

# SERVICE DELIVERY COMMITTEE REPORT



**To:** The Chairperson and Members of the Service Delivery Committee  
**From:** Rachel Algar, Strategy Planner  
**Subject:** **DRAFT TRANSPORT STRATEGY**  
**Meeting Date:** 7 December 2021

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## 1 EXECUTIVE SUMMARY

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The Waipā Integrated Transport Strategy was developed in 2010 and set the direction for transport for the next 30 years. It is timely for a review in line with national policy changes, growth and community aspirations. The draft Waipā District Transport Strategy is a 30-year plan for 2021-2051.

Following on from key stakeholder workshops, working with our iwi partners and elected members to identify issues, shape the vision, focus areas, outcomes and actions, the draft Waipā District Transport Strategy (draft Strategy) has been drafted for stakeholder and community engagement.

The draft Strategy has a new vision “People and freight in Waipā have access to an integrated, safe, sustainable transport system that provides a range of travel choices”.

The vision is supported by a whakataukī provided by Nga iwi Toopu o Waipā (NITOW) representatives:

***He aha te mea nui o te ao? He tāngata, He tāngata, He tāngata***

*People are at the centre of our solutions*

The draft Strategy is structured around five areas of focus:

1. Responding to Climate Change
2. Managing Growth
3. Design and Optimisation of the Transport Network
4. Road Safety
5. Access to Transport Options.

The focus areas have been refined into objectives and outcomes and a series of high-level actions. The draft Strategy structure is shown in Figure 1.



Figure 1: Strategy Structure

The following appendix accompanies this report:

- Appendix 1 - Draft Waipā District Transport Strategy (*document number 10700803*).

## 2 RECOMMENDATION

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*That*

- The report titled Draft Transport Strategy (document number 10712644) of Rachel Algar, Strategy Planner be received;*
- The Service Delivery Committee endorses the Draft Waipā District Transport Strategy (document number 10700803) for stakeholder and public consultation (Option 2).*

## 3 BACKGROUND

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The draft Strategy has been prepared within the context of key national, regional and district policies and plans, alongside engagement and workshops with iwi partners and key stakeholders.

### **Key Policy Context**

The draft Strategy aligns with national policy direction towards providing for better travel options to lessen reliance on private vehicles to move around the district, and the role transport plays in improving well-being and liveability. It also acknowledges the strong role transport plays in achieving climate change goals.

The draft Strategy also aligns with Council's vision: 'Waipā Home of Champions – Building Connected Communities', the community outcomes and external strategic

priorities. Key to the draft Strategy is the role it plays in helping shape and provide for growing and vibrant communities and preparing for climate change.

There are also a number of other policies and plans which have provided guidance in preparation of the draft Strategy as outlined in section 3 of the draft Strategy.

### **Iwi and Stakeholder Engagement**

The draft Strategy has been developed in consultation with iwi partners and key stakeholders, who helped to shape the outcomes and actions they would like to see to achieve the vision. To help inform iwi and stakeholder engagement, a background paper (document number 10561455) was prepared.

The project team attended a number of Nga Iwi Toopu o Waipā hui on 19 April, 17 May, 26 July and 22 November 2021 (via Zoom) to get input on the issues, opportunities, objectives and vision. The draft Strategy will also be presented to the Iwi Consultative Committee on 1 December 2021.

Key stakeholders were identified and invited to attend two workshops on 19 May and 21 June 2021. In the first workshop, stakeholders were introduced to the project, provided feedback on a vision, and were invited to provide their top transport issues. These were grouped into focus areas which were then confirmed. Attendees were then asked to provide some objectives for each focus area. In the second workshop, the focus areas and objectives were confirmed and stakeholders were asked to help identify a list of actions.

### **Key Information**

The draft Strategy is also supported by an extensive evidence base including crash data, census data, household and employment projections, traffic modelling and a series of baseline GIS maps.

The Waikato Regional Transportation Model (WRTM) was run to understand future road congestion based on projected growth. Future transport scenarios for three future years (2031, 2041 and 2051) were run for Cambridge, Te Awamutu and Kihikihi urban areas.

## **4. IMPLEMENTATION**

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There are a number of mechanisms to achieve the actions in the draft Strategy including regional partnerships through the Waikato Regional Land Transport Plan (RLTP), Waikato Regional Public Transport Plan (RPTP), Future Proof, Hamilton-Metro Spatial Plan and Road to Zero for the Waikato Region; and at the district level through Waipā Long Term Plan (LTP) 2021-31, Waipā Transport Activity Management Plan, Waipā District Plan and Waipā Community Plan (under development).

Actions can also be achieved through good urban design principles and measures to encourage mode shift. Examples of this are managing parking management, and supporting travel behaviour change programmes.

It is anticipated that the draft Strategy will be reviewed every five years to ensure it is kept up to date with current transport policy, and community aspirations.

## 5. NEXT STEPS

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The next step is to complete engagement on the draft Strategy (as outlined in Figure 2). Note, the draft Strategy does not meet the criteria for special consultative procedures under the Local Government Act 2002, so we are not required to undertake a formal process.

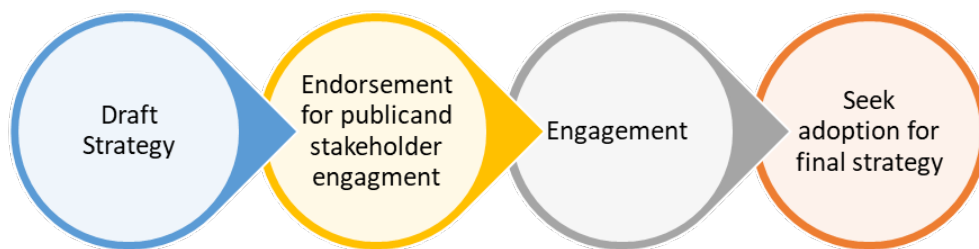


Figure 2. Strategy project process

A decision is being sought on 2 options for consultation:

**Option 1: Iwi and Stakeholder Consultation** - inform and consult with key stakeholders only with the understanding that public consultation would be completed on individual transport projects identified in the draft Strategy as required. For the development of the draft Strategy we have ensured as much as possible that we draw on previous community engagement through Council workstreams to ensure we do not 'over-consult' with the community. This option would seek feedback on the draft Strategy from iwi and key stakeholders that have been identified as part of the strategy development.

**Option 2: (Staff recommendation and Council workshop (9th October 2021) preferred option) Stakeholder and Public Engagement** – inform and consult with key stakeholders and the public. Consultation would be targeted to stakeholders and the public to enable the opportunity to provide feedback on the draft strategy. Option 2 would require the timeframe for the adoption of the Transport Strategy to be extended to April 2022. Noting that this will not be a special consultative procedure so all feedback provided will be considered, but no formal hearing process is required.

A Communications plan has been prepared for the draft Strategy. The proposed key messages and tasks are included in the 'Supporting Information' section of this report.

Note: With both options 1 and 2 there would still be the opportunity for future consultation on specific projects identified in the final Transport Strategy.

The timeframes for engagement (preferred option 2) and completion of final strategy are outlined below:

Tasks	Proposed Key Dates
Service Delivery Committee endorsement for public consultation	7 December 2021
Preparation of tasks as per Communications Plan	December/January 2022
Public Consultation	7 February – 7 March 2022
Review of feedback and final strategy (* note: dependent on feedback)	7 – 25 March 2022
Seek adoption of final Strategy	April 2022

## 6. OPTIONS AND ASSESSMENT

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### Decision making

No decisions are required regarding options and assessment for the draft Strategy. The draft Strategy objectives, outcomes and actions have been considered against:

- The intervention hierarchy which Waka Kotahi NZ Transport Agency uses to assess all transport activities. The intervention hierarchy promotes integrated planning, managing demand and making best use of the existing infrastructure prior to considering any investments in new infrastructure.
- The current national, regional and district wide policy and strategy context.
- Iwi and stakeholder engagement.

### COVID-19 Recovery

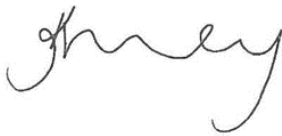
There is no immediate financial cost to ratepayers for the draft Strategy, as projects for implementation will be included in business cases in future Long Terms Plans, or incorporated into workstreams via the Annual Plan process.

## Financial and Risk Considerations

Costs relating to the implementation of the draft Strategy will be included in business cases for future Long Term Plans.



Rachel Algar  
**STRATEGY PLANNER**



Reviewed by Kirsty Downey  
**MANAGER STRATEGY**



Approved by Dawn Inglis  
**GROUP MANAGER SERVICE DELIVERY**

## SUPPORTING INFORMATION

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### 1 Statutory and policy requirements

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#### **Consultation and Engagement option for draft Transport Strategy**

The draft Strategy is now ready for consultation. Note, the draft Strategy does not meet the criteria for special consultative procedures under the Local Government Act 2002, so we are not required to undertake a formal process.

We are seeking a Council decision for consultation. There are 2 options:

**Option 1: Iwi and Stakeholder Consultation** - inform and consult with key stakeholders only with the understanding that public consultation would be completed on individual transport projects identified in the draft Strategy as required. For the development of the draft Strategy we have ensured as much as possible that we draw on previous community engagement through Council workstreams to ensure we do not 'over-consult' with the community. This option would seek feedback on the draft Strategy from iwi and key stakeholders that have been identified as part of the draft Transport Strategy development.

**Option 2: (Staff recommendation and Council workshop (9 October 2021) preferred option) Stakeholder and Public Consultation** – inform and consult with key stakeholders and the public. Consultation would be targeted to key stakeholders and the public to enable the opportunity to provide feedback on the draft Strategy. Option 2 would require the timeframe for the adoption of the draft Transport Strategy to be extended with adoption of final strategy anticipated in April 2022.

Note: With both options 1 and 2 there would still be the opportunity for future consultation on specific projects identified in the draft Strategy.

#### **Communications Plan**

A Communications Plan has been prepared for the draft Strategy, dependent on Council's decision on the preferred option. The proposed plan (as per option 2) is to share the draft Strategy and seek community feedback. As transport affects everyone in the district we would plan a number of strategies to encourage participation in the consultation process. The consultation process also provides an opportunity to highlight that transport is changing and help promote key messages regarding how we might use transport modes in the future. The proposed key messages and tasks are outlined below:

#### **Key messages**

- *NZ Transport is changing, and Waipā is moving with the times*
- *We're looking at more transport options to connect our people with the places they love*
- *New legislation means we need to future proof our transport system to protect against climate change*

- *The draft Transport Strategy influences future projects we're delivering to you, such as walkways, cycle ways, public transport, freight and roading*
- *Transport affects everyone, so we're putting people at the centre of our solution. He aha te mea nui o te ao? He tāngata, He tāngata, He tāngata*
- *Have your say in Waipā 's future, and find out more*
- *Our Iwi partners and stakeholders helped design this draft Strategy. It's all about giving you more of what you want.*

### **Key tasks**

Given the constraints of COVID-19 and the need to minimise face to face contact we would rely predominantly on key messages through the Council's website, Facebook, newspaper advertising, media releases and Council newsletters. The following are proposed:

- Short video available via webpage– outlining key messages for the draft Transport Strategy and how to feedback
- Media releases
- Newspaper advertising (Te Awamutu Courier, Cambridge Edition)
- Digital advertising – webpage, 'Have your say' feedback form, FAQs, Facebook, Ask expert Live Stream Facebook, Hold message for phone
- Word from Waipā newsletter
- Iwi and Stakeholders - meetings (via Zoom) and email

### **Council Policy or Strategy**

The Transport Strategy will assist with decision-making in future Long-Term Plans and will be essential to support any future Waka Kotahi funding applications. It identifies key objectives, outcomes and high-level actions that support the Transport Strategy vision.

The draft Strategy is consistent with national, regional and district wide policy and strategy direction including:

#### National:

- Government Policy Statement on Land Transport 2021/22-2030/31 (GPS 2021)
- Arataki – Waka Kotahi NZ Transport Agency
- 2050 Climate Change Response (Zero Carbon) Amendment Act
- Road to Zero 2020-2030 – NZ's road safety strategy
- Urban Growth Agenda & NPS on urban development
- Keeping Cities Moving
- New Zealand Rail Plan
- National Policy Statement for Freshwater Management 2020
- Draft NZ Infrastructure Strategy 2021



Regional:

- Waikato Regional Land Transport Plan (RLTP) 2021-2051
- Hamilton-Waikato Metro Spatial Plan (Future Proof)
- Hamilton-Waikato Mode Shift Plan
- Road to Zero for the Waikato
- Waikato Regional Public Transport Plan

District:

- Community Outcomes and External Strategic Priorities
- Waipā Growth Strategy 2050
- Waipā Community Spatial Plan (under development)
- Waipā District Plan
- Waipā Infrastructure Strategy (2021-2051)
- Town Concept Plans

# Appendix 1

Draft Transport Strategy 2021-2051 (*document number 10700803*)

# Waipā Transport Strategy

Draft for Consultation

2021-2051

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<i>First adopted:</i>	Draft Strategy for Consultation
Revision dates/version:	
Next review date:	
Engagement required:	Yes
Document number:	10700803
Associated documents:	
<b>Strategy owner:</b>	Dawn Inglis

## Abbreviations

## Maps

- Map 1: Future transportation projects across the Waipā District
- Map 2: Waipā District Transportation Network
- Map 2: Origin & destination journeys to work: Cambridge
- Map 3: Origin & destination journeys to work: Te Awamutu
- Map 4: Cambridge level of service 2051, PM peak
- Map 5: Te Awamutu level of service 2051, PM peak
- Map 6: Growth, tourism, cultural and recreational destinations
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- Map 9: Te Awamutu and Kihikihi urban mobility network

## Foreword from the Mayor

**Jim Mylchreest**  
Mayor of Waipā

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## **Transport Strategy Summary – *working towards an integrated, safe, sustainable transport system***

The transport system is vital for our communities, businesses and the economy. Waipā residents make a large number of daily trips, including for work, education, shopping, access to community services, socialising, or for trips to other centres such as Hamilton City and beyond. There are also a number of daily freight movements through and within the district to support the strong rural economy in the delivery of goods and services.

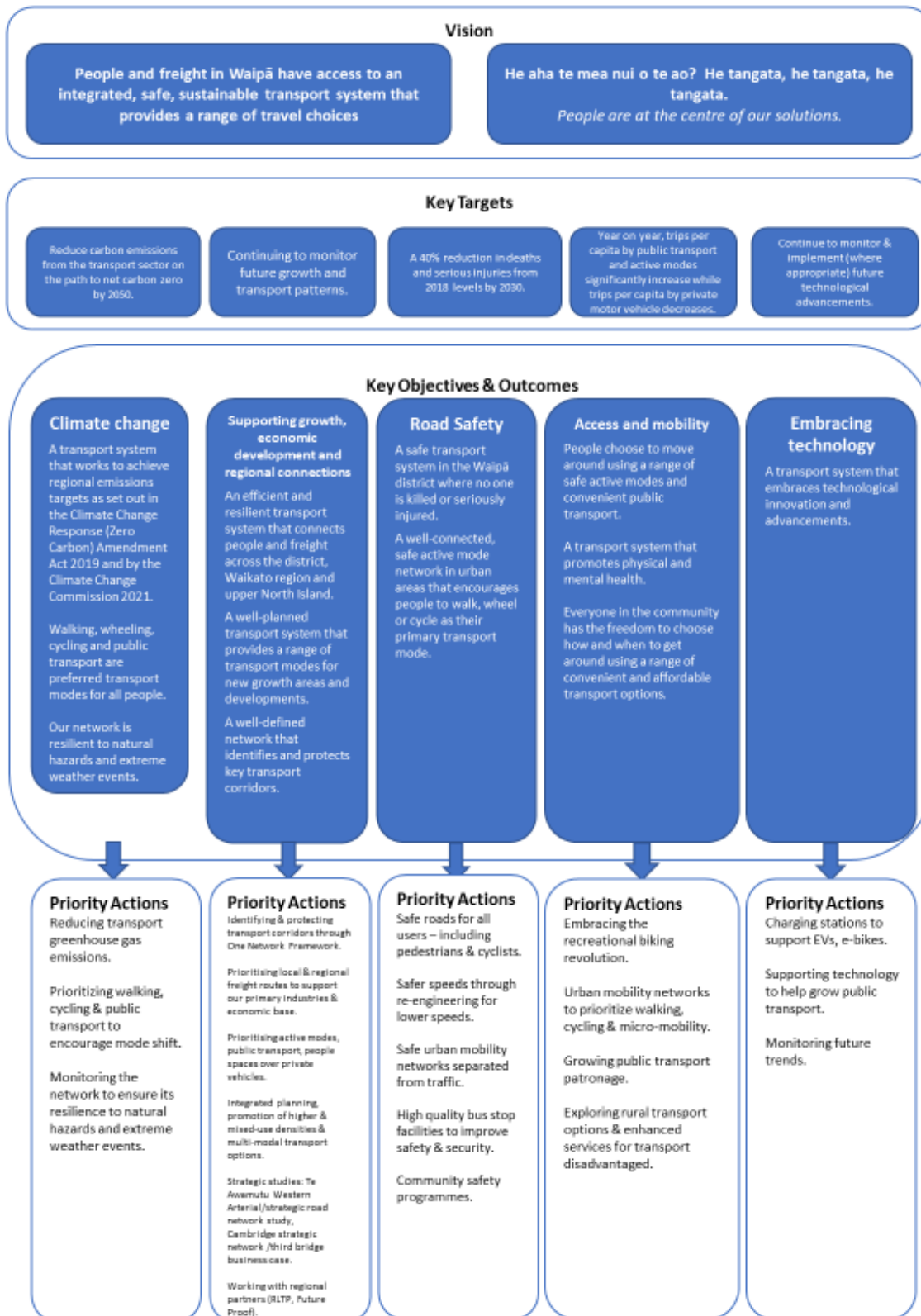
Waipā is growing and changing. This presents challenges in how we plan the transport network now and safe-guard for the future. While growth continues, vehicles will still be part of the transport solution, but we also need to prioritise low carbon solutions, improve people's access and mobility and support community and stakeholder aspirations.

