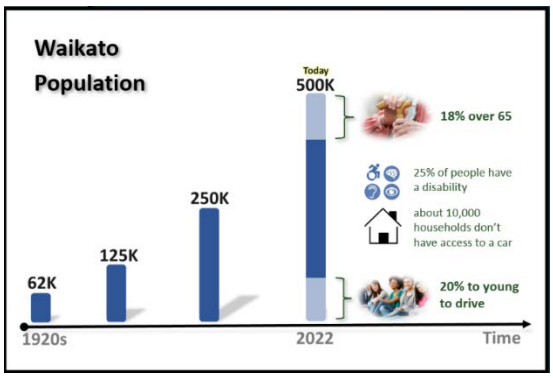


Accessibility and transport options

The way people live is shaped by a land use and infrastructure system and cars have become a necessity because of the way our towns and cities are built. They have become auto-centric and focussed on moving cars around, rather than human-centric and moving people.

While this system provides the foundation for thriving communities, it can also establish and then perpetuate unhealthy travel patterns when poorly designed. In New Zealand, many urban areas have been constructed to accommodate cars as the dominant transport mode, at the expense of other ways to travel.

This impacts the way people move around the region, and ultimately affects their ability to access opportunities. Age, ability, and income all affect how easily people access opportunities.



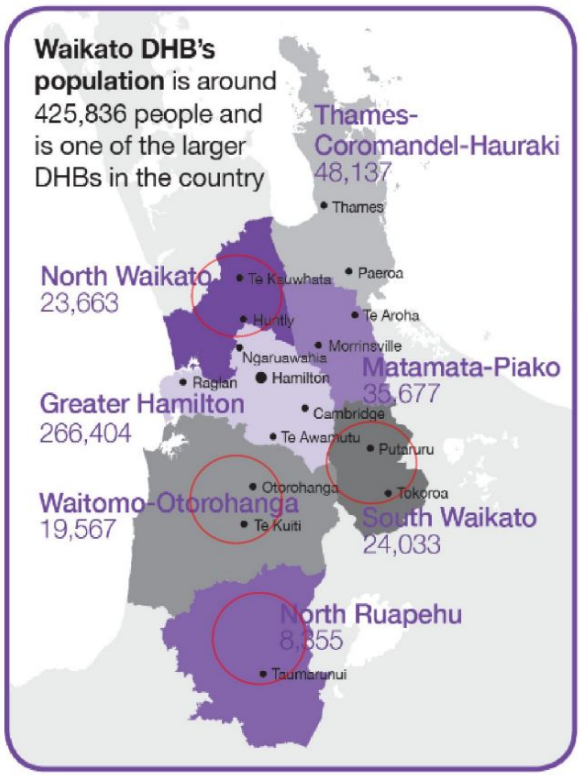
Urban areas

In urban areas, the distance to essential services is a measure of accessibility.[8] The four biggest urban centres in the region have varying levels of accessibility to amenities such as supermarkets, schools, a pharmacy, a GP or a park. In each of the urban areas of Hamilton, Cambridge, Te Awamutu and Taupō, less than 20% of residents live less than a 10 minute walk to all amenities. Hamilton, Te Awamutu and Cambridge had the highest accessibility to amenities by cycling (91%, 95% and 80% respectively) while Taupō was the least accessible by cycling at 58% of residents being within a 10-minute cycle of amenities. The least accessible amenity for each of the towns was either a supermarket or a GP.

Rural areas

Location or distance from urban centres also has an impact on accessibility to services such as health care or education. For example, a Waikato[9] health study shows there are limited accessible and affordable transport options for those in some rural areas of the region.

- South Waikato (64%) North Ruapehu (59%) Waitomo/Otorohanga (41%) and North Waikato (36%) are localities that have the highest proportions of people living in high socio-economic deprivation across the Waikato DHB geographic.
- Limited public transport services are provided in some rural towns such as Tokoroa, and between rural towns outside greater Hamilton and Hamilton issues are linked to demand flows and available funding.



Public transport

A good public transport system is essential for people who don't drive to access services beyond their immediate neighbourhood. It provides access to jobs, education and health services, and provides real choice about how to move around a town or city. A good public transport system reduces congestion and emissions and improves health and safety outcomes.

Changes to specific bus routes and frequency of services, and the introduction of new 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.

Safe alternative 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.

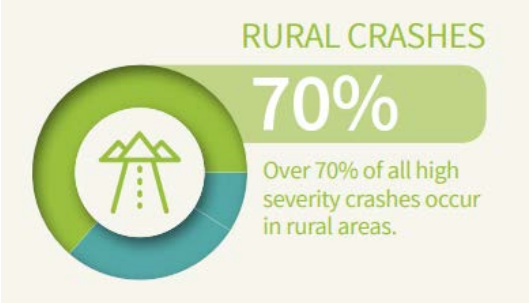
Cyclists and pedestrians are at risk on the Waikato transport network, with cyclists representing 15 percent of urban fatal and serious crashes, and pedestrians accounting for 21 percent of urban casualties in the region between 2009 and 2018. Vehicle speed, unsafe infrastructure, and inadequate visibility by and of pedestrians are factors that influence

8 X Minute City - Urban Intelligence (uintel.co.nz)

9 Formerly Waikato District Health Board

pedestrian activity. The main risk factors for cyclists are decreased stability and a much lower level of protection than that provided by a vehicle. Cyclists are less visible than other road users and the relatively low presence of cyclists mean that drivers are not used to looking out for them. Poor road and street infrastructure is a barrier to would-be cyclists, indicating that if these were improved, low-carbon transport options would be considered as a viable travel option by more people.

The region is underrepresented for crashes occurring in urban areas and overrepresented in crashes occurring in rural areas compared to its peer group and all New Zealand. Consistently over the 10-year analysis period over 70% of all high severity crashes occur in rural areas.



Beyond direct injuries or death, the social impacts (costs) include loss of quality of life, loss of output due to temporary incapacitation, medical and legal costs, property damage costs, and impacts on family, colleagues, and social connection.

Appendix B: Process for developing RLTP 2024

Key stages
Formal review: 2023 - 2024
Strategic policy framework • A series of workshops and RTC meetings throughout 2023 to guide and agree stages of policy development
Programme of Transport Activities • A series of RTC workshops and meetings in late 2023 to develop and agree the significance policy, prioritisation methodology, and undertake prioritisation of significant activities.
Informal engagement throughout review process: 2023-2024
• Key stakeholder workshops and meetings throughout 2023 (RTC, RAG, NZ Transport Agency) • Engagement with Maniapoto, Raukawa, Waikato Tainui and TARIT via WRC / Iwi operational meetings to mid-2023
RTC endorsement of draft RLTP 2024 for public consultation: 11 December 2023
Formal consultation on draft RLTP 2024: January – May 2024
• Draft RLTP released for public consultation under LGA Special Consultative Procedure 30 January 2024 • Submission period 30 January to 29 February 2024 • RLTP Hearings Committee hearing of submissions on 26 and 27 March 2024 • RLTP Hearings Committee deliberations on submissions on 22 April 2024
Formal adoption of RLTP 2024: May 2024
• RTC recommendation of adoption to WRC on 13 May 2024 • WRC adoption of RLTP 2024 on 30 May 2024

Appendix C: 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 2024 has met those requirements.

LTMA section reference	Provision	Description of 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 3 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 (Draft) GPS on Land Transport 2024/25 – 33/34 (as of 11 December 2023).
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	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 1 that closely reflect and give effect to national GPS objectives as well as reflecting regional priority issues and aspirations. 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. 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.