We also need to continue to address the district's high fatal and serious crash rate, integrate transport and land-use planning alongside our planning partners, support the economy with safe and efficient transport routes and embrace technological advancements that can help us move around the transport network.

This transport strategy supersedes the Waipā Integrated Transport Strategy developed in 2010 with an updated vision, priority areas of focus, objectives and outcomes.

Iwi partners and key stakeholders have provided input into the development of the strategy.

The strategy framework is outlined below. It shows the vision, focus areas, key objectives, and outcomes and priority actions for the strategy to address.

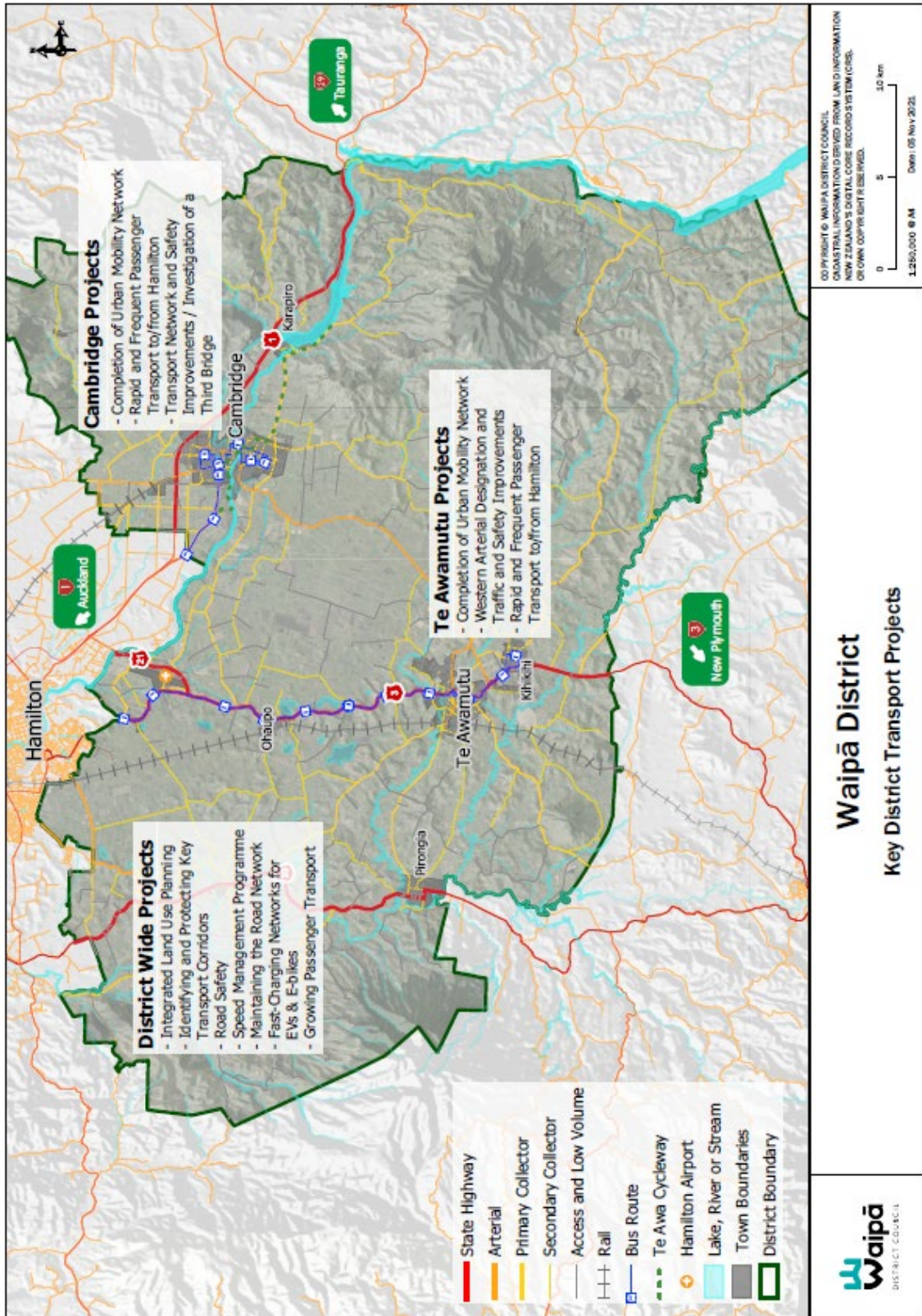




A Transport Strategy Background Report (ECM ID 10561455) was prepared which provides further information about the district and the context for identifying transport issues and areas of focus for the strategy to address.

### **Our strategic priorities and key projects:**

- Tackling climate change by reducing greenhouse gas emissions from transport, prioritizing sustainable transport modes and monitoring our network to ensure it is resilient to natural hazards and extreme weather events.
- Continuing to manage and maintain the transport network whilst making best use of existing infrastructure.
- Supporting new growth and development with multi-modal transport options to encourage mode shift.
- Identifying and protecting key transport corridors (freight, public transport) through the One Network Framework.
- Continuing our commitment to road safety and the vision of a safe transport system where no one is killed or seriously injured.
- Investing in urban mobility networks in our towns to prioritize more walking, wheeling and cycling.
- Growing public transport patronage.
- Exploring rural transport options and enhanced services for people transport-disadvantaged (e.g. people with disabilities, elderly).
- Continuing to work with our key regional and sub-regional partners through workstreams such as the Regional Land Transport Plan, Future Proof, Hamilton Waikato Metro Spatial Plan to ensure the best planning and transport outcomes for the district.
- Progressing with Te Awamutu Western Arterial/strategic road network and safety improvements.
- Completing Cambridge transport network and safety improvements / investigation of third bridge business case.
- Monitoring future technology trends for new opportunities.



Map 1: Map showing future transportation projects across the Waipā district

**Our vision:**

**“People and freight in Waipā have access to an integrated, safe, sustainable transport system that provides a range of travel choices”.**

**He aha te mea nui o te ao? He tāngata, He tāngata,  
He tāngata**

*People are at the centre of our solutions.*

## 1. Introduction

**Our transport system is essential for our daily lives. It is vital for helping shape and provide for growing and vibrant communities, and preparing for climate change<sup>1</sup>. It allows our communities to be connected and provides access to work, education, services and shops. It also allows the safe and efficient transport of goods and services to support the economy. The transport system can also support health and well-being through the provision of ‘active modes’ such as walking and cycling.**

Waipā is growing and changing, presenting challenges in how we plan the transport network now and safe guard for the future.

This Transport Strategy (Strategy) has a 30 year view (2021-2051) providing a plan for Waipā’s transport response. The Strategy:

- outlines a plan to help guide and prioritise transport investment for the district
- aligns with the objectives of the Government Policy Statement, Waikato Regional Land Transport Plan and Waipā’s Vision and Community outcomes
- provides a strategic response to meeting transport climate change goals and environmental, health and well-being goals
- anticipates future demands for travel and how we can plan for this
- identifies issues and how best we can address them through objectives, outcomes and actions towards achieving the transport strategy vision for the district.

The Strategy looks at the role of all transport modes including roads and allocation of road space, rail, public transport, walking, wheeling and cycling and how they can support people’s transport needs. Waipā District Council (Council) is responsible for managing and maintaining the local road network and supporting infrastructure. This transport strategy will help inform strategic transport activities that can help shape positive outcomes for the district.

The Strategy has been developed in consultation with iwi partners and key stakeholders, who have helped to shape the outcomes and actions they would like to see to achieve the vision. The Strategy is also supported by crash data, census data, household and employment projections and traffic modelling.

A background paper was prepared with supporting information for the Strategy.

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<sup>1</sup> Waipā Community Outcomes and External Strategic Priorities.

## 2. The Vision for the Transport Network

The Strategy vision shows that the way we move around is changing and we are needing to shift to a more multi-modal transport system. It also represents the views of Iwi partners and key stakeholders for the transport system for the district. The vision is:

**People and freight in Waipā have access to an integrated, safe, sustainable transport system that provides a range of travel choices.**

**He aha te mea nui o te ao? He tāngata, He tāngata, He tāngata**

People are at the centre of our solutions

Putting people at the centre of our solutions is about understanding where people in Waipā travel and their differing transport needs. Engaging with Iwi partners and stakeholders has been key to understanding key transport issues and addressing positive transport solutions for the district.

## 3. Setting the Policy and Strategy Context

### Community Outcomes and External Strategic Priorities

The Strategy aligns with Council’s vision: ‘Waipā Home of Champions – Building Connected Communities’, the community outcomes and external strategic priorities. Key to the Transport Strategy is the role it plays in helping shape and provide for growing and vibrant communities and preparing for climate change.



The Strategy must also recognise the relevant national, regional and district policies and plans in seeking transport outcomes for the district.

At the national level, there has been a fundamental shift in the direction for transport towards providing better travel options to lessen reliance on private vehicles to move around the district and the role transport plays in improving well-being and liveability. It also acknowledges the strong role transport plays in achieving climate change goals.

Figure 1: Community Outcomes and External Strategic Priorities

## Government Policy Statement on Land Transport (GPS 2021)

Most important is the Government Policy Statement on Land Transport 2021/22-2030/31 (GPS 2021) which sets the scene and identifies the funding and priority areas for transport over the next ten years.

The GPS 2021 has four strategic priorities which will guide land transport investment for Government's transport priorities.

The four strategic priorities are:

1. Safety
2. Better Travel Options
3. Improving Freight Connections
4. Climate Change

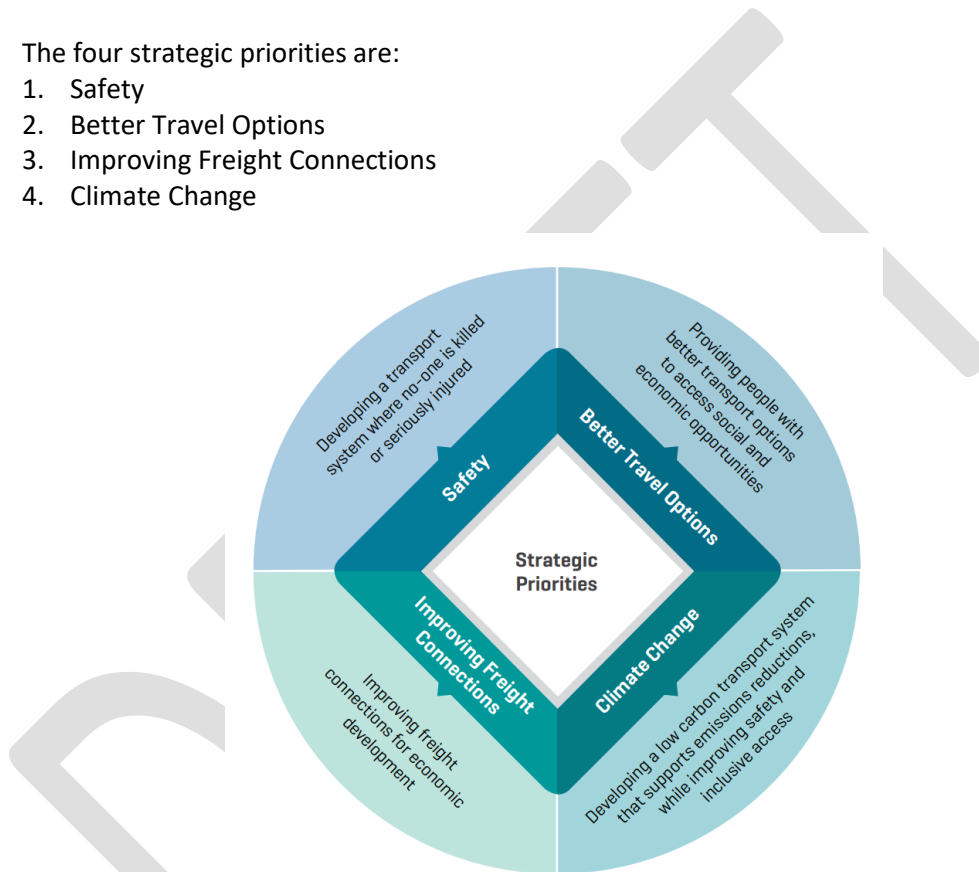


Figure 2: GPS 2021 Strategic Priorities

The GPS 2021 supports the Government's 'Transport Outcome Framework' which shows the key role of the transport system in supporting wellbeing and liveability through 5 core outcomes: inclusive access, healthy and safe people, economic prosperity, environmental sustainability, and resilience and security.

## Waikato Regional Land Transport Plan (RLTP) 2021-2051

The RLTP articulates how the Waikato Region (which Waipā is a part of) will align with the NZTS and GPS and sets the long-term strategic direction for the next 30 years. The plan must be prepared by the Regional Transport Committee (RTC)<sup>2</sup> every six years on behalf of the Waikato

<sup>2</sup> The RTC is comprised of representatives from territorial authorities in the region, Waikato Regional Council and Waka Kotahi NZ Transport Agency.

Regional Council to identify and prioritise regional transport activities for the National Land Transport Programme.

The plan identifies three strategic priority objectives:

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

It also has two underpinning objectives:

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

The plan has a number of objectives, policies and measures to assist with guiding funding investment of which this Strategy must be consistent with.

There are also a number of other policies and plans which have provided guidance in preparation of this Strategy:

Policies/Strategies	Key focus
<b>National</b>	
Arataki	Waka Kotahi NZ Transport Agency response to GPS. Priorities are: improve urban form, transform urban mobility, significantly reduce harms, tackle climate change & support regional development.
2050 Climate Change Response (Zero Carbon) Amendment Act	New Zealand's climate change response to achieving net zero transport emissions by 2050.
Road to Zero 2020-2030 – NZ's road safety strategy	National priority. Vision: where no one is killed or seriously injured in road crashes in NZ.
Urban Growth Agenda & NPS on Urban Development	National priority to improve housing availability and affordability and well-functioning urban environments, removal of minimum car parking requirements.
Keeping Cities Moving	A national plan for mode shift. Priorities: shaping urban form, making shared and active modes more attractive, influencing travel demand and transport choices.
New Zealand Rail Plan	Plan for investment in national rail network.
National Policy Statement for Freshwater Management 2020	Sets out the objectives and policies for local authorities for freshwater management under the Resource Management Act 1991. Provides new requirements for the management of road surface runoff.

<b>Policies/Strategies</b>	<b>Key focus</b>
Draft NZ Infrastructure Strategy 2021	Key strategic objectives: enabling a net-zero carbon Aotearoa (reducing carbon emissions), supporting towns and regions to flourish and building attractive and inclusive cities (good public transport).
<b>Regional</b>	
Hamilton-Waikato Metro Spatial Plan (Future Proof)	The plan identifies an urban form to cater for growth supported by a multi-modal rapid and frequent transport system to improve access (through public transport and active transport modes). Fast and frequent connections between Te Awamutu and Hamilton, and Cambridge and Hamilton.
Hamilton-Waikato Mode Shift Plan	Mode plan for 'Keeping Cities Moving'. Prioritises walking and cycling networks in Te Awamutu and Cambridge, future growth locations, and gradual increases in peak hour bus services to Hamilton City.
Road to Zero for the Waikato	National priority. Vision: where no one is killed or seriously injured in road crashes in NZ. National and regional target: 40% reduction in deaths and serious injuries by 2030.
Waikato Regional Public Transport Plan	Main mechanism for the delivery of public transport services in the Waikato region.
<b>District</b>	
Waipā Growth Strategy 2050	Framework for outlining aspirations and where additional population and employment is to be provided for.
Waipā Community Spatial Plan	Plan aims to spatially articulate the community's near-term and long-term aspirations (currently under development).
Waipā District Plan	Policy guidance and rules on development and subdivision. Also seeks to protect important buildings, landscapes and natural areas.
Waipā Infrastructure Strategy (2021-2051)	Framework for 30-year Infrastructure Strategy and includes district's water supply, wastewater, stormwater drainage, and roads and footpaths.
Town Concept Plans	Plans for future development and consider the look and feel of these places to 2050. Key themes: connectivity, safety and amenity, and cycleways and walkways.

#### 4. Key trends for the transport system

Waipā is located within New Zealand's Waikato region, south of Hamilton city. There are two main towns of Cambridge and Te Awamutu, with rural villages of Kihikihi, Pirongia, Ngahinapouri and Ohaupō. The Hamilton airport is sited in the northern part of the district providing a port for freight and domestic travel.

The top 3 employment areas for the Waipā District are agriculture, forestry and fishing (13.5%), construction (12.5%) and manufacturing (10.5%)<sup>3</sup>.

There are also two regionally significant aggregate (crushed rock and stone) quarries in the district contributing to a significant share of production for infrastructure and housing in New Zealand.

<sup>3</sup> Infometrics, 2020.



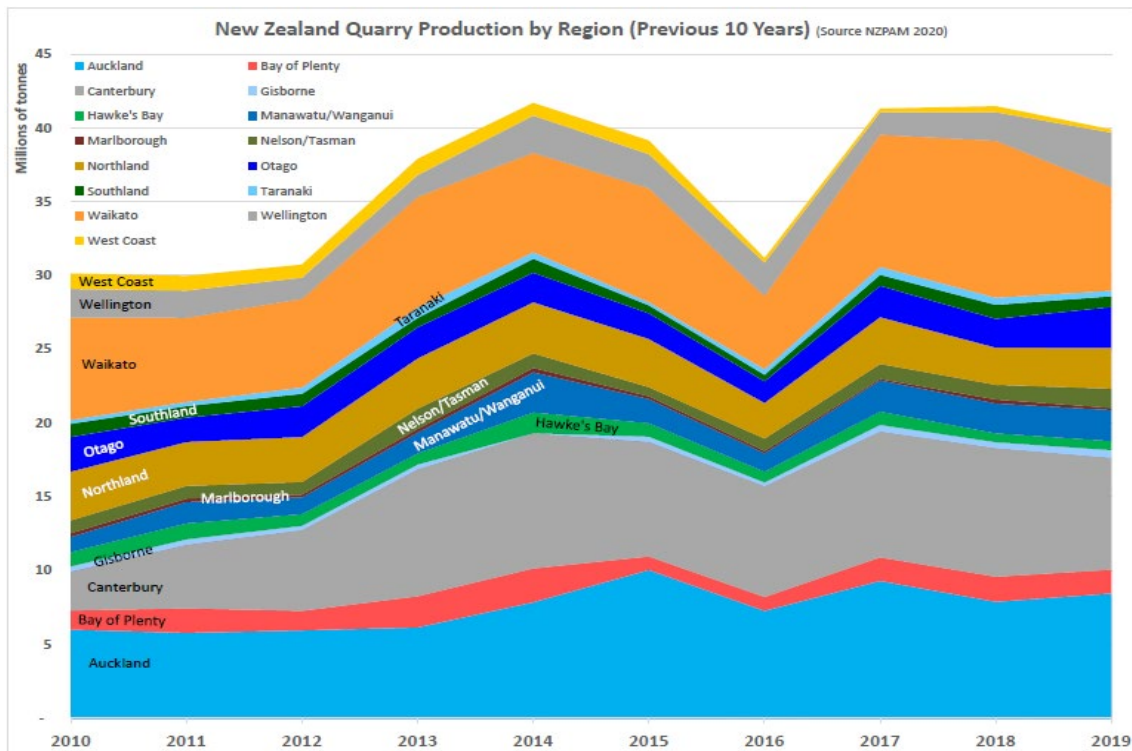


Figure 3: New Zealand Aggregate Quarry Production by region<sup>4</sup>

Waipā has a range of recreation and tourism activities attracting people to the district including:

- National Agricultural Fielddays at Mystery Creek Events Centre
- Water sports such as National and International Rowing and Waka Ama at Lake Karāpiro
- National Cycling events at the Avantidrome (Cambridge)
- Speedway and equestrian events at Kihikihi Domain and
- Sanctuary Mountain Maungatautari Ecological Island. Maungatautari is the largest ecological 'island' on mainland New Zealand.
- There are also several peat lakes with some excellent examples of kahikatea stands.

#### Existing Waipā Land Transport Network

The transport network plays a vital role in connecting and supporting the needs of the district:

- 1,112km of local road and street network – 884km (79%) of rural roads, 225km (21%) of urban roads<sup>5</sup>.
- State Highways 1, 3, 21 and 39 (managed by Waka Kotahi NZ Transport Agency) providing strategically significant inter and intra road corridors connecting to the wider region, north to Auckland, east to the Bay of Plenty and south to Taranaki.
- Public bus services connecting both Te Awamutu and Cambridge to Hamilton. 64,371 bus service trips on Cambridge services to Hamilton and 77,460 bus service trips on Te Awamutu services to Hamilton<sup>6</sup>.

<sup>4</sup> AQA Quarry Stats Summary 2019, NZ Petroleum & Minerals.

<sup>5</sup> Transport Activity Management Plan, version 2021 – 4.0 For Audit Review, Waipā District Council.

<sup>6</sup> Annual patronage figures (March 2019 – February 2020), Waikato Regional Council.



### Main means of travel to work<sup>7</sup>

- Latest census data shows that we are historically dependent on vehicles to move around the district. Approximately 75% people drive a vehicle to work. This is also the main mode of transport used in Hamilton City, and by New Zealand as a whole.
- Waipā district has a lower rate of walking/jogging (2.9%), bicycle use (1%) and public bus use (0.3%) compared to Hamilton City and to New Zealand as a whole.

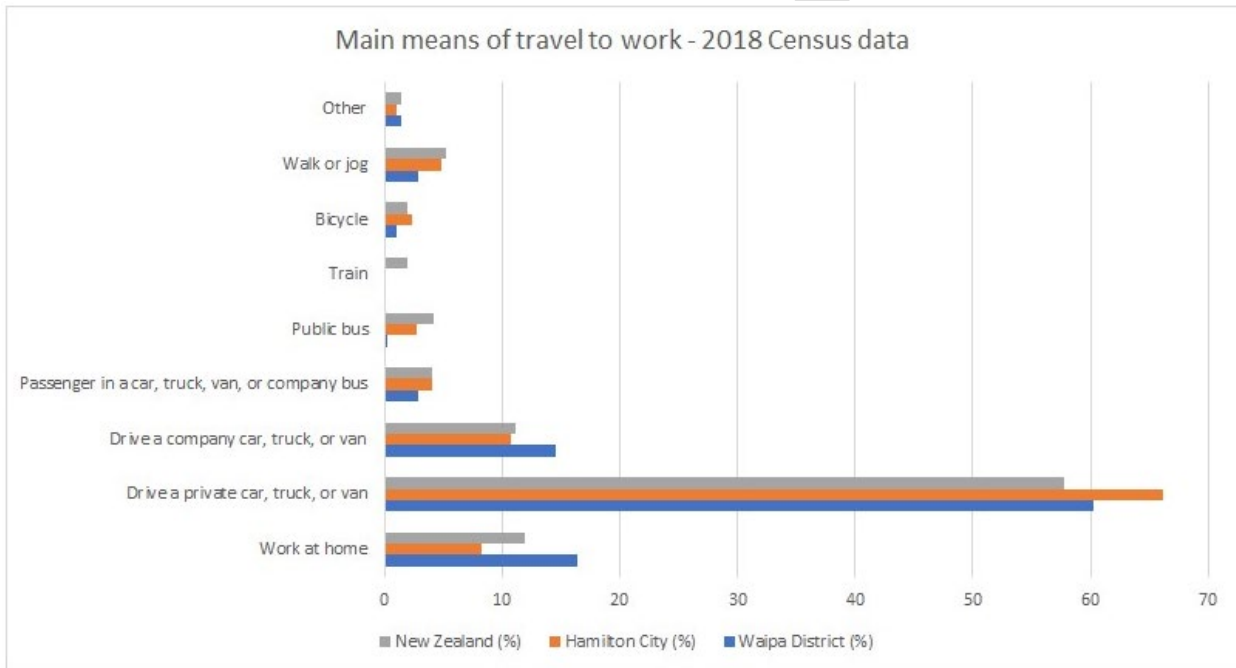


Figure 4: Main means of travel to work

<sup>7</sup> Census main means of travel to work, 2018, Stats NZ. Note: Travel patterns are likely to have changed since COVID-19 pandemic with more people working from home.

### **'Snapshot' of where people live and work (2018 Census data).**

#### Cambridge

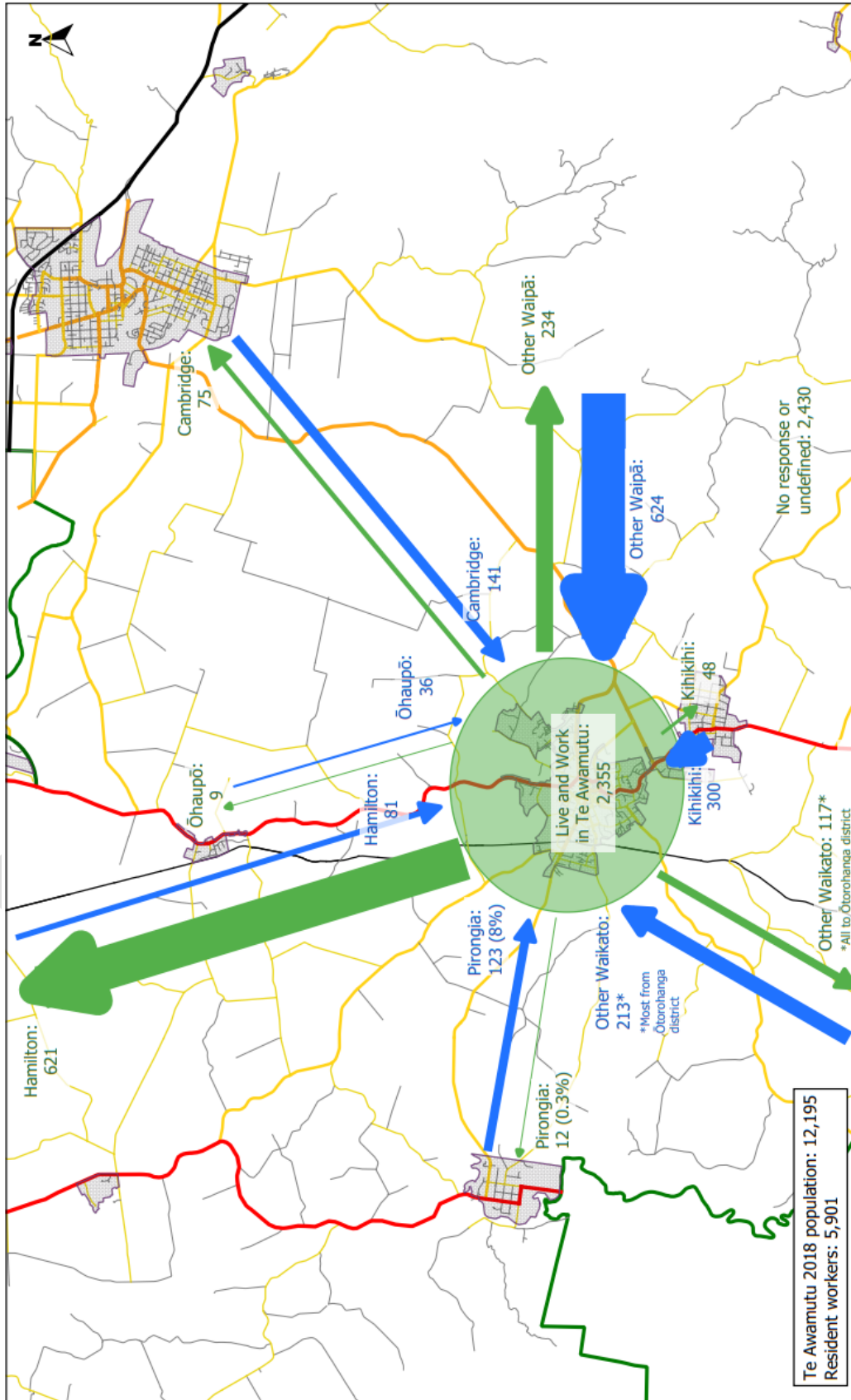
- Approximately 40% people live and work in Cambridge reflecting a large proportion of people living and working locally.
- Approximately 13% live in Cambridge and work in Hamilton representing the proportion of people commuting to jobs in Hamilton.

#### Te Awamutu

- Approximately 40% people live and work in Te Awamutu representing a large proportion of people living and working locally.
- Approximately 10% people live in Te Awamutu and work in Hamilton representing the proportion of people commuting to Hamilton for work.

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**Origin and Destination Journeys to Work: Te Awamutu**  
 Source: 2018 Census Main means of travel to work by Statistical Area 2, Stats NZ  
 Note: caution is advised when using this variable (main means of travel to work) and when cross-tabulating with workplace address variable at small geographies. At small geographies, there will be variability in the percentage of imputation for a given area. This means some small geography areas will have poorer quality data.

Te Awamutu 2018 population: 12,195  
 Resident workers: 5,901

**Waipa**  
 DISTRICT COUNCIL

## Growth and Demographics

### Current Population<sup>8</sup>

53,241 people  
40.5 years median age  
87.7% European  
14.9% Maori

Waipā's population is growing and changing:

- Population is projected to increase to approximately 79,831 by 2051<sup>9</sup>.
- Cambridge is projected to grow the most to approximately 34,550 people by 2055<sup>10</sup>.
- Slightly higher proportion (20.3%) of young people (0-14) compared to New Zealand (19.0%) and a higher proportion (18.4%) of people 65 years and older compared with New Zealand (15.6%).
- People aged over 65 projected to double (to 30%) by 2050. The majority of older people will live in Cambridge and Te Awamutu.

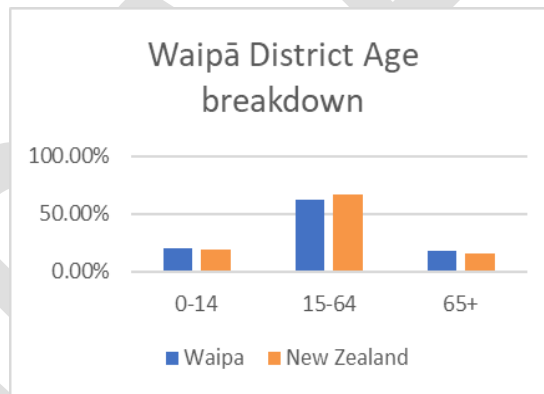


Figure 5: Waipā District Age Breakdown<sup>11</sup>

## 5. Future Transport Network Scenarios

Understanding the impacts of future growth and changes in the district is important for planning the future transport network.

To help inform this Strategy, the three stage Waikato Regional Transportation Model<sup>12</sup> (WRTM) was run to understand future road congestion based on projected growth. Future transport scenarios for three future years (2031, 2041 and 2051) were run for Cambridge, Te Awamutu and Kihikihi where most of the growth in the district is proposed.

<sup>8</sup> Census, 2018, Stats NZ.

<sup>9</sup> NIDEA 2021 'high' growth scenario population projection. Note: projections only based on current information.

<sup>10</sup> NIDEA 2021 'high' growth scenario population projection for SA2 – urban Cambridge.

<sup>11</sup> Waipā District Economic Profile, 2020, Infometrics.