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
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 and addressed in Section 3.4 under the 'Climate change' objective.
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.	Sections 1 and 2 include discussion of key RMA statements and plans that have changed since the 2021 Plan update and were used to inform this Plan. The national policy drivers shaping the RLTP are set out under Section 1.4 and include the GPS 2024 and the Waikato Regional Policy Statement which became 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. Also, the NPS-UD 2020 with direction on how growth will be managed in the region and is discussed in detail in Section 2.
s14(c)(iii)	The RTC has taken into account likely funding from any source.	Section 5 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 3 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 3 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 5.2.1 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.	Sections 5.3 and 5.4 outlines significant activities to be funded from outside the NLTF. Appendix H identifies those activities that have inter-regional significance.

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
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 G includes a table of activities for the first six financial years of the plan.
s16(3)(c)(i)-(iii)	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: Activities proposed by approved organisations in the region other than those activities specified in s16(3)(a). Activities relating to state highways in the region that are proposed by the Agency. 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.	Appendix G 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 H 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 E. The method for prioritising significant transport activities is in Appendix F.
s16(3)(e)(i)-(v) and s16(3)(f)	The Regional Land Transport Plan must include an assessment of each activity proposed by approved organisations that includes: • the objective or policy to which the activity will contribute • an estimate of the total cost and the cost for each year • the expected duration of the activity • any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls,	Appendix F lists all activities proposed by approved organisations, and covers the information required by this section of the LTMA. Section 6 addresses monitoring the plan and includes the framework that will be used to monitor the key performance indicators.

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
	funding from approved organisations, and contributions from other parties) • any other relevant information • the measures that will be used to monitor the performance of the activities.	
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 2024–2034. 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 3 under the '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 G includes these activities.
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 6 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 B 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 4 introduces the significance policy adopted by the RTC. Appendix E 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)	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.	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.

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
	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.	
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 13 May 2024 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 30 May 2024.
s18G	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: • Māori land • land subject to any Māori claims settlement Act • Māori historical, cultural or spiritual interests. 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.	Appendix B includes a process diagram outlining the consultation undertaken at each phase of development of this plan. All policies developed with iwi during the 2018 and 2021 Plan development have also been retained.
s18H	The Agency and approved public organisations must, with respect to funding from the national land transport fund: • establish and maintain processes to provide opportunities for Māori to contribute to the organisations land transport decision-making processes • consider ways the organisation may foster development of Māori capacity	Appendix B includes a process diagram outlining the consultation undertaken at each phase of development of this Plan. All policies developed with iwi during the previous 2018 and 2021 Plan development have also been retained. Section 3 contains the specific policy and implementation measures that have been developed based on discussions with iwi authority representatives.

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
	to contribute to decision-making processes • provide relevant information to Māori for the purposes of decision-making processes.	
s35	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.	Section 3 sets out the 'Accessibility/Transport options' 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.

Appendix D: Contributing strategic policy and planning documents

The following strategic policy and planning documents have informed the development of the RLTP 2024-2054:

- 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)
- Access Hamilton Strategy, Hamilton City Council 2022
- Aotearoa New Zealand's first emissions reduction plan, Ministry for the Environment 2022
- Aotearoa New Zealand's first national adaptation plan, Ministry for the Environment 2022
- Aotearoa New Zealand Freight and Supply Chain Strategy 2023
- Arataki: 30-year plan version 1.1, Waka Kotahi NZ Transport Agency 2023
- Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023-2035, New Zealand Government 2023
- Climate Action Roadmap, Waikato Regional Council 2023
- Climate Change Response (Zero Carbon) Amendment Act 2019
- Developing Regional Land Transport Plans Guidance, Transport Special Interest Group (TSIG) in partnership with Waka Kotahi NZ Transport Agency 2023
- Draft Government Policy Statement on land transport 2024/25-2033/34, New Zealand Government 2023
- Future Proof Strategy, Future Proof Implementation Committee 2022
- Guidelines for EV charging stations on council land in the Waikato region, Waikato Regional Council 2023
- 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 Metro Area Mode Shift Plan, Waka Kotahi NZ Transport Agency 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
- National Policy Statement on Urban Development 2020, New Zealand Government 2020
- National Urban Growth Agenda, Ministry of Housing and Urban Development,
- Road to Zero for the Waikato Strategic Plan 2020-2024, Regional Road Safety Forum 2020
- Road to Zero: New Zealand's Road Safety Strategy 2020-2030, New Zealand Government 2019
- State of the Nation Report: e-mobility in New Zealand – 2023, Drive Electric 2023
- The New Zealand Rail Plan, New Zealand Government 2021
- The Upper North Island Freight Story, Upper North Island Strategic Alliance (UNISA) 2013
- Tiro Rangi – our climate adaptation plan 2022-2024, Waka Kotahi NZ Transport Agency 2022
- Toitū Te Taiao Our Sustainability Action Plan, Waka Kotahi NZ Transport Agency 2020
- Upper North Island Freight Study, Upper North Island Strategic Alliance (UNISA) 2013
- UNISA Value Proposition 2019-2020, Upper North Island Strategic Alliance (UNISA) 2019
- Waikato & Bay of Plenty Freight Action Plan, Te Waka 2022
- Waikato Greenhouse Gas Inventory 2021/22, Waikato Regional Council 2022
- Waikato Regional Policy Statement, Waikato Regional Council 2016
- Waikato Regional Public Transport Plan 2022-2032, Waikato Regional Council 2022

Appendix E: 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

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 of 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
- any activity that has not previously been identified or consulted on as a regionally significant activity "on the horizon" or through other identification/activity in Regional Land Transport Plan planning documents
- 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 F: 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.

2. Method

The prioritisation methodology followed a three-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 E Significance Policy using the three factor assessment criteria outlined in the Waka Kotahi Draft Investment Prioritisation Method (IPM) for the 2024-2027 National Land Transport Programme.[10] Waka Kotahi expect to have a final IPM 2024 by mid-2024 after the Government publishes the final GPS 2024. This does mean some programmes and activities will have been submitted based on the IPM 2021 or with no IPM undertaken. The draft IPM 2024 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).

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: Contribution to Objective

In order to break any deadlocks within an IPM rank (from 1 to 12) assessed in the first order, each activity was assessed against their contribution to the objectives identified in Section 3 of this Plan.

Third 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.

10 *https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/202427-nltp-development/draft-investment-prioritisation-method-2024-27/*

Appendix G: Transport activity class tables

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):

- public transport services
- public transport infrastructure
- inter-regional public transport
- state highway maintenance
- state highway improvements
- local road maintenance
- local road improvements
- investment management
- rail network
- safety
- walking and cycling improvements
- coastal shipping

- 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 2030/31 to 2032/33.

Table 1: Maintenance, Operations and Renewals - State Highways

Project Name	Organisation	Activity Class	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
Maintenance, Operations and Renewals Programme 2024-2027	Waka Kotahi	Maintenance, Operation and Renewals of State Highways	$161,657,324	$177,348,538	$162,550,131	$189,598,744	$191,424,243	$202,915,472	$1,085,494,452	General

Table 2: Maintenance, Operations and Renewals – Local Roads

Project Name	Organisation	Activity Class	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Maintenance, Operations and Renewals Programme 2024-2027	Department of Conservation (Waikato)	Maintenance, Operation and Renewals of Local Roads - Special Purpose Road	$200,234	$351,578	$992,122	$1,076,054	$239,444	$243,779	$3,103,211	$1,582,638	General
Maintenance, Operations and Renewals Programme 2024-2027	Hamilton City Council	Maintenance, Operation and Renewals of Local Roads	$55,831,000	$66,174,000	$71,444,000	$65,117,900	$71,220,900	$76,292,900	$406,080,700	$207,101,157	General
Maintenance, Operations and Renewals Programme 2024-2027	Hauraki District Council	Maintenance, Operation and Renewals of Local Roads	$18,953,300	$19,190,100	$19,985,000	$20,584,600	$21,202,100	$21,838,200	$121,753,300	$62,094,183	General

Project Name	Organisation	Activity Class	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Maintenance, Operations and Renewals Programme 2024-2027	Matamata-Piako District Council	Maintenance, Operation and Renewals of Local Roads	$13,269,500	$13,705,134	$14,126,465	$14,479,327	$14,841,617	$15,212,658	$85,634,701	$43,673,698	General
Maintenance, Operations and Renewals Programme 2024-2027	Ōtorohanga District Council	Maintenance, Operation and Renewals of Local Roads	$10,883,967	$12,296,185	$11,744,297	$12,663,808	$12,095,507	$11,771,932	$71,455,696	$36,442,405	General
Maintenance, Operations and Renewals Programme 2024-2027	South Waikato District Council	Maintenance, Operation and Renewals of Local Roads	$9,486,750	$10,281,600	$10,787,700	$10,872,750	$11,553,150	$11,863,950	$64,845,900	$33,071,409	General
Maintenance, Operations and Renewals Programme 2024-2027	Taupō District Council	Maintenance, Operation and Renewals of Local Roads	$12,208,800	$14,359,768	$15,596,206	$12,963,400	$12,158,600	$12,731,800	$80,018,574	$40,809,473	General
Maintenance, Operations and Renewals Programme 2024-2027	Thames-Coromandel District Council	Maintenance, Operation and Renewals of Local Roads	$18,990,540	$19,897,000	$20,924,880	$21,346,626	$21,987,025	$22,646,636	$125,792,707	$64,154,281	General

Project Name	Organisation	Activity Class	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Maintenance, Operations and Renewals Programme 2024-2027	Waikato District Council	Maintenance, Operation and Renewals of Local Roads	$41,403,475	$46,870,785	$53,306,216	$60,579,736	$64,868,561	$68,597,223	$335,625,996	$171,169,258	General
Maintenance, Operations and Renewals Programme 2024-2027	Waikato Regional Council	Maintenance, Operation and Renewals of Local Roads	$120,000	$120,000	$120,000				$360,000	$183,600	General
Maintenance, Operations and Renewals Programme 2024-2027	Waipā District Council	Maintenance, Operation and Renewals of Local Roads	$18,417,700	$19,146,830	$19,748,882	$18,924,300	$19,008,000	$19,102,700	$114,348,412	$58,317,690	General
Maintenance, Operations and Renewals Programme 2024-2027	Waitomo District Council	Maintenance, Operation and Renewals of Local Roads	$13,787,425	$14,368,514	$15,578,331	$11,133,060	$11,413,983	$12,013,333	$78,294,646	$39,930,269	General

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

Project Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
SH26 Kirikiri Stream Bridge Replacement	Implementation	$11,961,384	$7,814,776	$7,640,900	$56,434	$56,434	$56,434	$ 27,586,362	Resilience

Project Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
SH26 Kirikiri Stream Bridge Replacement	Property	$106,000	$ 66,870					$ 172,870	Resilience
SH1 Cambridge to Piarere	Property-stage1					$3,779,127	$31,385,506	$ 35,164,633	Growth and Economic Development
SH1 Cambridge to Piarere online safety improvements	Implementation - stage 1&2	$3,661,309	$109,000	$ -				$ 3,770,309	Safety
SH1 Wex Huntly Section	Construction	$4,171,126	$ 189,917	$54,500	$54,500	$54,500	$54,500	$ 4,579,043	Growth and Economic Development
SH1 Wex Rangiriri Section	Construction	$3,703,689	$ -	$ -				$ 3,703,689	Growth and Economic Development
SH1 Wex Hamilton Section	Construction	$647,670	$495,963	$386,836	$163,500	$163,500	$163,500	$ 2,020,969	Growth and Economic Development
Hamilton Ring Road - Wairere/Cobham Interchange	Implementation	$526,610	$52,320	$55,590				$ 634,520	Growth and Economic Development
SH1 Wex Cambridge Section	Construction	$109,000	$136,250	$136,250				$ 381,500	Growth and Economic Development
SH1 Wex Long Swamp Section	Construction	$289,451	$ -	$ -				$ 289,451	Growth and Economic Development
SH3 Awakino Tunnel Bypass	Construction	$138,430	$ -	$ -				$ 138,430	Growth and Economic Development
SH30 Kopaki Bridge Replacement	Implementation	$26,160	$26,160	$26,160	$26,160			$ 104,640	Resilience

Project Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
Waikato SEDF	Implementation	$43,600	$ -	$ -				$ 43,600	Resilience
SH25 Pepe Stream Bridge Replacement	Pre-implementation	$27,250	$ -	$ -				$ 27,250	Resilience
SH2 Pokeno to Mangatarata Improvement: Sec A	Design	$ -	$ -	$ -				$ -	Growth and Economic Development
SH2 Pokeno to Mangatarata Improvement: Sec B	Construction	$ -	$ -	$ -		$29,324,617		$ 29,324,617	Growth and Economic Development
SH2 Pokeno to Mangatarata Improvement: Sec C	Construction	$ -	$ -	$ -		$37,725,651		$ 37,725,651	Growth and Economic Development
SH2 Pokeno to Mangatarata Improvement: Sec D	Construction	$ -	$ -	$ -		$57,574,656		$ 57,574,656	Growth and Economic Development
SH2 Pokeno to Mangatarata Improvement: Sec E	Property	$ -	$ -	$ -				$ -	Growth and Economic Development
SH29 Piarere to SH28	~~Pre-implementation SH29~~ Piarere to SH28	$5,370,911	$ -	$ -				$ 5,370,911	Safety
SH29 Piarere to SH28	Implementation - SH29 SH1 to SH28 - Stg 1	$5,586,452						$ 5,586,452	Safety
SH5 Tirau to Tarukenga Marae Rd	Pre-implementation	$5,973,603	$ -	$ -				$ 5,973,603	Safety

Project Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
SH1 Tokoroa to Taupo Safer Corridor	Implementation	$3,797,511	$ -	$ -				$ 3,797,511	Safety
SH1 Piarere to Tokoroa Safer Corridor	Pre-implementation	$1,117,250	$ 765,579	$ -				$ 1,882,829	Safety
SH1 Tokoroa to Taupo - CI Stage 2	Pre-implementation	$1,324,895	$ -	$ -				$ 1,324,895	Safety
SH27 Mangawhero Bridge	Implementation	$125,350	$ 59,950	$59,793				$ 245,093	Safety
SH1 Hamilton to Cambridge Cycle Connection - Section 1	Implementation	$17,048	$ -	$ -				$ 17,048	Transport Choice/Accessibility