<sup>12</sup> The WRTM is owned by Waikato Local Authority Shared Services Limited (WLASS); a Council controlled organisation that delivers council services in a collaborative shared manner across the Waikato Region. The three stage WRTM forecasts vehicle trips only (with no mode choice).

The model is based on:

- NIDEA Medium land use (MC), current standard projections for 2021, 2031, 2041 and 2051 noting these have all been developed from a 2013 census base.
- Current and planned households and employment land use for Cambridge, Te Awamutu and Kihikihi where there is projected growth as identified in the Waipā District Growth Strategy and future structure plans
- Changes to existing and the construction of future new road infrastructure.

## Results - Level of service

The results of the traffic modelling have been represented as level of service (LOS) maps as shown in Map 5 and Map 6. As traffic increases on the road network, the level of service gets worse. The traffic level of service is described in terms of six levels, designated from **A** to **F**, with Level of Service **A (LOSA)** representing the best operating conditions, and **LOSF** the worst (see Figure 6).

<b>LEVELS OF SERVICE</b> for Freeways			
Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
<b>A</b>		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or manoeuvrability. <b>No delays</b>
<b>B</b>		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. <b>No delays</b>
<b>C</b>		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. <b>Minimal delays</b>
<b>D</b>		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. <b>Minimal delays</b>
<b>E</b>		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. <b>Significant delays</b>
<b>F</b>		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. <b>Considerable delays</b>

Figure 6: Example of level of service

### Cambridge 2051 Scenario PM Peak

The Cambridge map (Map 5) shows future traffic scenario in 2051 for the PM peak (4-6pm) which is typically when traffic congestion is at its worst during the day.

The results show that most of network continues to have a good level of service LOSA (green). The main routes (e.g. Cambridge Road, Victoria St/Rd, Shakespeare St, Hamilton Rd, Peake Rd) show a slightly reduced LOSC-D, defined as traffic being stable and with ‘minimal delays’.

The worst future traffic LOS is around the Hautapu interchange showing LOS – E-F, defined as unstable flow with significant/considerable delays.

### Te Awamutu 2051 Scenario PM Peak

The Te Awamutu map (Map 6) shows future traffic scenario in 2051 for the PM peak (4-6pm) which is typically when traffic congestion is at its worst during the day.



The results show that most of network continues to have a good level of service LOSA (green). The main routes (Sloane/Vaile St & Arawata St/Cambridge Rd RABs) along SH3 show a slightly reduced LOSC-D, defined as traffic being stable and with ‘minimal delays.’

**Vehicle Trip Lengths**

Figure 7 shows vehicle trip length distribution for daily trips in Cambridge, Te Awamutu and Kihikihi for 2021, 2031, 2041 and 2051. The results show that almost a third of trips (32%) are vehicle trips 6km or less, with 19% of vehicle trips 3km or less. With investment in urban mobility

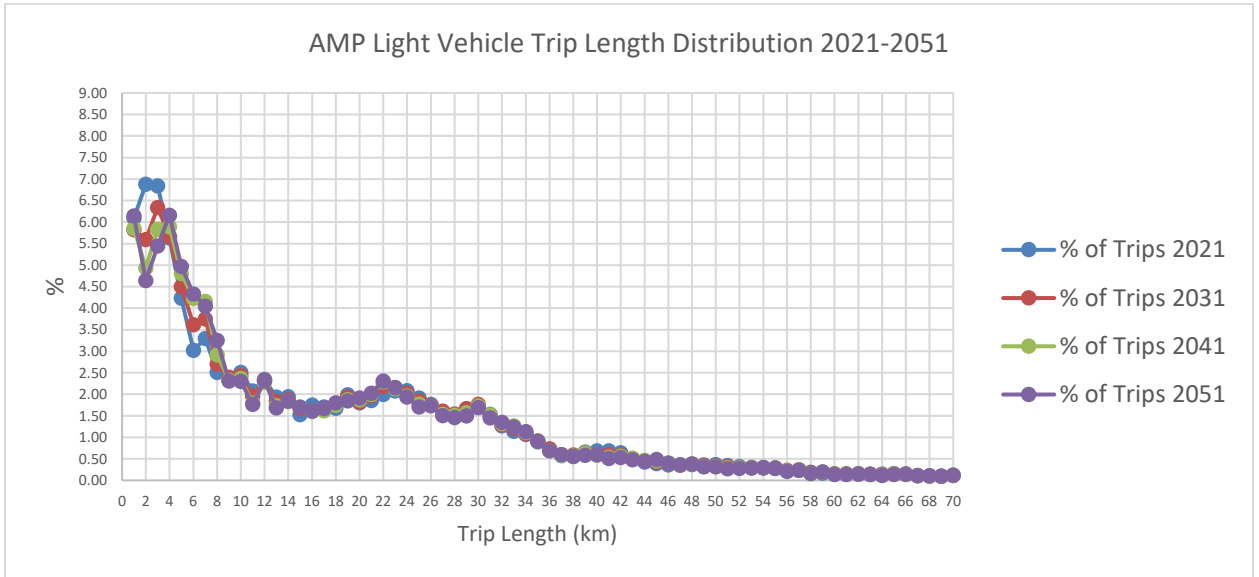
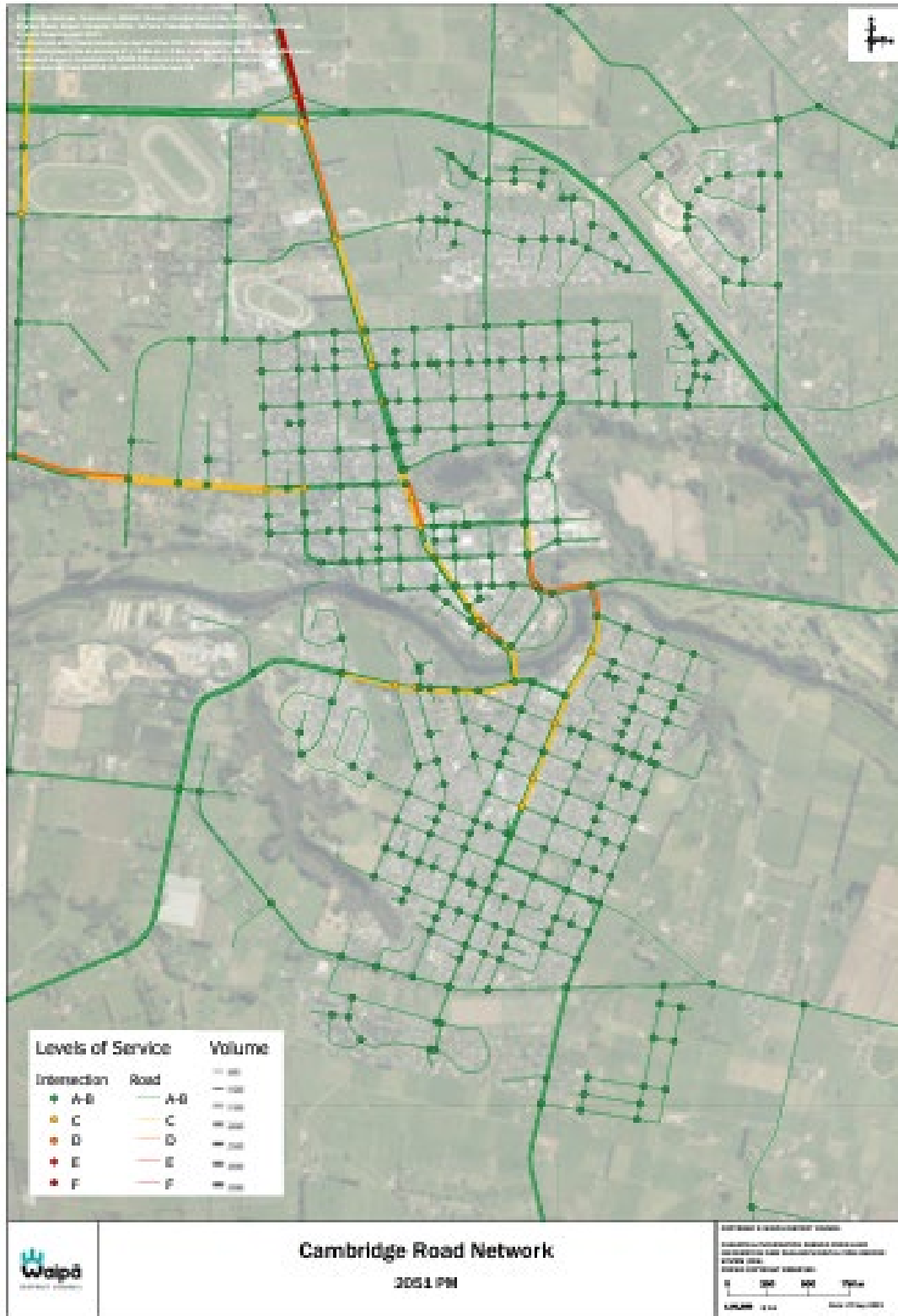
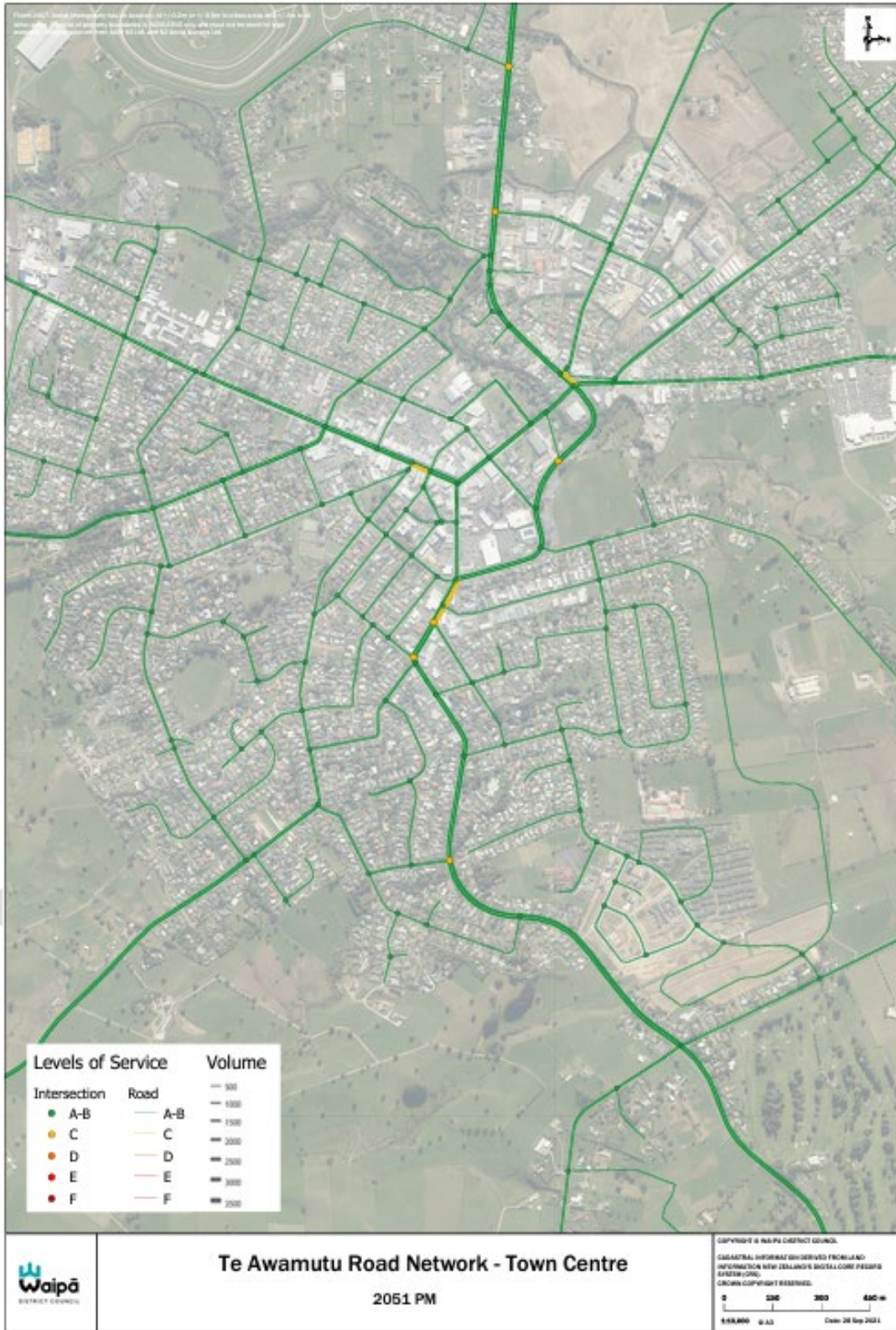


Figure 7: Light vehicle trips (National Travel Survey – origins & destinations, NZ Transport Agency)



Map 5: Cambridge level of service, 2051 PM Peak



Map 6: Level of service Te Awamutu PM Peak

## 6. Key Transport Issues

The Strategy has identified a number of key transport issues. These have been workshopped and confirmed with Iwi partners and key stakeholders. These issues have informed the focus areas, objectives and outcomes for this strategy (as outlined in the next section).

### Climate Change

New Zealand is already seeing changes brought on by climate change and there is an urgent need to address this issue. Transport is a major contributor of greenhouse gas emissions, comprising 36.3% of New Zealand's total emissions<sup>13</sup>. For the Waikato Region (of which Waipā is a part), transport emissions make up 16% of emissions<sup>14</sup>. However, transport is recognised as the fastest growing regional emission source as the population is expected to continue to increase<sup>15</sup>.

The Waipā District has a large district road network with 1,112km of local roads and a number of key strategic state highways (1, 3, 21 and 39) with a significant role connecting people and freight in the upper North Island. The impacts of extreme weather events as a result of climate change may result in more road closures, flooding and landslides, as well as problems with road surfacing through extreme heat or drought events impacting on people, communities and the economy.

### Population and Economic Growth

With strong population and economic growth comes increasing demands on the transport network. If not well planned, growth can lead to 'urban sprawl,' congestion, road safety problems and health and environmental impacts.

Waipā is within the Hamilton-Waikato metro area which is the third fastest growth area in New Zealand and projected to double in the next 50-100 years<sup>16</sup>. Waipā has been growing rapidly and projected to increase to approximately 75,000 by 2045<sup>17</sup> with growth mainly in Cambridge and to a lesser extent Te Awamutu and Kihikihi.

Another key driver for growth is The National Policy Statement (NPS) for Urban Development (NPS-UD) which requires the district to supply more land than forecasted to enable sufficient land, market choice and alleviate house pressures<sup>18</sup>.

Integrated planning plays a huge role in transport in maximising the use of existing infrastructure, reducing demand and enabling the provision of transport choices and there are a number of workstreams at the regional (Future Proof), sub-regional (Hamilton-Waikato Metro Spatial Plan) and district level (Waipā 2050 Growth Strategy, Waipā Community Plan) to ensure growth is sustainably managed.

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13 Draft Advice for Consultation, 2021, Climate Change Commission.

14 Climate Action Roadmap, 2020, Waikato Regional Council.

15 Climate Action Roadmap, 2020, Waikato Regional Council.

16 2017, Future Proof Strategy.

17 NIDEA Medium projections, 2021, Future Proof.

18 Waipā is defined as part of the 'Hamilton Tier 1 urban environment' in the 2020 National Policy Statement on Urban Development (NPS-UD). Council is required to enable the supply of 20 per cent (short and medium terms) or 15 per cent (long-term) more land than the forecast demand.

## Road Safety

Road safety remains a national priority and key issue for Waipā. Despite a number of safety interventions, the number of road deaths and serious injuries remains a significant issue.

For the Waikato Region as a whole<sup>19</sup>:

- Over 70% of all high severity crashes occurred in rural areas.
- 31% of casualties in urban areas were cyclists and pedestrians
- Speed (or travelling too fast for the conditions) caused 20% of high severity crashes.
- Over 30% of crashes involve alcohol or drug impaired drivers and both types of crashes have been increasing.

Compared to their peer group, Waipā had a higher number of fatal and serious crashes, with the majority of fatal and serious crashes occurring on main roads (arterial, primary and secondary collector roads)<sup>20</sup>.