Table 4: New and Improved Infrastructure for Local Roads - Funding Committed

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
2018 Hamilton Ring Road - Wairere/Cobham Interchange	Hamilton City Council	Construction	$22,385	$22,385	$ 22,236				$ 67,006	$34,173.06	Growth and Economic Development
2018 Southern Links Peacocke Arterials HIF	Hamilton City Council	Implementation	$5,521,246	$ $84,068	$ -				$ 5,605,314	$2,858,710.14	Growth and Economic Development
2018 Southern Links Peacocke Arterials HIF	Hamilton City Council	Repayment					$ 12,060,235	$ 20,237,171	$ 32,297,406	$32,297,406	Growth and Economic Development

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
2018-28 Hamilton Southern Links	Hamilton City Council	Pre-implementation	$298,000	$ 305,300	$ 313,300	$ 321,800			$ 1,238,400	$631,584.00	Growth and Economic Development
Borman Horsham Urban Upgrade and Extension	Hamilton City Council		$4,860,000	$ 60,000	$ -	$ -	$ -	$ -	$ 4,920,000	$2,509,200.00	Growth and Economic Development

Table 5: New and Improved Infrastructure for State Highways

Project Name	Phase Type	24/25	25/26	26/27	27/28	28/29	29/30	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Implementation	$ 161,657,324	$ 177,348,538	$ 162,550,131	$ 189,598,744	$ 191,424,243	$ 202,915,472	$1,085,494,452	General	
Coromandel Hauraki Resilience Rebuild	SSBC, Implementation	$ 142,572,000	$ 142,572,000	$ 131,672,000	$ 131,672,000	$ 131,672,000	$ 131,672,000	$811,832,000	Climate change and Resilience	
SH1 - Bulli Point/Te Poporo	Pre-implementation, Implementation	$ 11,990,000	$ -	$ -	0	$ -	$ -	$11,990,000	Climate change and Resilience	
SH1 Cambridge to Piarere	Pre-implementation, Implementation, Property	$ 27,250,000	$ 43,000,000	$ 179,100,000	218,000,000	$ 218,000,000	$ 218,000,000	$903,350,000	Growth and Economic Development	
SH1B Telephone Road	SSBC, Pre-implementation, Implementation, Property	$ 545,000	$ 1,744,000	$ 1,590,000	12,644,000	$ -	$ -	$16,523,000	Safety	
SH1 &2&3&27 Commercial Vcl Reg Sfty Cntr	Implementation, Property	$ 422,400	$ 3,374,600	$ 17,160,000	7,848,000	$ 8,611,000	$ -	$37,416,000	Safety	

Project Name	Phase Type	24/25	25/26	26/27	27/28	28/29	29/30	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH1 Piarere to Taupo	IBC, DBC	$ 1,199,000	$ 1,199,000	$ 1,853,000	1,853,000	$ -	$ -	$6,104,000	Growth and Economic Development	
West Hamilton Network Review	PBC, SSBC, Pre-implementation, Implementation, Property	$ 1,199,000	$ 1,199,000	$ -	1,853,000	$ 1,962,000	$ 18,380,000	$24,593,000	Growth and Economic Development	
SH21 Improvements	SSBC, Pre-implementation, Implementation, Property	$ 1,199,000	$ 545,000	$ -	4,766,000	$ 1,060,000	$ 1,060,000	$8,630,000	Safety	
SH25 Grahams Stream Bridge (Tairua)	SSBC, Pre-implementation, Implementation, Property	$ 545,000	$ 119,600	$ -	10,028,000	$ -	$ -	$10,692,600	Resilience	

Table 6: New and Improved Infrastructure for Local Roads

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Low cost / low risk improvements 2024-27	Hamilton City Council	Implementation	$ 2,000,000	$ 3,300,000	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ 13,300,000		General

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Low cost / low risk improvements 2024-27	Hauraki District Council	Implementation	$ 985,000	$ 1,210,000	$ 1,090,000	$ 1,127,900	$ 1,161,700	$ 1,196,600	$ 6,771,200		General
Low cost / low risk improvements 2024-27	Matamata-Piako District Council	Implementation	$ 1,061,000	$ 1,331,326	$ 1,293,781	$ 626,147	$ 641,800	$ 657,845	$ 5,611,899		General
Low cost / low risk improvements 2024-27	Ōtorohanga District Council	Implementation	$ 2,022,658	$ 1,798,740	$ 2,124,351	$ 1,940,429	$ 2,093,658	$ 2,123,017	$ 12,102,853		General
Low cost / low risk improvements 2024-27	South Waikato District Council	Implementation	$ 1,077,300	$ 1,618,050	$ 1,115,100	$ 1,090,950	$ 996,450	$ 950,250	$ 6,848,100		General
Low cost / low risk improvements 2024-27	Taupō District Council	Implementation	$ 2,735,000	$ 3,925,000	$ 3,825,000	$ 1,550,000	$ 650,000	$ 850,000	$ 13,535,000		General
Low cost / low risk improvements 2024-27	Thames-Coromandel District Council	Implementation	$ 1,778,560	$ 1,838,423	$ 1,893,250	$ -	$ -	$ -	$ 5,510,233		General

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Low cost / low risk improvements 2024-27	Waikato District Council	Implementation	$ 24,366,117	$ 22,473,993	$ 26,327,000	$ 30,590,000	$ 29,615,000	$ 29,280,000	$ 162,652,110		General
Low cost / low risk improvements 2024-27	Waipa District Council	Implementation	$ 1,208,750	$ 2,803,750	$ 5,474,400	$ 2,347,500	$3,197,500	$ 2,327,500	$ 17,359,400		General
Low cost / low risk improvements 2024-27	Waitomo District Council	Implementation	$ 1,812,000	$ 1,035,000	$ 875,000	$ 875,000	$ 875,000	$ 875,000	$ 6,347,000		General
2024 Eastern Pathways - CBD to Uni link - Clyde to CBD	Hamilton City Council	Pre-implementation, Implementation	$ -	$ 5,300,000	$ 12,750,000	$ 21,650,000	$ -	$ -	$ 39,700,000		Transport Choice/Accessibility
2024 Major Intersection Improvements Programme	Hamilton City Council	Pre-implementation, Implementation	$ 700,000	$ 6,300,000	$ 7,100,000	$ 8,800,000	$ 11,400,000	$ 6,250,000	$ 40,550,000		Safety
Eastern Transport Corridor	Hamilton City Council	Implementation	$ 2,000,400	$ -		$ 1,346,800	$ 24,372,600	$ 2,524,300	$ 30,244,100		Economic Development & Growth
2024 PT Hubs	Hamilton City Council	Implementation	$ -	$ -	$ 2,200,000	$ 2,200,000	$ 2,200,000	$ -	$ 6,600,000		Economic Development & Growth

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
2024 Bridge Improvements	Hamilton City Council	Implementation	$ 3,000,000	$ 3,000,000	$ 3,000,000	$ 3,000,000	$ 3,000,000	$ -	$ 15,000,000		Resilience & Climate Change
2024 PT Interchanges	Hamilton City Council	Pre-implementation, Implementation	$ -	$ -	$ 1,850,000	$ 5,750,000	$ 3,900,000	$ 10,650,000	$ 22,150,000		Economic Development & Growth
2024 PT Network Improvements - Orbiter	Hamilton City Council	Implementation	$ -	$ 2,600,000	$ 2,300,000	$ 2,405,000	$ 3,990,000	$ 3,590,000	$ 14,885,000		Economic Development & Growth
Northern River Crossing Designation	Hamilton City Council	SSBC, Pre-implementation	$ -	$ -	$ -		$ 812,000	$ 3,874,000	$ 4,686,000		Economic Development & Growth
Morrinsville Road Designation	Hamilton City Council	SSBC	$ 750,000	$ -	$ -	$ -	$ -	$ -	$ 750,000		Economic Development & Growth
Coromandel Bypass	Thames Coromandel District Council	Pre-implementation, Implementation	$ 10,290,900	$ 10,290,900	$ 14,700,900	$ -	$ -	$ -	$ 35,282,700		
MSP-UP Waikato Expressway Local effects Waipa	Waipā District Council	DBC, Implementation	$ 1,350,000	$ 1,000,000	$ 6,350,000	$ 1,500,000	$ -	$ 250,000	$ 10,450,000		Economic Development & Growth

Table 7: Road Safety

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Primary Contribution to Objectives	Total NLTF share for 6 years	Prioritisation within class
Low cost / low risk improvements 2024-27	Hamilton City Council	Implementation	$ 10,580,000	$ 9,225,000	$ 8,080,000	$ 8,000,000	$ 8,000,000	$ 8,000,000	$ 51,885,000	Safety		
Low cost / low risk improvements 2024-27 (Road to Zero)	Waipā District Council	Implementation	$ 1,929,375	$ 1,929,375	$ 2,572,500	$ 2,572,500	$ 2,572,500	$ 2,572,500	$ 14,148,750	Safety		
Road Safety Promotion 2024-27	Hamilton City Council	Implementation	$ 581,000	$ 605,000	$ 626,000	$ 644,000	$ 660,000	$ 673,000	$ 3,789,000	Safety		
Road Safety Promotion 2024-27	Ōtorohanga District Council	Implementation	$ 263,213	$ 281,901	$ 289,271	$ 295,325	$ 300,326	$ 304,538	$ 1,734,574	Safety		
Road Safety Promotion 2024-27	South Waikato District Council	Implementation	$ 110,250	$ 110,250	$ 110,250	$ 115,500	$ 115,500	$ 115,500	$ 677,250	Safety		
Road Safety Promotion 2024-27	Taupō District Council		$ 245,000	$ 252,595	$ 257,394	$ 245,000	$ 245,000	$ 245,000	$ 1,489,989	Safety		
Road Safety Promotion 2024-27	Thames-Coromandel District Council		$ 83,710	$ 83,710	$ 83,710	$ -	$ -	$ -	$ 251,130	Safety		

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Primary Contribution to Objectives	Total NLTF share for 6 years	Prioritisation within class
Road Safety Promotion 2024-27	Waikato District Council		$ 388,000	$ 399,640	$ 411,629				$ 1,199,269	Safety		
Road Safety Promotion 2024-2027	Waikato Regional Council		1,200,000	1,200,000	1,200,000					Safety		
Road Safety Promotion 2024-27	Waipā District Council		$ 170,500	$ 175,615	$ 181,874	$ 185,000	$ 185,000	$ 185,000	$ 1,082,989	Safety		
Road Safety Promotion 2024-27	Waitomo District Council		$ 90,000	$ 95,400	$ 100,170	$107,163	$110,378	$113,689	$ 616,800	Safety		
Speed Infrastructure Programme (SIP)	Waka Kotahi	Pre-implementation, Implementation, Property	$ 96,559,143	$ 74,588,331	$ 82,951,457	$ 89,968,102	$ 110,096,540	$ 137,490,726	$ 591,654,299	Safety		

Table 8: Investment Management

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
WAI Share Digital engineering/BIM	Waka Kotahi	DBC, Pre-implementation, Implementation	$ 440,922	$ 186,544	$ 1,899,357	$ 1,950,233	$ 19,943,257	$ -	$ 24,420,313		Resilience & Climate Change	
SH1 Taupo to Desert Road	Waka Kotahi	PBC	$ 1,090,000	$ 2,180,000	$ 2,180,000	$ -	$ -	$ -	$ 5,450,000		Safety	
Waikato Share Environmental PBC	Waka Kotahi	PBC	$ 907,433	$ 924,554	$ 941,676	$ -	$ -	$ -	$ 2,773,663		Resilience & Climate Change	
SH29 Piarere to Tauranga	Waka Kotahi	PBC	$ 545,000	$ 1,090,000	$ 1,090,000	$ -	$ -	$ -	$ 2,725,000		Safety	
Waikato Regional Transport Planning PBC	Waka Kotahi	PBC	$ -	$ 545,000	$ 1,853,000	$ -	$ -	$ -	$ 2,398,000		Economic Development& Growth	
Waikato Share Digital Data Strategy	Waka Kotahi	PBC	$ 33,918	$ 67,834	$ 16,958	$ -	$ -	$ -	$ 118,710		Economic Development& Growth	
Waikato Share Digital Data Warehouse	Waka Kotahi	PBC	$ -	$ 101,752	$ 152,627	$ 440,923	$ -	$ -	$ 695,302		Economic Development& Growth	
HW-MSP Transport PBC - Co-ordination SH Share	Waka Kotahi	PBC	327,000	0	0	0	0	0	$ 327,000		Economic Development& Growth	

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
HW-MSP Transport PBC - Monitoring SH Share	Waka Kotahi	PBC	109,000	0	0	0	0	0	$ 109,000		Economic Development& Growth	
Hamilton Transport Model	Hamilton City Council	PBC	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ 600,000		Economic Development& Growth	
MSP_UP_Bus Rapid Transit Business Case	Hamilton City Council	DBC	$ 2,110,000	$ 4,396,000	$ 2,272,000	$ -	$ -	$ -	$ 8,778,000		Economic Development& Growth	
Regional Land Transport Planning Management 2024-27	Waikato Regional Council	Implementation	$ 650,000	$ 650,000	$ 650,000				$ 1,950,000		Economic Development& Growth	
MSP_UP_PT Pathways IBC	Waikato Regional Council	IBC, SSBC, DBC, Implementation	$ 2,000,000	$ 1,000,000	$ 1,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 19,000,000		Economic Development& Growth	
Regional Public Transport Plan 2025	Waikato Regional Council	Implementation	$ 200,000	$ 100,000					$ 300,000		Economic Development& Growth	
Regional Resilience Plan 2026	Waikato Regional Council	Implementation		$ 150,000					$ 150,000		Resilience & Climate Change	

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Regional Road Safety Strategy 2024	Waikato Regional Council	Implementation		$ 150,000	$ 50,000				$ 200,000		Safety	
MSP-UP Cambridge Connections - Programme Business Case	Waipa District Council	PBC	$ 500,000	$ 500,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ -	$ 4,000,000		Economic Development& Growth	

Table 9: Walking and Cycling

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Hamilton City Council		$ 12,360,000	$ 16,245,000	$ 17,712,500	$ 9,725,000	$ 9,625,000	$ 9,312,500	$ 74,980,000		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Hauraki District Council		$ 180,000	$ 180,000	$ 180,000	$ 185,400	$ 191,000	$ 196,700	$ 1,113,100		Accessibility/Transport choice	

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Matamata-Piako District Council		$ 150,000	$ 154,500	$ 157,650	$ 161,591	$ 165,631	$ 169,772	$ 959,144		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Ōtorohanga District Council										Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	South Waikato District Council										Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Taupō District Council		$ 3,390,000	$ 3,880,000	$ 3,480,000	$ 1,280,000	$ 780,000	$ 880,000	$ 13,690,000		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Thames-Coromandel District Council		$ 1,330,510	$ 1,420,418	$ 1,510,326	$ -	$ -	$ -	$ 4,261,254		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Waikato District Council		$ 1,150,000	$ 1,550,000	$ 1,250,000	$ 3,670,000	$ 3,695,000	$ 3,425,000	$ 14,740,000		Accessibility/Transport choice	