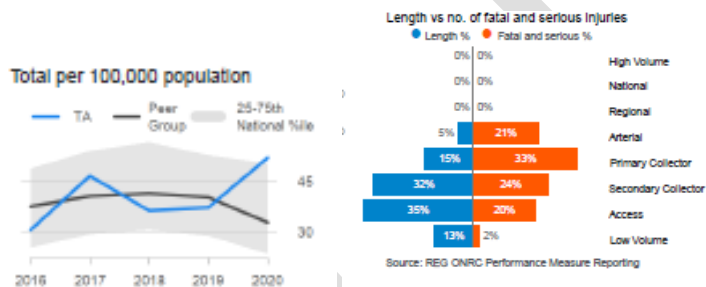


Figure 8: 2019-20 Waipā District Council RCA Report, Waka Kotahi

In the last five years (2016-2020), there were 13 fatal crashes and 92 serious crashes in Waipā district; an average of over 2 fatal crashes and 18 serious crashes per year. Of the crashes, there was 1 fatal and 9 serious crashes involving a cyclist and 1 fatal and 4 serious crashes involving a pedestrian. The majority of cycle and pedestrian crashes were in Cambridge.

*“According to the Midland Trauma Registry there were 49 people (40 cyclists and 9 pedestrians) injured requiring hospitalization in Waipā District over the five-year period 2015-2019. Two of the pedestrians subsequently died in hospital. The total cost of acute hospital level care was estimated at NZ\$744,592 (cost for the 49 people). However, acute care costs do not include the full cost to ACC for ongoing rehabilitation, the cost burden to the individuals and families involved or the ongoing social and emotional costs of trauma.” (Source: Midland Trauma System).*

<sup>19</sup> Waikato Road to Zero Strategic direction 2020–2030. CAS analysis May 2020 (Waikato region deaths and serious injuries include a portion of the Rotorua District - Territorial Land Authority which may lead to discrepancies when comparing data sets and analysis)

<sup>20</sup> Road Efficiency Group, 2019/20 Waipā District Council RCA Report.

### **Conflicts between commuter/heavy traffic and ‘people spaces’.**

Historically, many of the district’s towns (Kihikihi, Te Awamutu, Ōhaupō and Pirongia) have been built along busy state highways such as SH3 and SH39 creating barriers and safety issues for pedestrians, cyclists and the mobility impaired.

#### Te Awamutu

Alexandra Street is the main street in Te Awamutu’s town centre. Heavy trucks (such as dairy tankers) have traditionally used Alexandra Street to link with the industrial area in the northwest. In addition, a busy SH3 and highway roundabouts in both Te Awamutu and Kihikihi create barriers for walking and cycling, with no formal pedestrian crossing points for vulnerable users.

Council has recognised the need to divert heavy traffic away from the town centre with a designation for a Te Awamutu Western Arterial put in place in 2006. The Council has completed a business case to review the designation, and identify current problems and other benefits that can be achieved for Te Awamutu and Kihikihi. This is discussed further under Key Transport Projects.

#### Cambridge

Many Cambridge daily commuters use Victoria Street as their primary route through the Cambridge CBD. A key community priority area in the Cambridge Town Concept Plan Refresh is to make walking and cycling the best way to move around the town centre and encourage through-traffic (i.e. commuters) to go around the town centre.

### **State Highway and Regional Growth Impacts**

The Waikato Expressway is expected to be completed by June 2022. Although the traffic patterns will not be fully understood until the Expressway is complete it may lead to changes to trips through Te Awamutu and Kihikihi with more traffic connecting to SH21 and further north onto the Expressway.

‘Southern Links’ (new future growth in the south of Hamilton City) may also change travel patterns particularly in the morning and afternoon peaks for Cambridge residents who daily commute to Hamilton for work and education.

### **High car dependence and lack of transport options**

Like many other places, Waipā has been historically shaped around the convenience of vehicles to move around the district with approximately 75% driving to work<sup>21</sup> with limited other transport options.

Bus services connect between Te Awamutu and Hamilton and Cambridge and Hamilton. A public transport improvement business case has been completed to improve existing services (extension of daily services and weekend services) which will commence in 2022. There are also opportunities to develop rapid transit networks (fast and frequent) public transport between Te Awamutu, Cambridge and Hamilton and support future rail growth for freight and public transport.

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<sup>21</sup> 2018 Census, Stats NZ.

The Council is also investing in a programme of urban mobility networks to connect existing paths for walking and cycling and create a network linking to key destinations in Cambridge, Te Awamutu and Kihikihi.

### **Need for a third bridge in Cambridge**

There are some community concerns regarding the rapid growth in Cambridge and the perceived need to designate land for another bridge crossing over the Waikato River in the future.

The Victoria Bridge and Fergusson Bridge (on Shakespeare Street) provide two river crossings between Cambridge and Leamington. Victoria Bridge opened in 1907 and has Heritage New Zealand Pouhere Taonga Category 1 status<sup>[1]</sup>. The Victoria Bridge has some limitations – it is narrow, restricted to light vehicles only (< 3 tonne) and has a speed restriction of 30km/hr.

A Beca study<sup>[2]</sup> concluded that if traffic follows the predicted traffic estimates (noting there is a level of uncertainty) and the lifespan of the Victoria Street bridge is maintained, traffic demand across the two bridges will remain below capacity to at least 2041.

The WRTM traffic model (see section 5) provided a future traffic scenario for 2051. It showed that taking into account projected growth and land use the level of service for Victoria Street and Fergusson Street bridges in the PM peak (4-6 pm – when traffic is at its heaviest on a typical weekday) would show 'minimal delays'<sup>[3]</sup>, and therefore not signal the need for additional bridge capacity.

In addition, a strong community desire for a more people-friendly CBD<sup>22</sup> and Council's investment in the Cambridge Urban Mobility Network will enable safe connections and more people walking and cycling and could slow future traffic demand.

Beca have completed a bridge resilience investigation and said that the structural integrity of the Victoria Street bridge is sound for at least the next 30 years<sup>[4]</sup>. It is anticipated that a new bridge would be needed in the longer term. The exact timing is not known and is subject to any new growth, significant changes in land use in Cambridge (or regionally e.g. Southern Links) or if the Victoria Street bridge was closed to traffic.

Council has included costs (including inflation) for a third bridge at \$57.4 million<sup>[5]</sup> in the Waipā 2021-2051 Infrastructure Strategy. A business case is needed to investigate future requirements.

New bridge infrastructure creates opportunities to support a new bridge for pedestrians and cyclists and enable support the Cambridge town concept plan for a more people friendly CBD (see Key Transport Projects for further information).

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<sup>[1]</sup> Heritage New Zealand Pouhere Taonga status Category 1 – "...places or outstanding historical or cultural heritage significance or value".

<sup>[2]</sup> Cambridge Town Centre Road Bridges Capacity and Demand Study, 2018, Beca.

<sup>[3]</sup> Results show Level of service level C-D 'minimal delays'.

<sup>22</sup> Feedback in Cambridge Town Concept Plan Refresh

<sup>[4]</sup> Reference, 2021, Beca.

<sup>[5]</sup> Note: Estimate only and length of bridge, surrounding road network changes and land purchase.

### **Ageing population with more people over the age of 65.**

By 2050, 30% of Waipā people will be 65 years or over. Our ageing population and those who are mobility impaired have specific transport needs and are at greater risk of injuries. With many of our older people projected to live in Cambridge and Te Awamutu we will see more demand for safe and well-connected footpaths for walking, wheelchairs and mobility scooters, good street lighting and safe road crossings. Older populations also mean increased demand for travel during off-peak times for public transport, on-demand and total mobility services.

### **Equitable transport access**

Equitable transport means that all members of the community have access to transport choices to move around the district. Street and road design can either enhance or reduce accessibility leading to social isolation for people transport disadvantaged such as for people with disabilities, those on low incomes, older people, those with disabilities, or living rurally without access to a car.

Providing transport needs for our rural communities is more challenging as origins and destinations are more dispersed. Community van services, on-demand services or expansion of total mobility services may be future options for investigation in this strategy.

Enabling safe and accessible transport options will enable all people to participate in society.

### **COVID- 19 pandemic**

There are some uncertainties around of the global COVID-19 pandemic and how this will impact on the Waipā community and economy in the medium and longer term. In the shorter term, it is recognised that there is pressure on transport funding as a result of the COVID-19 lockdowns due to fuel and vehicle taxes being reduced which impacts on the ability to fund transport activities.

There have also been changes in people's travel habits observed during the COVID-19 lockdowns. Specifically:

- With our roads empty from traffic we see how people have embraced this space with more walking and cycling in their communities, showing the potential for more active modes.
- Decrease in demand for public transport due to fears of crowding and hygiene and potential shifts back to private vehicles
- More people working from home and more flexible working arrangements.

## **7. Strategic Approach**

This Strategy's approach has been guided by the Government Policy Statement on Land Transport Funding (GPS), consistency with the RLTP and other key policies and plans, the desired land use in the Waipā 2050 Growth Strategy and engagement with Iwi partners and key stakeholders.

Within this context, the Strategy has been considered against the intervention hierarchy which Waka Kotahi NZ Transport Agency uses to assess all transport activities. The intervention hierarchy promotes integrated planning, managing demand and making best use of the existing infrastructure prior to considering any investments in new infrastructure. With limitations and



uncertainty around transport funding due to the COVID-19 pandemic there is a need for affordable and sustainable transport solutions that utilise existing infrastructure and contribute to climate change and carbon reduction.

## INTERVENTION HIERARCHY

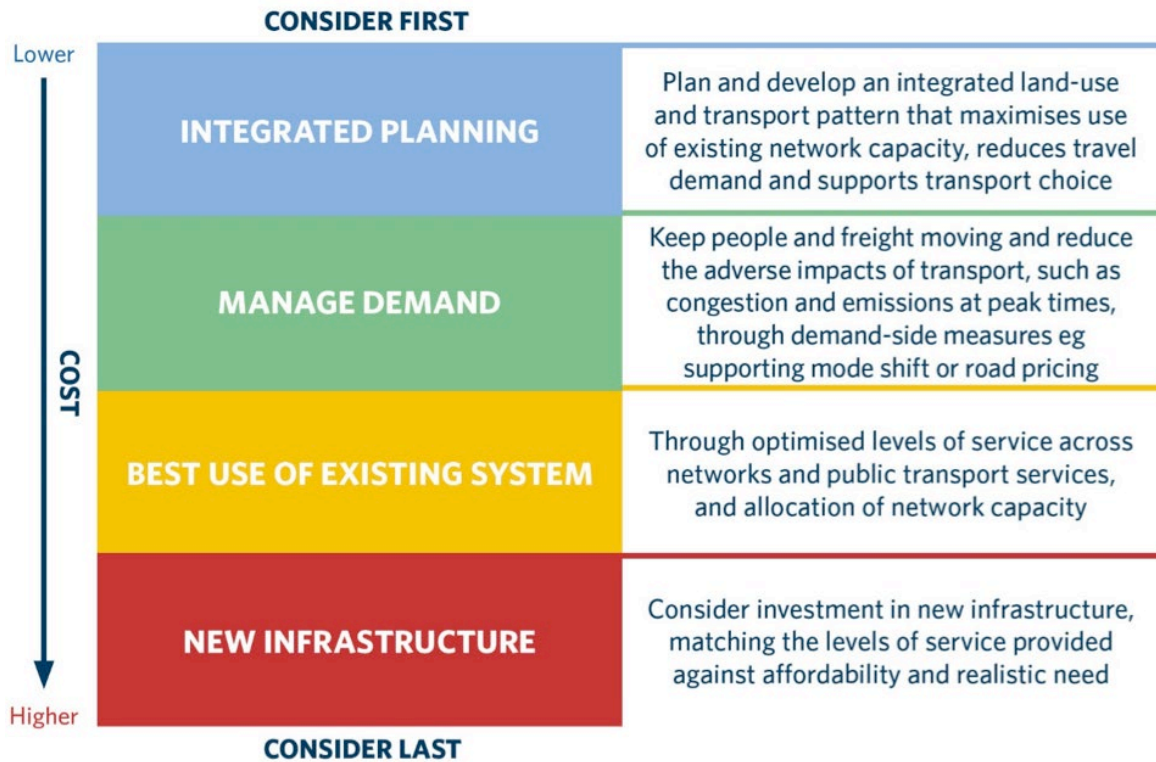


Figure 9: Image source: Waka Kotahi New Zealand Transport Agency

Our Strategy approach will be to continue new industrial and housing growth within and around existing growth areas as guided by Waipā 2050, Future Proof, structure plans and town centre plans. By maximising the use of existing infrastructure and providing higher and mixed-use densities close to a range of transport options we can reduce demand on the transport network.

With this, managing Waipā’s road network will be vitally important through ongoing maintenance, safety and network improvements to ensure the best use of the existing transport system recognising the role of developing safe and efficient freight networks and that private vehicles will continue to be part of the transport solution.

To help identify the function of the road network and prioritise network improvements the Council will classify the road network using the One Network Framework (ONF). The ONF is a new national tool to enable the new classification of roads for transport corridors (e.g. key freight, tourist, multi-modal networks) and places for people such as schools, shops/community facilities and town

centres as well as understanding future growth aspirations. This new emphasis on movement and place has benefits for transport and integrated land use planning.

We will manage traffic demand by prioritizing walking, cycling and public transport in Cambridge, Te Awamutu and Kihikihi (where most people live and therefore most viable) through planned urban mobility networks, parking management and future rapid and frequent transit connections linking to Hamilton and public transport enhancements. For smaller settlements (e.g. Pirongia, Ngahinapouri) there are opportunities to provide walking and cycling connections to local shops, services and schools in the towns. Rail corridors will be protected for future freight and public transport.

Working with our key regional transport partners we will investigate transport opportunities for our rural communities and opportunities for enhancing services for people who are transport disadvantaged (e.g. people with disabilities, elderly).

We will progress with the Te Awamutu Western Arterial/strategic road network recommendations and Cambridge strategic road network improvements study and investigation of third bridge.

Examples of interventions in this strategy are below:

	CONSIDER FIRST	Strategy Focus
Low cost	Integrated planning	<ul style="list-style-type: none"> <li>- New industrial and housing growth focussed in and around main towns and settlements consistent with Future Proof, Hamilton-Waikato Metro Spatial Plan, Waipā 2050, structure plans and town centre plans.</li> <li>- Identifying &amp; protecting key transport corridors for freight and future rapid transit (road and rail).</li> </ul>
	Manage demand	<ul style="list-style-type: none"> <li>- Safe &amp; connected urban mobility networks for walking, wheeling and cycling.</li> <li>- Growing public transport.</li> <li>- Future freight &amp; public rail transport.</li> <li>- Supporting transport for rural communities and services for transport disadvantaged.</li> </ul>
High Cost	Best use of existing system	<ul style="list-style-type: none"> <li>- Managing the maintaining the transport network.</li> <li>- The One Network Framework (ONF) to classify roads for transport corridors (e.g. freight, tourism, multi-modal transport, 'people spaces').</li> <li>- Reallocation of road space to encourage mode shift.</li> <li>- 'Vision Zero' approach – Safer roads and speeds</li> <li>- Parking management.</li> </ul>
	New infrastructure i(State Highway and local roads)	<ul style="list-style-type: none"> <li>- Completion of Waikato Expressway – estimated completion date June 2022 (Waka Kotahi NZ Transport Agency).</li> <li>- Southern Links (Hamilton City Council and Waka Kotahi NZ Transport Agency).</li> <li>- Te Awamutu Western Arterial / strategic road network and safety improvements and designation requirements (TWAR).</li> <li>- Cambridge strategic road network improvements study and investigation of third bridge.</li> </ul>
	CONSIDER LAST	

Figure 10: Waipā 's Transport Interventions

## 8. Taking Action – Objectives, Outcomes and Actions

The strategy is structured around five areas of focus, which are:

1. Responding to Climate Change
2. Managing Growth
3. Design and Optimization of the Transport Network
4. Road Safety and
5. Access to Transport Options

For each of the focus areas there are objectives with key outcomes and high level actions identified. The strategy structure is shown in Figure 11. The actions have been developed from national, regional and district wide policy and strategies and feedback from Iwi and Stakeholders<sup>23</sup>. These form the basis of the Transport Strategy vision towards contributing to the vision of ‘an integrated, safe, sustainable transport system that provides a range of travel choices’.