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Waipa District Council		$ 787,500	$ 877,500	$ 2,846,000	$ 1,550,000	$ 5,550,000	$ 6,050,000	$ 17,661,000		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Waitomo District Council		$ 200,000	$ 250,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 1,650,000		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Waka Kotahi		$ 3,938,333	$ 3,938,333	$ 3,938,333	$ 4,332,166	$ 4,332,166	$ 4,332,166	$ 24,811,497		Accessibility/Transport choice	
2024 Eastern Pathways - Schools Link (Stage 1)	Hamilton City Council	Pre-implementation, Implementation	$ 11,000,000	$ 14,850,330	$ 14,300,880	$ -	$ -	$ -	$ 40,151,210		Accessibility/Transport choice	
2024 Eastern Pathways-City to Uni Link Clyde to University	Hamilton City Council	Pre-implementation, Implementation	$ 150,000	$ 10,105,025	$ 12,500,000	$ 17,750,000	$ 27,000,000	$ 5,400,000	$ 72,905,025		Accessibility/Transport choice	
2024 Biking and Micromobility Priority Routes	Hamilton City Council	Pre-implementation, Implementation	$ 4,150,000	$ 11,300,000	$ 10,700,000	$ 5,750,000	$ 5,750,000	$ 5,750,000	$ 43,400,000		Accessibility/Transport choice	

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
2024 Biking and Micromobility Projects Citywide - Community	Hamilton City Council	~~Pre-implementation~~, Implementation	$ 5,000,000	$ 23,500,000	$ 10,000,000	$ 19,350,000	$ 21,050,000	$ 17,050,000	$ 95,950,000		Accessibility/Transport choice	
2024 Eastern Pathways - Schools Link (Stage 2)	Hamilton City Council	~~Pre-implementation~~, Implementation	$ 999,900	$ 999,900	$ 20,854,900	$ 20,790,000	$ 20,130,000	$ 32,230,000	$ 96,004,700		Accessibility/Transport choice	
2024 Active Modes River Bridge - St Andrews	Hamilton City Council	~~Pre-implementation~~, Implementation	$ -	$ -	$ 350,000	$ 2,000,000	$ 33,000,000	$ 66,000,000	$ 101,350,000		Accessibility/Transport choice	
MSP-UP Waipa Urban Mobility	Waipa District Council	Implementation	$ 1,225,000	$ 3,266,600	$ 3,266,600	$ -	$ -	$ -	$ 7,758,200		Accessibility/Transport choice	

Table 10: Public Transport - All Activities

Public Transport Infrastructure

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Hamilton City Council		$ 5,690,000	$ 7,500,000	$ 6,000,000	$ 6,000,000	$ 6,000,000	$ 6,000,000	$ 37,190,000		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Hauraki District Council										Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Matamata-Piako District Council		$ 40,000	$ 41,200	$ 42,040	$ 43,091	$ 44,168	$ 45,272	$ 255,771		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Ōtorohanga District Council										Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	South Waikato District Council										Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Taupō District Council		$ 50,000	$ 50,000	$ 25,000	$ 10,000	$ 25,000	$ 10,000	$ 170,000		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Thames-Coromandel District Council										Accessibility/Transport choice	

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Waikato District Council		$ 700,000	$ 1,700,000	$ 350,000	$ 550,000	$ 300,000	$ 300,000	$ 3,900,000		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Waikato Regional Council		$ 1,189,184	$ 1,596,908	$ 1,096,908				$ 3,883,000		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Waipa District Council		$ 258,750	$ 888,750	$ 1,161,500	$ 844,500	$ 844,500	$ 844,500	$ 4,842,500		Accessibility/Transport choice	
Low cost / low risk improvements 2024-27	Waitomo District Council										Growth and Economic Development	
Low cost / low risk improvements 2024-27	Waka Kotahi		$ 1,000,000	$ 1,000,000	$ 1,000,000				$ 3,000,000		Growth and Economic Development	
HW- MSP PT Pathways Park and Ride	Waka Kotahi	DBC, Pre-implementation, Implementation	$ 545,000	$ 545,000	$ 10,900,000	$ 10,900,000	$ -	$ -	$ 22,890,000		Growth and Economic Development	
HW-MSP-Public Transport Pathways 0 -12 Y	Waka Kotahi	SSBC, Pre-implementation, Implementation	$ 327,000	$ 599,500	$ 5,450,000	$ -	$ -	$ -	$ 6,376,500		Growth and Economic Development	

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
HW- MSP Bus Rapid Transit RT1 North & East	Waka Kotahi	DBC, Pre-implementation, Implementation, Property	$ -	$ 1,090,000	$ 218,000	$ 218,000	$ 1,035,500	$ 16,717,500	$ 19,279,000		Growth and Economic Development	
HW- MSP Bus Rapid Transit RT1 South	Waka Kotahi	DBC, Pre-implementation, Implementation	$ -	$ 817,500	$ -	$ 817,500	$ 817,500	$ -	$ 2,452,500		Growth and Economic Development	
MSP UP Bus Rapid Transit Route 1	Hamilton City Council	Implementation	$ -	$ -	$ 49,398,038	$ 64,468,038	$ 66,121,634	$ 54,201,413	$ 234,189,123		Growth and Economic Development	
National Ticketing Solution	Waikato Regional Council	Implementation	$ -	$ -	$ 1,718,131				$ 1,718,131		Accessibility/ Transport Choice	
Electric Vehicle (EV) Bus Charging Station	Waikato Regional Council	SSBC, Pre-implementation, Implementation	$ 200,000	$ 800,000	$ 7,000,000	$ 7,000,000	$ 5,000,000		$ 20,000,000		Accessibility /Transport Choice	
DBC For Te Huia Rolling Stock Replacement	Waikato Regional Council	DBC	$ 100,000	$ -	$ -				$ 100,000		Accessibility /Transport Choice	
Public Transport Programme 2024-27 -capex	Waikato Regional Council	Implementation	$ 1,189,184	$ 1,596,908	$ 2,815,039				$ 5,601,131		Accessibility /Transport Choice	

Public Transport Services

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Public transport services	Taupō District Council	Implementation	$390,000	$390,000	$ 390,000	$ 390,000	$ 390,000	$ 390,000	$2,340,000		Accessibility /Transport Choice	
Low cost / low risk improvements 2024-27	Waikato Regional Council	Implementation	$6,574,681	$ 10,457,426	$ 11,732,325				$28,764,432		Accessibility /Transport Choice	
Public Transport Programme 2024-27 -opex	Waikato Regional Council	Implementation	$ 32,942,452	$ 34,770,219	$ 39,169,748				$106,882,419		Accessibility /Transport Choice	

Appendix H: Significant Transport Activities table

Priority order	Organisation	Activity Class	Project Name	Description	Phase	Total Project Cost (6yrs)	Primary contribution to objectives
1	WK	SH Improvements	SH1 - Bulli Point/Te Poporo	National Resilience risk on SH1 at Bulli Point Lake Taupo - Implementation	Pre-implementation, Implementation	$11,990,000	Resilience and climate change
2	WK	SH Improvements	Coromandel Hauraki Resilience Rebuild	Cyclone strategic response rebuild	SSBC, Implementation	$811,832,000	Resilience and climate change
3	TCDC		Coromandel Bypass	It will create resilience benefits by creating a second crossing of the river at Coromandel Town that will provide additional network resilience to all roads north of Coromandel Town		$35,282,700	Resilience and climate change
4	WK	SH Improvements	SH1 Cambridge to Piarere	SH1 Cambridge to Piarere Long Term	Pre-implementation, Implementation, Property	$903,350,000	Growth and Economic development
5	Waipa	Investment management	MSP-UP Cambridge Connections - Programme Business Case	The project will include an assessment of the Cambridge transport network and the form and function of the surrounding roads and intersections to ensure the network continues to function well into the future	PBC	$4,000,000	Growth and Economic development

Priority order	Organisation	Activity Class	Project Name	Description	Phase	Total Project Cost (6yrs)	Primary contribution to objectives
6	WRC	*Investment management*	*MSP_UP_PT Pathways IBC*	*This IBC phase is to determine a 12-year programme for the PT network that supports the delivery of the 30-year vision in the PBC and the RPTP.* *It will also look at integration with BRT lines and other modes, plus 3 waters integration.*	IBC, SSBC, DBC, Implementation	$19,000,000	Growth and Economic development
7	HCC	Investment management	MSP-UP Bus Rapid Transit Business Case	Business case for RT1 BRT Corridor	DBC	$8,778,000	Growth and Economic development
8	Waipa	W&C improvements	MSP-UP Waipa Urban Mobility	Develop an Urban Mobility Business Case to determine a programme of improvements and subsequently funding for walking and cycling infrastructure for urban towns	Implementation	$7,758,200	Accessibility/Transport choice
9	Waipa	LR Improvements	MSP-UP Waikato Expressway Local effects Waipa	Maximize the investment of the waikato expressway Remove urban barriers to transport choices caused by escalating State Highway effects	DBC, Implementation	$10,450,000	Growth and Economic development
10	HCC	PT infrastructure	MSP_UP_Bus Rapid Transit Route 1	Implementation of the RT1 network	Implementation	$234,189,123	Growth and Economic development
11	WK	PT infrastructure	HW- MSP PT Pathways Park and Ride	Hamilton Metro Spaital Plan next steps - Initial and Future Park and Ride planning for RT1 corridor	DBC, Pre-implementation, Implementation	$22,890,000	Growth and Economic development
12	WK	PT infrastructure	HW-MSP-Public Transport Pathways 0 -12 Y	Hamilton Metro Spaital Plan next steps - short/medium term bus priority and FMLM planning on the pathway to BRT	SSBC, Pre-implementation, Implementation	$6,376,500	Growth and Economic development

Priority order	Organisation	Activity Class	Project Name	Description	Phase	Total Project Cost (6yrs)	Primary contribution to objectives
13	WK	*PT infrastructure*	*HW- MSP Bus Rapid Transit RT1 North&East*	Hamilton Metro Spaital Plan next steps - 12 years + Planning for implementing BRT on the RT1 Corridor to be implemented by 2035	DBC, Pre-implementation, Implementation, Property	$19,279,000	Growth and Economic development
14	WK	*PT infrastructure*	*HW- MSP Bus Rapid Transit RT1 South*	Hamilton Metro Spaital Plan next steps - 12 years + Planning for implementing BRT on the RT1 Corridor to be implemented by 2035	DBC, Pre-implementation, Implementation	$2,452,500	Growth and Economic development
15	WK	*Investment management*	*HW-MSP Transport PBC - Co-ordination SH Share*	*Support for Hamilton MSP General Programme Management, programme comms etc*	PBC	$327,000	Growth and Economic development
16	WK	*Investment management*	*HW-MSP Transport PBC - Monitoring SH Share*	*Monitoring for Waikato Metro Area*	PBC	$109,000	Growth and Economic development
17	HCC	LR Improvements	2024 Eastern Pathways - CBD to Uni link - Clyde to CBD	Implementation of bus priority, new separated cycleways, and improved footpaths between Wairere Drive and the Waikato River including intersection safety improvements.	Pre-implementation, Implementation	$39,700,000	Accessibility/Transport choice
18	HCC	W&C improvements	2024 Eastern Pathways - Schools Link (Stage 1)	Project will deliver new separated cycleways, footpath improvements, new walking and cycling crossings at schools, bus stop improvements, street planting and stormwater improvements.	Pre-implementation, Implementation	$40,151,210	Accessibility/Transport choice
19	WK	SH Improvements	SH1B Telephone Road	Safety and level crossing improvements to facilitate reopening of level crossing at intersection at SH1 and Telephone Road, Waikato.	SSBC, Pre-implementation, Implementation, Property	$ $16,523,000	Safety

Priority order	Organisation	Activity Class	Project Name	Description	Phase	Total Project Cost (6yrs)	Primary contribution to objectives
20	HCC	LR Improvements	2024 Major Intersection Improvements Programme	Intersection improvements (primarily safety but with associated walking, cycling, public transport and freight) at 17 sites throughout the city which are expected to cost more than $2M per site	Pre-implementation, Implementation	$40,550,000	Safety
21	WK	SH Improvements	SH1 &2&3&27 Commercial Vcl Reg Sfty Cntr	SH1 SH2, SH3, SH27 Commercial Vehicle Regional Safety Centres-Turangi, Otorohanga, Taupiri, Tatuanui, Mangatarata, Wahi South	Implementation, Property	$37,416,000	Safety
22	HCC	W&C improvements	2024 Eastern Pathways-City to Uni Link Clyde to University	This activity consists of new bus lanes and improved footpaths/shared paths and bus stops on Clyde Street and new bus lanes, separated cycles, and improved footpaths and bus stops on Knighton Road.	Pre-implementation, Implementation	$72,905,025	Accessibility/Transport choice
23	HCC	W&C improvements	2024 Biking and Micromobility Priority Routes	Implementation of new separated cycleways, improved footpaths and bus stops on priority routes identified from the Strategic network for biking and micromobility including intersection safety improvements.	Pre-implementation, Implementation	$43,400,000	Accessibility/Transport choice
24	HCC	W&C improvements	2024 Biking and Micromobility Projects Citywide - Community	Implementation of new separated cycleways, improved footpaths and bus stops on identified routes including intersection safety improvements.	Pre-implementation, Implementation	$95,950,000	Accessibility/Transport choice
25	HCC	LR Improvements	Eastern Transport Corridor	Construction of the eastern transport corridor	Implementation	$30,244,100	Growth and Economic development

Priority order	Organisation	Activity Class	Project Name	Description	Phase	Total Project Cost (6yrs)	Primary contribution to objectives
26	HCC	LR Improvements	2024 PT Hubs	Development of PT hubs throughout the city to cater for EV charge top ups and driver stops	Implementation	$6,600,000	Growth and Economic development
27	WK	SH Improvements	SH1 Piarere to Taupo	Updated review of the SH network between Piarere and Taupo to ensure resilient, safe and appropriate network with integration of improvements going forward	IBC, DBC	$6,104,000	Growth and Economic development
28	WK	SH Improvements	West Hamilton Network Review	State highway contribution to a joint Waka Kotahi + HCC network review of the western Hamilton network, focused on enabling high quality public transport movement, safety, and supporting brownfields growth	PBC, SSBC, Pre-implementation, Implementation, Property	$24,593,000	Growth and Economic development
29	HCC	LR Improvements	2024 Bridge Improvements	Bridge improvements required for resilience and to accommodate increasing weights associated with EV bus programme implementation	Implementation	$15,000,000	Resilience and Climate change
30	HCC	W&C improvements	2024 Eastern Pathways - Schools Link (Stage 2)	This activity consists of pre-implementation and implementation phases for the preferred option developed in the Eastern Pathways SSBC. This includes Peachgrove Road and Hukanui Road (Te Aroha to Wairere) and Clarkin Road	Pre-implementation, Implementation	$96,004,700	Accessibility/Transport choice
31	HCC	W&C improvements	2024 Active Modes River Bridge - St Andrews	Construction of an active modes (walking and cycling) bridge to cross the Waikato River in the St Andrews area	Pre-implementation, Implementation	$101,350,000	Accessibility/Transport choice