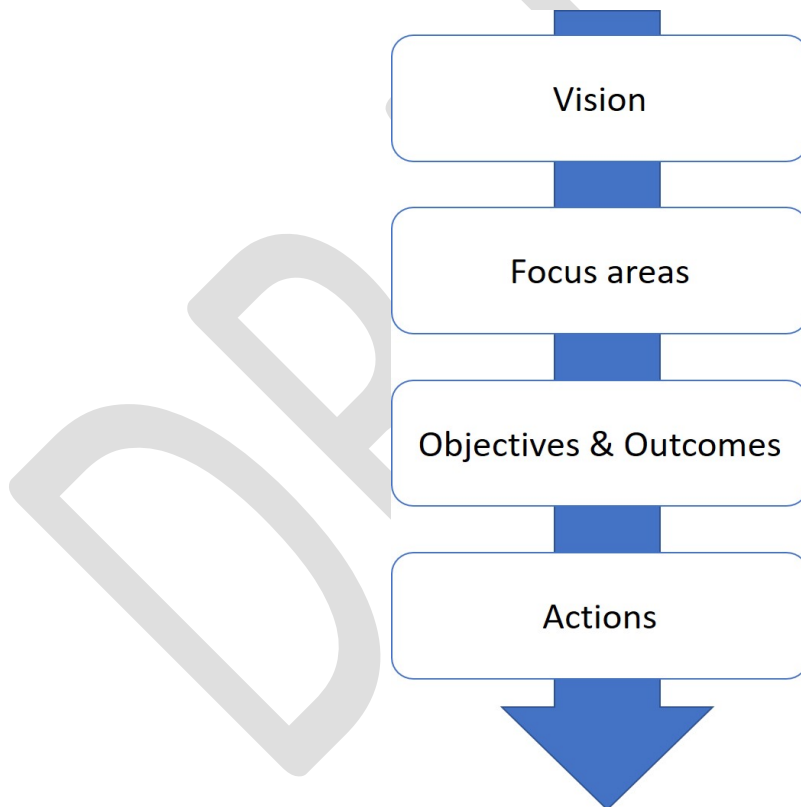


Figure 11: Transport Strategy Structure

The following sections outline the key objectives, outcomes and actions for this strategy to address.

<sup>23</sup> See Appendix 1: Strategy preparation process for further information.

## Objective 1: Responding to climate change

### Our Priorities

New Zealand Goal: *Achieving net zero transport emissions by 2050*

- *Reducing greenhouse gas emissions from transport.*
- *Prioritising walking, wheeling<sup>24</sup>, cycling and public transport to encourage mode shift.*
- *Network resilience to natural hazards and extreme weather events.*

There is an urgent need to respond to climate change as the effects are already being experienced through drought and extreme natural events.

In October 2016, the New Zealand Government ratified the Paris Agreement<sup>25</sup>, showing commitment to limit global warming through the Climate Change Response Act and goal of net zero transport emissions to 2050. In 2021 the Climate Change Commission issued a report “Ināia tonu nei: A low emissions future for Aotearoa<sup>26</sup>”, providing advice and recommendations to the New Zealand Government on its first three emissions budgets and direction for its emissions reduction plan 2022-2025. The final emissions reduction plan will be published in May 2022.

Addressing climate change is one of four strategic priorities under the Government Policy Statement on Land Transport (GPS) and an underpinning objective for Waikato Regional Land Transport Plan. The Waikato Regional Council through the Climate Action Roadmap has identified nine pathways of which transport is a key towards reducing emissions. Addressing climate change is also one of Waipā’s external strategic priorities.

Achieving net zero transport emissions can be achieved by changing the way we travel and ‘decarbonising’ the transport system. New vehicle technologies to replace combustion engine vehicles with electric and hydrogen vehicles will help reduce transport emissions and we are starting to see these progressively being rolled out. Our focus is on increasing mode shift through a transport network that caters for more public transport, walking, cycling and micro-mobility in our towns. These also have the benefits of creating more liveable communities and healthier communities.

We can address the embodied carbon emissions in the construction and maintenance of our networks through looking at the materials manufactured and transported. We can also look at ways to improve the resilience and sustainability of the transport systems from climate change impacts. Climate change adaptation will also mean providing infrastructure and services that reduce the impact on the environment. This includes the way we protect and improve the mauri of our waterways through managing contaminants and stormwater runoff.

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<sup>24</sup> ‘Wheeling’ includes scooters, mobility scooters, wheelchairs and prams.

<sup>25</sup> The ‘Paris agreement’ came into force on 4 November 2016 with its goal to limit global warming to well below 2, preferably to 1.5 degrees Celsius, compared to pre-industrial levels.

<sup>26</sup> Ināia tonu nei: a low emissions future for Aotearoa Advice to the New Zealand Government on its first three emissions budgets and direction for its emissions reduction plan 2022–2025.

Waipā District Council recognises its leadership role in greenhouse gas emissions reduction through promoting flexible working arrangements for staff and encouraging travel behaviour changes, transitioning to a lower emissions corporate fleet and procurement processes from service providers that promote lower emissions.

### Outcomes

- A transport system that works to achieve regional emissions targets, emissions targets set out in the Climate Change Response (Zero Carbon) Amendment Act 2019 and by the Climate Change Commission 2021 recommendations.
- Walking, wheeling, cycling and public transport are preferred transport modes for all people<sup>27</sup>.
- Our network is resilient to natural hazards and extreme weather events.

There are a number of actions that we can take to promote or work towards reduced transport emissions and contribute towards reducing the impacts of climate change.

### Actions

1. As a transport partner for the Waikato Regional Land Transport Plan, work collaboratively to implement (where appropriate) measures to support the region's climate change response.
2. Implement workstreams through the Waipā District Council Carbon Reduction & Monitoring Programme:
  - a. Ensuring contribution to climate change and carbon reduction is prioritised in every transport project.
  - b. Promoting staff flexible working arrangements and travel behaviour changes.
  - c. Transitioning to a lower carbon corporate fleet and agree a target to reduce greenhouse gas emissions from Council's vehicle fleet.
  - d. Procurement processes from transport service providers that promote lower emissions and low embodied carbon in transport infrastructure; and
  - e. Monitoring and reporting on carbon emissions.
3. Council to encourage and prioritise the use of low-emission transport options and technology through:
  - a. Integrated planning to optimise existing transport infrastructure, promote higher and mixed use densities and prioritise walking, wheeling, cycling and public transport infrastructure.
  - b. Planning new growth areas and developments (for new housing and employment areas) for inclusion of multi-modal transport options.
  - c. Prioritise safe and connected walking, wheeling, cycling urban mobility networks in our towns.
  - d. Where there are multi-modal transport options, proactively manage car parking allocation around key destinations such as schools and town centres.
  - e. Supporting the decarbonising of all public transport services.

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<sup>27</sup> All people include people of all ages, ethnicities, physical and mental abilities and genders.

- f. Increase public transport patronage through fast and frequent rapid transport services and embracing advancements in technology.
  - g. Use district-wide traffic management schemes to reduce unnecessary through traffic in residential areas and promote more local active travel.
  - h. Supporting an increase in electric vehicle use in the district through identifying and supporting a network of electric vehicle charging points.
  - i. Monitoring future technology trends for new opportunities.
4. Support the collaborative approach of the Waikato Lifelines Utility Group to address regional lifeline issues.
  5. Continue to monitor and identify route security, sustainability and resilience issues on the local road and transport networks.

## Objective 2: Supporting growth, economic development and regional connections

### Our priorities

- *Identifying & protecting transport corridors through One Network Framework.*
- *Prioritising local & regional freight routes to support our primary industries & economic base.*
- *Prioritising active modes, public transport, people spaces over private vehicles.*
- *Integrated planning, promotion of higher & mixed-use densities & multi-modal transport options.*
- *Completing key strategic studies: Te Awamutu Western Arterial/strategic road network study and Cambridge strategic network /third bridge business case.*
- *Continuing to work with regional partners (RLTP, Future Proof) to ensure long-term land use planning and coordination for the Hamilton, Waikato and Waipā sub-region.*

### Supporting growth

One of the key issues for the transport network is population growth and changes to land use. Managing the impacts of growth can be achieved through integrated land use and transport planning. Integrated planning has been identified at the top of the intervention hierarchy (see Figure 9) and focuses on maximising the existing network, reducing travel demand and supporting transport choices.

Integrated planning at the sub-regional level is through Future Proof and the Hamilton-Waikato Metro Spatial Plan of which Waipā is a key partner. The focus is to ensure land use is consolidated around existing nodes, promoted through mixed land use and higher density developments. To cater for future growth, the Hamilton-Waikato Metro Spatial plan proposes a future multi-modal transport network to improve access and connectivity across the Hamilton-Waikato area (see Figure 12). For Waipā there are opportunities to grow public transport use through fast and frequent rapid transit connections between Te Awamutu and Hamilton, and Cambridge and Hamilton.

At the district level, the focus is on new industrial and housing growth in and around existing towns as guided by the Waipā 2050, Waipā District Plan, structure plans and town centre plans to

provide for more consolidated growth, local shops and employment within walking and cycling distance and more transport choices. The focus of the main growth is within Cambridge, Te Awamutu and Kihikihi with some provision in rural villages. Industrial land has been identified in Bond Road (Te Awamutu), Hautapu and Titanium Park (near the airport)<sup>28</sup>. General rural growth has been controlled through tightened rural subdivision provisions in the Waipā District Plan.

At the time of writing this strategy, Waipā's Community Spatial Plan was being developed with the purpose to spatially articulate the community's near-term and long-term aspirations and future inclusion in the Council's Long Term Plan.

### **Economic development and regional connections**

Waipā is strategically located in the upper North Island and within the 'golden triangle' between Auckland, Hamilton and Tauranga. The district is well connected through state highway links (see Map 2) connecting Hamilton, Auckland, Bay of Plenty and the Taranaki.

Enabling and supporting our primary industry and economic base in safe and efficient routes that connect to strategic networks and freight hubs is critically important. A key action in this strategy is to prioritise important local and regional freight routes identified through the One Network Framework.

At the time of writing, the Hamilton Waikato Metro Spatial plan business case scope was investigating the future role of rail in supporting freight hubs. For Waipā this could enable opportunities for improved connections to the Airport/Titanium Park and Cambridge/Hautapu via the eastern rail link and understanding the future role of the Te Awamutu Rail Station. It is expected that the Business case will be completed in 2022. The role of rail is further discussed under Access and Mobility – Objective 4.

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<sup>28</sup> Waipā Infrastructure Strategy, 2021-2051,





### Hamilton-Waikato Metro Spatial Plan (Vision) – Future Proof

The Hamilton-Waikato Metro Spatial (MSP) Plan shows a plan for growth in the Metro Plan area (Hamilton City, Waipā and Waikato districts). The MSP focuses on 3 areas for transport:

- A public transport network linking major growth centres (Cambridge and Te Awamutu connections to Hamilton).
- A freight and movement road network providing convenient and reliable access for the region’s economic activity hubs.
- An active mode network that improves the health and wellbeing of people, communities and environment.

At the time of writing, a business case was being prepared to understand future transport scenarios and opportunities for future planning to be completed in 2022. Waipā will continue to work within the Future Proof partnership to ensure long-term land use planning, coordination and opportunities for the Waipā district.

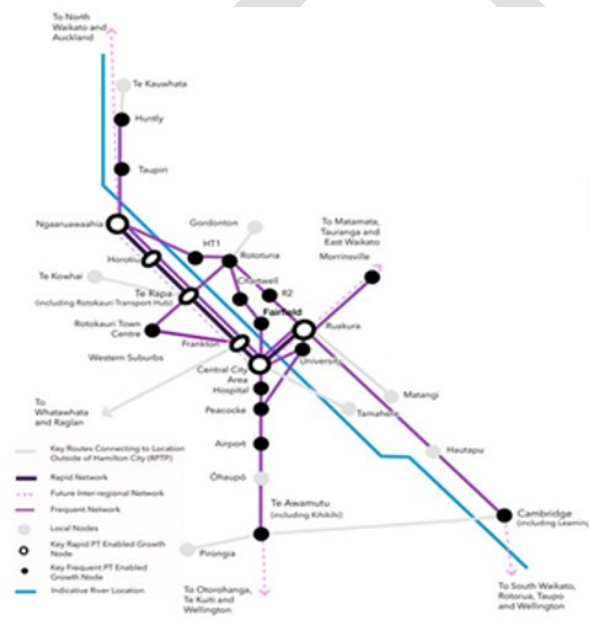


Figure 12: A rapid transit vision for transport in the Hamilton-Waikato Metro Spatial Plan (concept only).

### Outcomes

- An efficient and resilient transport system that connects people and freight across the district, Waikato region and upper North Island.
- A well-planned transport system that provides a range of transport modes for new growth areas and developments.
- A well-defined network to plan, manage and operate the road network and protect key transport corridors.

There are a number of actions that we will take to support growth, economic development and regional connections:

### Actions

1. Ensure provision in new growth areas (for new housing and employment areas) and developments for multi-modal transport options to reduce traffic pressures on the existing transport network.
2. Waipā to continue to work within the Future Proof and Hamilton-Waikato Metropolitan Spatial Plan partnerships to ensure long-term land use planning and coordination for the Hamilton, Waikato and Waipā sub-region.
3. Progress towards achieving transport aspirations within the town concept plans:
  - Cambridge Town Concept Plan *Refresh* (2019) – *street design, cycling network plan, multi-modal corridor along Victoria Street.*
  - Pirongia Village Concept Plan *Refresh* (2020) - *safer ways to get to school.*
  - Te Awamutu and Kihikihi Town Concept Plan (2010) – *improving opportunities for pedestrians and cyclists within the town centre.*
  - Ōhaupō Town Concept Plan (2010) – *safe crossing points and increased walking and cycling.*
4. Following Council recommendation, progress with Te Awamutu Western Arterial / strategic road network and safety improvements and designation requirements (TWAR) preferred option.
5. Review the District Plan to support the National Policy Statement on Urban Development to promote:
  - appropriate car parking provisions in towns with urban mobility networks and future rapid transit networks.
  - promotion of higher and mixed used densities to support more public transport and walking and cycling.
  - measures to reduce traffic demand e.g. provision of local services (dairies, medical) and shared business hubs within new growth areas.
6. Apply the One Network Framework to define road function and prioritise road space for freight, walking and cycling (urban mobility) and public transport.
7. Maximise opportunities to develop and enhance safe transport access to key tourist destinations in the district.
8. Work with the freight and road transport sector to support the local economy in safe and efficient transport routes.
9. Complete Cambridge transport network and safety improvements / investigation of third bridge business case.

10. Identify and protect key transport corridors (road and rail) for freight and rapid and frequent multi-modal transport to Hamilton through as identified in the Hamilton-Waikato Metropolitan Spatial Plan.

## Key Transport Projects

### Te Awamutu Western Arterial / strategic road network and safety improvements and designation requirements (TWAR)

In 2006 Council recognised the need for an alternative traffic bypass away from the town centre with a designation for a Te Awamutu Western Arterial around the western edge of Te Awamutu. Council has recently completed a business case to review the designation and whether it still achieves its purpose and provides an affordable outcome. The business case was also an opportunity to review current transport problems in line with government policies and plans and identify any wider benefits which can be achieved for the Te Awamutu and Kihikihi strategic transport network.

The outcome of the business case review was completed in October 2021 and has identified the following recommendations:

- Improving the existing transport network - amenity, traffic management and safety improvements, walking and cycling (urban mobility network), and Mutu Street formalised as an alternative strategic corridor for vehicles that aren't stopping in the town centre.
- Retaining the southern section (only) of the Designation, which can be used in the future to enable access to the growth zones in the southern section.
- Continue to develop the next stage of this business case to further investigate the Western Corridor Alignment including an alternative northern section, which is proposed to make use of the existing Station Road Corridor and include an upgrade to the Rewi Street Railway Crossing Overbridge.

Following Council confirming the recommendations (expected November 2021), there will need to be a process to uplift the northern sections of the designation and provide an indicative business case for the new Western corridor alignment. As part of this process traffic modelling and a network operating plan based on the One Network Framework will be completed to prioritise network improvements.

### Cambridge strategic transportation network improvements study and investigation of third bridge.

The WRTM traffic modelling for this Strategy concluded that projected future growth does not trigger the need for future bridge capacity. However, it is envisaged a new bridge in Cambridge would be needed in the longer term due to the likely lifespan of the Victoria Street bridge. However, the timing would be subject to changes in land use in Cambridge and in the wider region (e.g. Southern Links) and if the Victoria Street bridge closed to traffic. Any new bridge infrastructure would need to be considered within the wider transport network and transport improvements over the entire network.

To start planning for a new bridge the Council has recommended a business case in the Long Term Plan (LTP) 2022/2023 Year 2 of LTP (2022/23) (subject to funding approval through Annual Plan & Waka Kotahi) to understand future requirements.

### **Objective 3: Making our roads safer for all users**

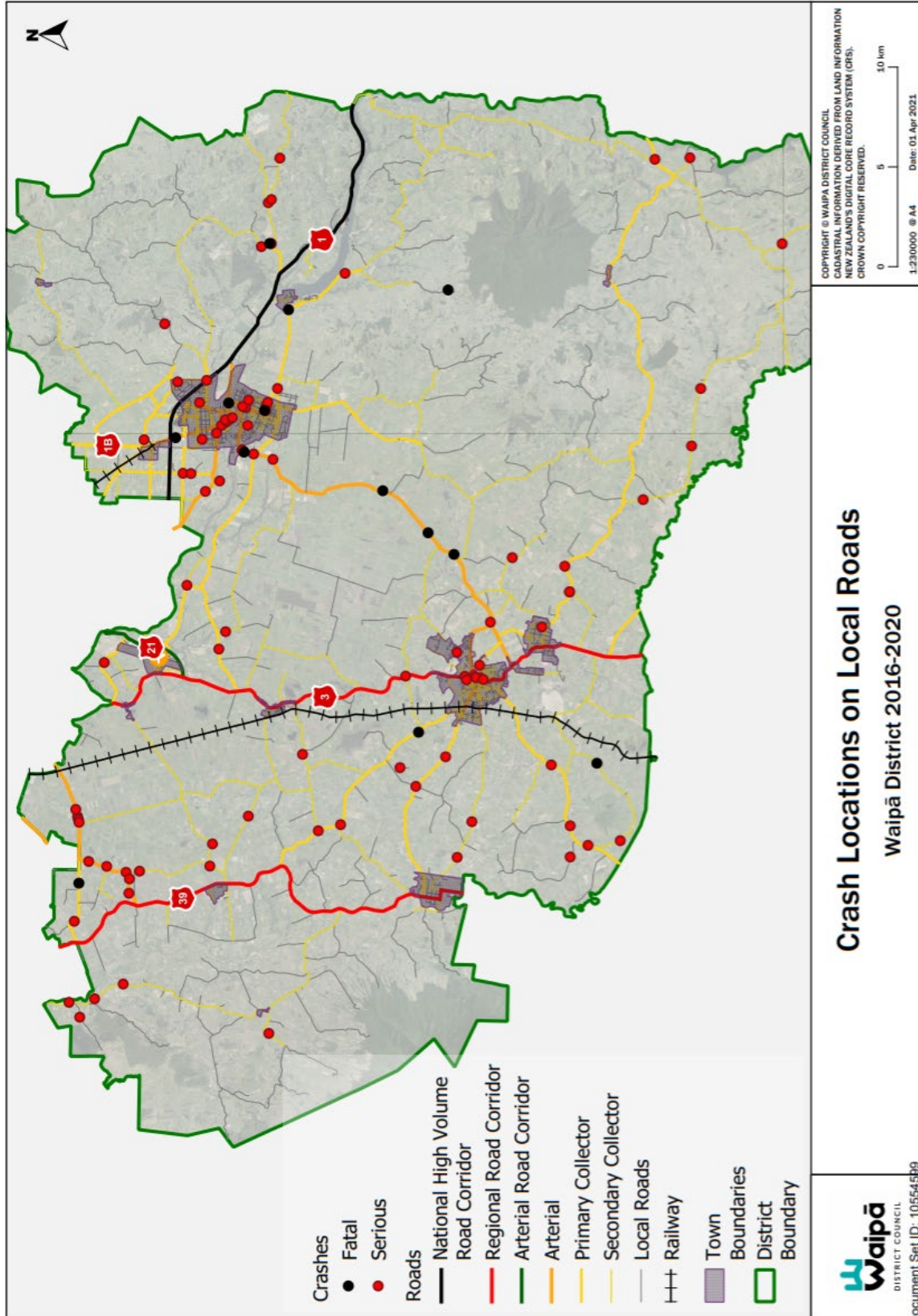
**Priorities:**

*'Road to Zero' vision is 'a New Zealand where no one is killed or seriously injured in road crashes'<sup>29</sup>*

- *Safe roads for all users – including pedestrians & cyclists.*
- *Safer speeds through re-engineering for lower speeds.*
- *Safe urban mobility networks separated from traffic.*
- *High quality bus stop facilities to improve safety & security.*
- *Community safety programmes.*

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<sup>29</sup> Road to Zero, 2021, Ministry of Transport



Map 8: Crash locations on local roads.

To tackle the road safety problem, central government has adopted the ‘Vision Zero’ road safety response with the target of reducing deaths and serious injuries on New Zealand’s roads, cycle lanes and footpaths by 40 per cent over the next 10 years. At the heart of this is the Safe System approach, which assumes that people will make mistakes but mistakes should not cost a person’s life or health. The focus is on the roads, vehicles and people who use the transport system – not just the individual road user.

A safe road system not only saves lives but has numerous benefits such as making our towns more accessible, cycle and pedestrian friendly, contributing to healthier lifestyles and supporting the local economy through less crashes and reliable travel times<sup>30</sup>.

The Waikato Road to Zero 2020–2030 document adopts the Vision Zero approach and identifies the following high- risk death and serious injuries priorities for 2020-2024 as:

- active road users – pedestrians and cyclists (particularly 5-14 year olds)
- impairment – alcohol and drug use, fatigue
- distraction
- motorcycling
- young drivers (15-24 year olds)
- drivers and riders 45-49 years
- speed management
- restraints, including child restraints
- poor observation and wet road and night-time driving.



Figure 13: Road to Zero Summary

Waipā District Council has a critical role to play in ensuring the safety of the district’s road network (rural and urban), bus stops and urban mobility networks to enable people to safely access and use

<sup>30</sup> Road to Zero Strategy, 2020-2030 NZ Government.

the transport network. This also includes ensuring safe and appropriate traffic speeds, safety at public transport stops, ensuring good safety design standards and appropriate levels of service. Waipā also delivers a number of community safety promotional activities targeting speed, alcohol and drugs, young drivers, car seat restraints, cycle safety and motorcyclists as prioritized in Road to Zero for the Waikato 2020-2030.

#### **'Safer Speeds' Programme**

Speed management is a key priority to making roads safer in the district. The Road to Zero 2020-2030 introduces a new speed management programme *Tackling Unsafe Speeds Programme* which aims to establish a more streamlined and coordinated process for speed management, including safer speeds around schools.

In 2019, over 200 new speed limits came into effect across the district. The changes included 40km/h limits in Cambridge and Te Awamutu town centres, reduced speeds near schools and more 60km/h and 80km/h limits in rural areas.

In alignment with the national *Tackling Unsafe Speeds Programme (TUSP) Regional Speed Management Plan*, Council will continue to review and re-engineer roads for safer speeds.

The outcomes and actions for road safety reflect Waipā's commitment to reduce deaths and serious injuries, as well as creating a safe urban mobility network:

#### **Outcomes**

- A safe transport system in the Waipā district where no one is killed or seriously injured.
- A well-connected, safe active mode network in urban areas that encourages people to walk, wheel or cycle as their primary transport mode.

#### **Actions**

1. Continue to improve the safety of roads for all transport users through infrastructure and safety improvements through:
  - Network safety improvements.<sup>31</sup>
  - Programmed maintenance and renewal programmes.
  - Safe urban mobility networks.
  - Crash reduction studies.
  - Maintaining the deficiency database and programme ongoing safety engineering activities.
  - Ensuring road safety audits are undertaken that consider all transport users.
  - Construction of safe and accessible urban mobility networks to encourage more people to walk and cycle.
2. Continue to implement the recommendations from the Mobility Spaces and Street Accessibility Audit Report<sup>32</sup> and other reports to improve access for disabled and elderly residents in Waipā towns and settlements.

<sup>31</sup> Network safety improvements can include a range of larger and smaller scale treatments such as intersection realignment, pedestrian refuge islands and traffic calming measures to reduce speeds.

<sup>32</sup> Mobility Spaces and Street Accessibility Audit Report, 2013, CCS Disability Action.

3. Continue to proactively manage traffic speed in the district through speed management plan. Priorities include:
  - Review of speed limits on urban and rural roads.
  - Review of speed limits to ensure safe and appropriate speeds around 'people areas'. Priorities:
    - Walking and cycling networks and public transport stops
    - Town centres and local shopping centres
    - Schools
    - Marae
  - Enforcement of speed limits through construction of traffic calming measures.
  - Working with transport partners across the region to ensuring consistency and integration of speed management across the region.
4. Ensure transport corridors have appropriate design standards applied to facilitate safe and efficient freight and rapid transit corridors within the district.
5. Work in partnership with Ministry of Transport, KiwiRail and regional transport partners to address road and rail safety issues in the district (including level crossing safety).
6. Continue investment in regional road safety programmes, education and enforcement campaigns as driven by the 'Road to Zero' for the Waikato 2020-2030 strategy.
7. Work in partnership with Waka Kotahi NZ Transport Agency to address pedestrian and cyclist safety and accessibility issues on state highways in the district.
8. Complete audit of rural and urban bus stops to improve accessibility, safety and personal security and enhance users experience for all transport users.
9. Continue involvement in the Waikato Regional Road Safety Forum to support collaboration, coordination, education, issue identification, regional advocacy and progress reporting against actions.

## Objective 4: Access and mobility

### Our Priorities:

- *Embracing the recreational biking revolution*
- *Urban mobility networks to prioritize walking, cycling & micro-mobility.*
- *Growing public transport patronage*
- *Exploring rural transport options*
- *Enhanced services for transport-disadvantaged*

Access and mobility is about enabling all people to access the places they need to go through a range of transport modes, whether it be walking, wheeling (scootering, wheelchair users, prams etc), cycling, public transport, car-pooling and private vehicles. This also includes travel demand measures such as shifting travel times and working remotely (in shared spaces closer to home) or from home to reduce transport demand.



Like many places in New Zealand, there is heavy reliance on vehicles to move around the district. More recently there has been a greater shift planning for more sustainable and equitable transport modes (e.g. public transport, walking and cycling) as they have significant climate change, environmental, and health and safety benefits.

Our district does not have the same pressures as larger centres or cities, however we are starting to see growing congestion in our towns and our communities are seeking more safe and sustainable transport solutions. We are also seeing a growing recreational cycling revolution with more bikes and e-bikes with the potential to grow for everyday transport trips in our communities.

Providing access to a range of transport choices such as walking, cycling, micro mobility, public transport, is one of the key focuses for this strategy. We can achieve this through a range of measures that prioritise and encourage mode shift.

The Hamilton-Waikato Metro Area Mode Shift Plan (a mode shift plan for ‘Keeping Cities Moving’) identifies three key areas for mode shift:

- Shaping urban form;
- Making shared and active modes more attractive; and
- Changing behaviour

For Waipā, the key focus of the plan is Cambridge and Te Awamutu where the highest travel demands are forecasted<sup>33</sup>. However, there are also opportunities to apply to improve access and mobility our rural villages as well. The three key areas for mode shift areas and opportunities are identified below:

'Keeping Cities Moving' key areas	Areas of focus for Waipā
Shaping urban form	<ul style="list-style-type: none"> <li>• Good quality, compact, mixed-use urban development.</li> <li>• Supporting new growth and development with multi-modal transport options.</li> <li>• Shops, services and shared ‘workplace hubs’ closer to home.</li> <li>• One Network Framework (ONF) to define road function and prioritise road space for freight, urban mobility and public transport.               <ul style="list-style-type: none"> <li>- E.g. For Te Awamutu – encouraging heavy trucks around the town centre to encourage safer/more pedestrian friendly town centre.</li> </ul> </li> </ul> (See objective 2: supporting growth, economic development and regional connections).
Making shared and active modes more attractive	<ul style="list-style-type: none"> <li>• Urban mobility networks connecting key destinations e.g. shops, schools and community facilities.</li> <li>• Proactively managing parking around town centres and schools that prioritises short-stay parking and discourages car travel for short trips.</li> <li>• Re-allocation of road space for walking and cycling paths.</li> <li>• Local safety improvements – e.g. speed reductions in town centres, around schools and urban mobility networks, safety improvements along state highways and busy roads.</li> <li>• Rapid and frequent public transport connecting Te Awamutu and Hamilton and Cambridge and Hamilton (Hamilton-Waikato Metro Spatial Plan).</li> </ul>
Changing behaviour	<ul style="list-style-type: none"> <li>• Supporting road safety and travel behaviour campaigns to promote walking, cycling and public transport.</li> <li>• Increased use of mobile app technology to promote integrated transport options and enhance users public transport experience.</li> <li>• Supporting workplace travel plans – promoting mode shift and flexible working arrangements.</li> </ul>

<sup>33</sup> 2020, Hamilton-Waikato Metro Area Mode Shift Plan, Waka Kotahi NZ Transport Agency.

'Keeping Cities Moving' key areas	Areas of focus for Waipā
	<ul style="list-style-type: none"> <li data-bbox="565 220 925 247">• Future ridesharing opportunities.</li> </ul>

### Prioritising Urban Mobility Networks in Cambridge, Te Awamutu and Kihikihi

The Urban Mobility Business Case has a 37km network of planned investment of walking and cycling routes across Cambridge, Te Awamutu and Kihikihi connecting key destinations such as schools and shops (see Map 9 and Map 10). The plan covers a 10-year period and will be subject to three-year Long-Term Plan (LTP) reviews to enable the full planned network to be implemented.

Plan objectives for the 2021-24 period are:

#### Cambridge

Construction of cycling and pedestrian improvements that link Cambridge Middle School to the CBD, Leamington, and Cambridge East School.

#### Te Awamutu / Kihikihi

Construction of cycling and pedestrian improvements that link Te Awamutu College to the CBD, the events centre, the library, and to Kihikihi.

Construction of cycling and pedestrian improvements that link the Pak n Save commercial centre to the CBD.

#### Both Cambridge and Te Awamutu/Kihikihi

- Cycle parking
- Cycle skills training
- Driver behaviour campaigns
- Bike access scheme

To achieve the full benefits of the urban mobility networks and enhance users experience the Council will also invest in local safety improvements (e.g. speed reductions) and proactively manage parking around town centres and schools to promote more walking and cycling.

There are a number of benefits to investing in urban mobility networks:

- Many people live and work in Cambridge and Te Awamutu.
- Many daily short car trips done that could be done by walking or cycling. 19% vehicle trips 3km or less, 32% vehicle trips 6km or less<sup>34</sup>.
- The compact size and relatively flat geography of Cambridge and Te Awamutu makes these towns ideal for more walking and cycling trips.
  - 80% of homes in Cambridge are within 20 minutes walking distance and 15 minutes biking distance from the town centre<sup>35</sup>.
  - 90% of homes in Te Awamutu are within 20 minutes walking distance and 10 minutes cycling distance from the town centre<sup>36</sup>.

<sup>34</sup> WRTM Traffic Modelling outputs – Cambridge, Te Awamutu/Kihikihi, 2021.

<sup>35</sup> Urban Mobility Business Case, draft 2021, Waipā District Council.

<sup>36</sup> Urban Mobility Business Case, draft 2021, Waipā District Council.

- 2018 Cambridge school survey shows that already 36.5% of primary and middle school students use active transport. More than 70% of parents said they would love for their child to bike, scooter or walk, but only if it was safe<sup>37</sup>.
- Cambridge residents through the Cambridge Town Concept Plan Refresh<sup>38</sup> engagement highlighted infrastructure for walking and cycling as a top priority.

## Growing Public Transport

There is a strong desire to grow public transport in the district. With growing populations, particularly in Cambridge there are opportunities for passenger transport to play a bigger role in the future.

The 2018 Regional Public Transport Plan (RPTP) outlines the objectives and policies for public transport (bus and rail) in the region and details of the public network and plans for the next 10 years (2018-2028). Under this plan, the Waikato Regional Council are responsible for administering the bus service contracts. The RPTP is currently being reviewed to identify opportunities for rapid transit corridors in the Hamilton-Waikato Metro Spatial area and enhancing user experience for all transport users<sup>39</sup>.

The Hamilton Waikato Metro Spatial Plan Transport Business case is underway to investigate the viability of a rapid and frequent multi-modal transport network to improve access and connectivity across the metro plan area (see Figure 12). There are opportunities to improve connections between Te Awamutu and Hamilton and Cambridge and Hamilton and local town bus services.

For transport disadvantaged we will work with WRC and transport partners to improve access and mobility services for people who are transport disadvantaged<sup>40</sup>. This might include the expansion of total mobility services, user apps to enable improved access to public transport, and safety improvements around bus stops.

For our rural communities public transport is more challenging due to the dispersed nature of the communities and trips. Council will work with WRC and transport partners across the region to investigate how to support the transport needs of our rural communities.