Priority order	Organisation	Activity Class	Project Name	Description	Phase	Total Project Cost (6yrs)	Primary contribution to objectives
32	HCC	LR Improvements	2024 PT Interchanges	Development of Public Transport interchanges for locations where 3-4 PT routes meet, and passengers will move from one service to another	Pre-implementation, Implementation	$22,150,000	Growth and Economic development
33	HCC	LR Improvements	2024 PT Network Improvements - Orbiter	Improvements for the Orbiter route including pedestrian safety and accessibility crossing the roads, bus stop improvements and intersection improvements to enable improve bus reliability	Implementation	$14,885,000	Accessibility/Transport choice
34	WK	Investment management	WAI Share Digital engineering/BIM	Developing a business case demonstrating the value of digital engineering in the New Zealand context to enable apt scoping of the initiative and its impacts ahead of the decision to commit significant resource	DBC, Pre-implementation, Implementation	$24,420,313	Resilience and Climate change
35	WK	Investment management	SH1 Taupo to Desert Road	Programme aimed to address road user safety and provide a reliable and efficient corridor commensurate with the route classification and wide range of users	PBC	$5,450,000	Safety
36	WK	Investment management	Waikato Share Environmental PBC	National PBC to identify a common approach to dealing with environmental matters such as fish passage, noise walls etc	PBC	$2,773,663	Resilience and Climate change
37	WK	Investment management	SH29 Piarere to Tauranga	Operational and capital improvements to improve safety and DSIs and improve freight reliability	PBC	$2,725,000	Safety

Priority order	Organisation	Activity Class	Project Name	Description	Phase	Total Project Cost (6yrs)	Primary contribution to objectives
38	WK	Investment management	Waikato Regional Transport Planning PBC	Programme to update PBC plans for the state highway network	PBC	$2,398,000	Growth and Economic development
					Total **$2,839,357,034**		

Appendix I: Hamilton City Council activities outside the NLTF

Funding Source	Activity Name
Unsubsidised	Parking Management
Unsubsidised	Sump Filter Stormwater Compliance Programme
Unsubsidised	Transport Network Upgrade associated with Development
Unsubsidised	Nature in the City - Transport Network
Unsubsidised	Ruakura Road Transpower Land Purchase
Unsubsidised	Ruakura Arterial Upsize
Unsubsidised	Ruakura Railway Hub
Unsubsidised	North City Road Upgrade - Bourn Brook to Kay
Unsubsidised	Rototuna Transport Upsize Programme
Unsubsidised	River Road Upgrade- Te Huia to Kay Road
Unsubsidised	Rototuna Transport Urbanisation Programme
Unsubsidised	Arterial Designations and Permanent Levels
Unsubsidised	Arthur Porter Drive Realignment
Unsubsidised	Rotokauri Stage 1 Arterial Upsize
Unsubsidised	Brymer Road Urbanisation
Unsubsidised	Rotokauri Road Urbanisation
Unsubsidised	Rotokauri Stage 1 Collector Upsize
Unsubsidised	Arthur Porter Drive Realignment
Unsubsidised	Te Kowhai/Rotokauri Arterial New Build
Unsubsidised	Rotokauri Transport Upsize Programme
Unsubsidised	Rotokauri Stage 1 Collector Upsize
Unsubsidised	Onion Road Realignment
Unsubsidised	B - SH3 Ohaupo Road
Unsubsidised	Bader Street Urbanisation
Unsubsidised	C - Extension of Wairere Drive and Bridge
Unsubsidised	D - Peacocke Road Urban Upgrade
Unsubsidised	E - East/West Roading Arterial
Unsubsidised	Hall Road Urban Upgrade
Unsubsidised	North-South Arterial
Unsubsidised	North-South Arterial from East-West Arterial to Peacocke Road
Unsubsidised	Peacocke Developer Upsize Programme
Unsubsidised	Peacocke Land Acquisition Programme
Unsubsidised	Peacocke Road Minor Arterial Upgrade
Unsubsidised	Peacocke Lane Urban Upgrade
Unsubsidised	Southern Links Designation Provisions
Unsubsidised	Hall Road Urban Upgrade
Unsubsidised	North-South Arterial from East-West Arterial to Peacocke Road
Unsubsidised	Peacocke Developer Upsize Programme
Unsubsidised	Ohaupo Road Urbanisation
Unsubsidised	Peacocke Developer Upsize Programme
Unsubsidised	Peacocke Developer Upsize Programme
Unsubsidised	Transport Network - Proactive Upgrades for Intensification
Unsubsidised	Alexandra Street Upgrade A
Unsubsidised	Caro St Upgrade
Unsubsidised	Footpath Renewal - Central City Enhanced
Unsubsidised	Alexandra Street Upgrade B
Unsubsidised	Central City Transport Improvements
Unsubsidised	Collingwood Street Upgrade (Alexandra to Victoria)
HIF	Peacocke PDA Upsize Contribution (HIF)
IAF	IAF - Active Modes River Crossing
IAF	IAF - Anglesea Street Investigation and Protection

Glossary of commonly used terms and acronyms

Glossary of commonly used terms and acronyms

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.
Climate change	A change in the state of the climate that can be identified by changes in the mean variability of its properties, and that persists for an extended period (IPCC 2018).
CO2	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.
Future Proof	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.
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

Activity	Defined in the LTMA as a land transport output or capital project or both
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.
LTP	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.
MSA	The Hamilton-Waikato metro area (metro spatial area) is an urban sub-region of the Waikato. Hamilton is at the core of this metropolitan area which extends from Taupiri in the north to Te Awamutu and Cambridge in the south.
MSP	The Hamilton Waikato Metropolitan Spatial Plan (MSP) is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years.
MSP-PBC	Metro Spatial Plan Transport Programme Business Case - The Transport Programme Business Case (PBC) establishes transport interventions to promote the compact urban form aspirations set in the Hamilton-Waikato Metro Spatial Plan (HWMSP).
Micro-mobility	Small, lightweight, 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.
NO2	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

Activity	Defined in the LTMA as a land transport output or capital project or both
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
Resilience	The transport system's ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly. It requires minimising and managing the likelihood and consequences of small-scale and large-scale, frequent and infrequent, sudden and slow-onset disruptive events, caused by natural or man-made disasters (National Resilience Programme Business Case).
RLTP/Plan	Regional Land Transport Plan
RPTP	Regional Public Transport Plan 2022-2032
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 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
WRC	Waikato Regional Council
WRRSF	Waikato Regional Road Safety Forum - A multi-agency group which oversees regional road safety direction in the Waikato.

Waikato
REGIONAL COUNCIL
Te Kaunihera ā Rohe o Waikato

He taiao mauriora **Healthy environment**

He hapori hihiri **Vibrant communities**

He ōhanga pakari **Strong economy**

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