## Enhancing Rail Services

Historically, rail in New Zealand played a very important role in the transport network connecting freight and passengers to major centres across the North Island. This was evident with many towns such as Te Awamutu and Cambridge having railway stations and train travel as the main means of transport to other neighbouring towns and cities. However, as road transport and flights became more attractive the rail share dropped significantly and much of the rail station infrastructure was removed.

Today, rail still plays a role in New Zealand's transport system, particularly for distributing goods between key areas. The North Island Main Trunk (NIMT) Line passes through the Waipā district and is a strategic rail corridor connecting the upper and lower North Island. The Hautapu branch line, previously known as

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Data from 2018 Safe Ways to School Survey. The question asked how Cambridge parents would like their children to get to school each day.

<sup>38</sup> Cambridge Town Concept Plan Refresh (2019)

<sup>39</sup> RLTP, 2021

<sup>40</sup> Transport disadvantaged is defined as Transport disadvantaged is defined as those that lack access to transport and therefore not able to fully participate in society.

the Cambridge branch line, connects the Fonterra dairy factory at Hautapu. However, the Hautapu to Cambridge Line has not been used since 1999 and the track has been lifted.

It is widely recognised that there is significant potential for rail in the transport network but increased investment is needed for its future reliance and reliability. The NZ Government recently released the NZ Rail Plan which has a vision 'to provide modern transit systems in our largest cities, and to enable increasing volumes of freight to be moved by rail'. The Waikato RLTP supports this vision through a number of policies to plan and invest in rail and increase freight and passenger and rail passenger services. A positive step is the Te Huia service opened in 2021 providing a public rail service between Hamilton, Huntly and Auckland.

Achieving this vision will rely on a number of key partners to plan and fund the rail network programme (such as Ministry of Transport, Waka Kotahi NZ Transport Agency (Waka Kotahi), KiwiRail, regional and district councils). Waipā district has a role to play in supporting the rail plan through the RLTP and planning for future growth in rail transport in the future.

The key outcomes and actions are outlined below:

**Outcomes**

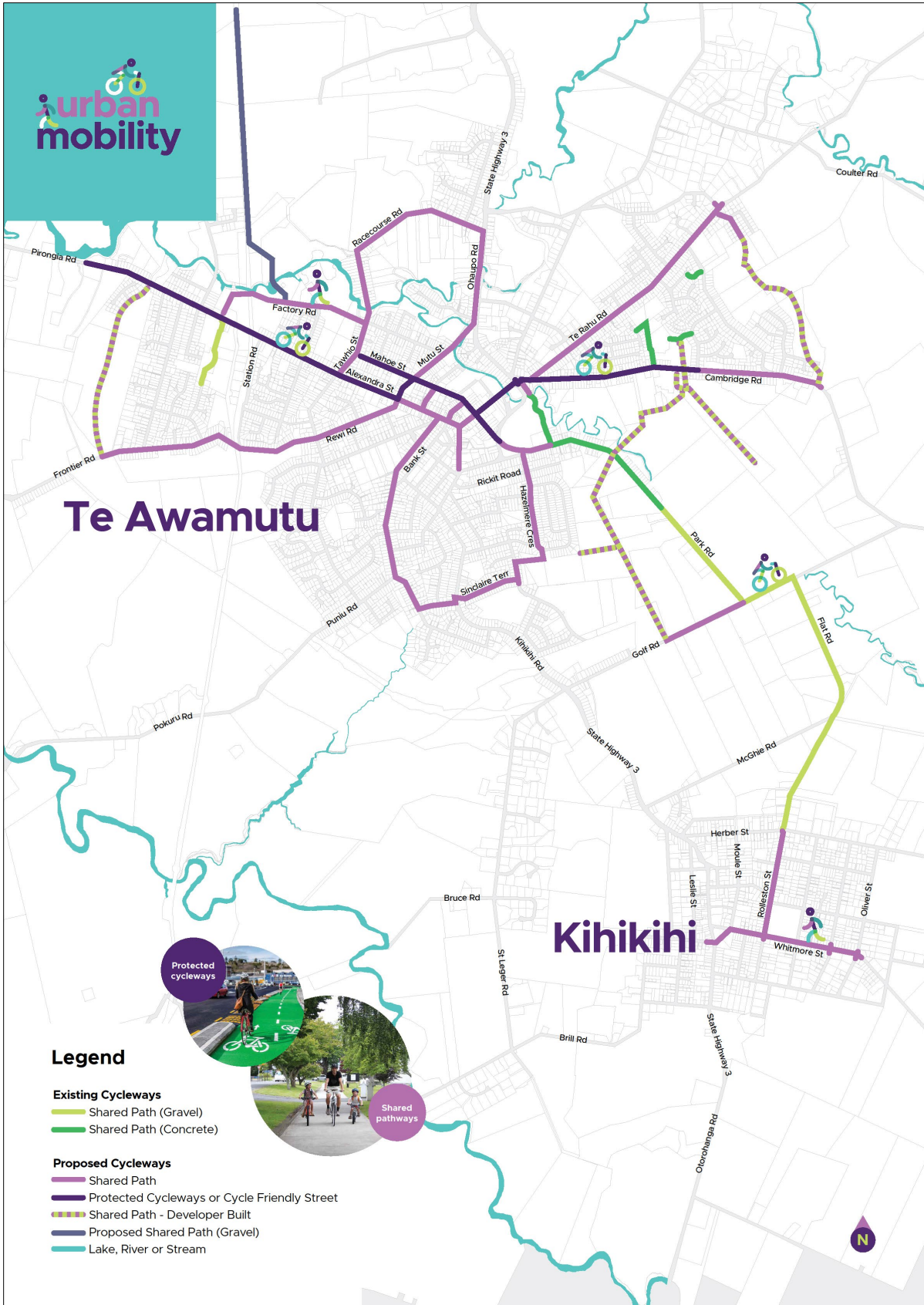
- People choose to move around using a range of safe active modes and convenient public transport.
- A transport system that promotes physical and mental health.
- Everyone in the community has the freedom to choose how and when to get around using a range of convenient and affordable transport options.



# Cambridge



Map 9: Cambridge Urban Mobility Network



Map 10: Te Awamutu and Kihikihi Urban Mobility Network

## Prioritising walking, wheeling, cycling and public transport makes good sense:

- Reduces carbon emissions
- Reducing the need for road space for vehicles
- Active transport is good for your health reducing the incidence of a number of diseases
- Quieter streets
- Safer streets through slower speeds

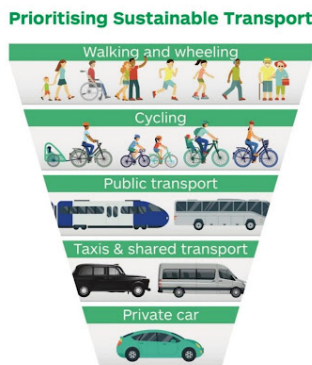


Figure 14: Prioritising sustainable transport

## Actions

1. Prioritize the construction of urban mobility networks in main towns and settlements.
2. Provide for urban mobility supporting infrastructure (e.g. cycle parking, e-bike charge stations, seating) where appropriate at town centres, employment areas, leisure and tourist destinations.
3. Proactively manage parking around destinations such as schools and town centres to encourage more walking, cycling and public transport.
4. Continue to work with Waikato Regional Council and Future proof partners to support the aspirations of the Regional Passenger Transport Plan and Hamilton-Waikato Metro Spatial Plan to grow passenger transport through future rapid and frequent transit network (road and rail).
5. Work with Waikato Regional Council to identify technological improvements to enhance users experience and encourage mode shift.
6. Support Ministry of Transport and Kiwi Rail in resolving rail constraints in the Upper North Island rail network to enable future growth in rail services.
7. Work with Waikato Regional Council and transport partners to improve access and mobility services for people who are transport disadvantaged.
8. Work with Waikato Regional Council and transport partners across the region to investigate how to support the transport needs of our rural communities.
9. Support education, travel demand initiatives and promotion campaigns to encourage mode shift and culture change for more walking, cycling and micro-mobility transport modes.
10. Monitor passenger transport trial programmes (e.g. Ride Sharing, On-Demand services) to assess applicability for Waipā district.
11. Continue to support regional cycleway connections e.g. Te Awa The Great New Zealand River Ride.
12. Continuing to support and develop district wide cycling and walking connections e.g. Pirongia - Lake Ngaroto - Te Awamutu Cycleway.

## Objective 5: Embracing technology

### Our Priorities:

- *Charging stations to support electric vehicles, e-bikes*
- *Supporting technology (e.g. online personalised journey planning) to grow public transport*
- *Monitoring future technology trends for new opportunities.*

We are already starting to see changes in how we travel through the emergence of alternative forms of fuel for vehicles to electric vehicles. Whilst we cannot always predict future changes in technology we have significant opportunities to embrace technology and find new ways to transport people and freight around the district.

Waipā's road network will remain critically important connecting people and the transport goods and services across the district and supporting the wider region and economy. However, the future transport system will look different with electric vehicles, on-demand and enhanced public transport services and partially or fully automated vehicles. Research indicates that electric vehicles will be a major contributor to meeting our climate change goals. Partially or fully automated vehicles have the potential to also reduce driver fatigue and driver error<sup>41</sup>. Our networks will also become more integrated with personalised travel options that integrate public transport (rail and buses) with other ride sharing or on-demand services.

Looking 20 years ahead, some tech analysts predict many of us will have stopped owning cars (particularly in urban areas) and that the internal combustion engine will be replaced with electric vehicles. In urban areas bikes, scooters and ride sharing services<sup>42</sup> will be preferred methods to car ownership for many. With less need for parking spaces, driveways and parking buildings, there could be a number of benefits for our urban areas to become more people-focused and to reallocate the road space for other purposes e.g. parks and gardens. Figure 15 shows examples of a range of potential future travel options to car ownership.

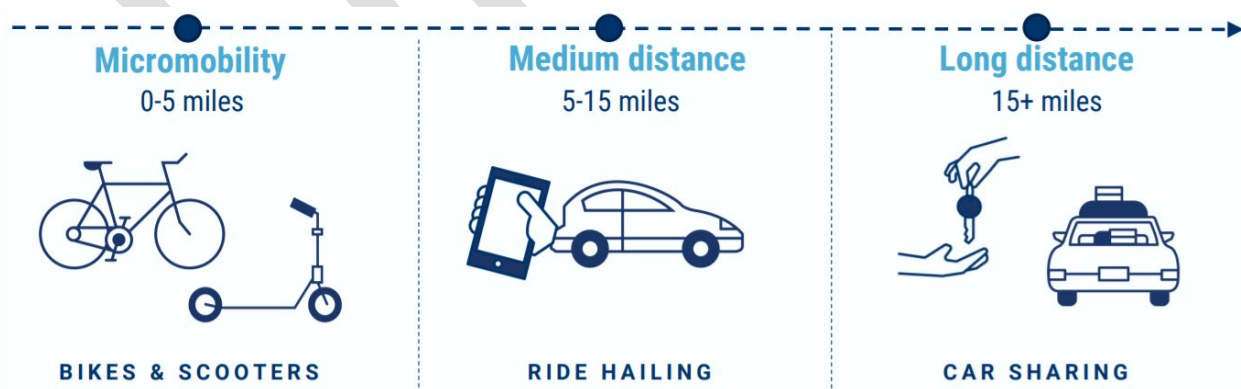


Figure 15: Source: Disrupting the car. (2018). CB Insights.

<sup>41</sup> Automated driving: Safety blind spots, 2018

<sup>42</sup> BBC News, Why you have (probably) already bought your last car, 2018



Embracing technology is critical for this strategy and will play a bigger role in the future transport network. We want to embrace the technological advancements and support these in our transport system.

**Outcome:**

- A transport system that embraces technological innovation and advancements to enable safe and efficient transport network.

**Actions**

1. Continue to monitor future technology trends for new opportunities such as through regional forums, industry conferences, tech events and research.
2. Supporting an increase in electric vehicle use in the district through identifying and supporting a network of electric vehicle charging points.

## 9. Implementing the Strategy

Implementing the strategy will be through the delivery of the actions under each of the objectives and outcomes in this plan. The range of actions align with the national direction as outlined in the GPS, RLTP, Council's Community outcomes and other key policies and strategies and community engagement. Any new investments will be tested against the Waka Kotahi hierarchy of interventions and the need to prioritise transport modes (walking, cycling and public transport) and our urgent need to address climate change in any transport investments.

There are a number of mechanisms to achieve the actions in the strategy including through the Waikato Regional Land Transport Plan (RLTP), Waikato Regional Public Transport Plan (RPTP), Future Proof, Hamilton-Waikato Metro Spatial Plan and Road to Zero for the Waikato Region and at district level the Waipā Long Term Plan (LTP) 2021-31, Waipā Transport Activity Management Plan and the Waipā District Plan and Waipā Community Plan (under development).

There are opportunities through good urban design and measures to encourage mode shift (e.g. parking management and behaviour change programmes) that positively contribute to strategy outcomes.

## 10. Measuring strategy progress

Monitoring is critical for measuring that the strategy outcomes can be achieved in the district. The strategy period will cover a period of 30 years. However, it is anticipated it will be reviewed at least every 5 years in line with any policy and community changes.

There are three key components to monitoring and measuring the strategy:

- Implementing the strategy – progress towards achieving the actions in this strategy.
- Measuring strategy outcomes – monitoring to ensure the strategy actions are achieving the intended outcomes.

- Updating the strategy to take account of any significant variations or changes – reviewed at least every 5 years.

### Proposed Monitoring Indicators

Monitoring the Transport Strategy can be completed at the regional level through tracking progress against headline regional targets identified in the RLTP (2021-2051) and specific targets identified in this Strategy.

	Indicator	Source
Climate Change	Reduce carbon emissions from the transport sector by a minimum of 25% by 2030 (from 2018/19 Climate Change A low carbon, energy efficient, and environmentally sustainable regional levels) on the path to net carbon zero by 2050.	RLTP
	Council progress towards vehicle fleet to a lower carbon corporate fleet to reduce greenhouse gas emissions.	Council
Growth	Continuing to monitor future growth and transport patterns.	WRTM, Council's Annual Traffic Counting Programme
Road Safety	A 40% reduction in deaths and serious injuries from 2018 levels by 2030 in Waipā District.	RLTP
	Overall satisfaction with roads and footpaths	Community Satisfaction Survey
	The safety of footpaths The safety of roads	
Access and Mobility	Year on year, trips per capita by public transport and active modes significantly increase while trips per capita by private motor vehicle decreases <sup>43</sup> .	RLTP
	People counting programme to measure usage of Waipā's urban mobility network (note: under development).	Council's Urban mobility programme
Embracing Technology	Monitoring future technology trends for new opportunities.	Council

<sup>43</sup> Access and mobility target to be reviewed following the public transport improvement project.

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## Appendix 1: Iwi and Stakeholder Engagement

Iwi and stakeholder engagement are critical components for the development of the Transport Strategy. The International Association for Public Participation (IAP2) spectrum was used to develop a framework for stakeholder engagement. Using the framework a number of principles and goals were agreed by the Project Team:

### *Engagement Principles:*

- We will consult early to understand the key issues for the strategy to address.
- We will keep stakeholders informed throughout the strategy development process.
- We enable open engagement with project team members throughout the strategy development process.
- We will ensure as much as possible that we draw on previous community engagement through Council workstreams to not 'over-consult' with the community.

### *Engagement Goals:*

- To consult iwi and stakeholders on top transport issues, focus areas, key objectives, outcomes and actions for the Transport Strategy to address
- To keep stakeholders informed throughout the development of the Transport Strategy through providing key information and timeframes for development and input into the Strategy.

As part of the engagement plan meetings and workshops were held with iwi representatives<sup>44</sup> and a range of stakeholders with an interest or role in the transport network. Separate meetings were also held with special interest groups.

### **Iwi Engagement**

Engagement with Ngā Iwi Tōpū O Waipā (NITOW) was held on 19 April 2021, 17 May 2021 and 26 July 2021. NITOW is a group that represents all hapū in the Waipā District. As mana whenua partners, the purpose of engagement was to understand key transport issues from their perspective in the district and how to address these.

NITOW representatives were involved in the development of the Transport Strategy vision. They also provided Council with a Whakataukī:

He aha te mea nui o te ao? He tāngata, He tāngata, He tāngata  
*People are at the centre of our solutions*

NITOW representatives were also asked what the key issues were from their point of view for the Transport Strategy to address. These formed the basis of a number of areas of focus for the Transport Strategy. These were:

- Trucks going past Kihikihi school
- Speed around schools
- Lack of bus service between Te Awamutu and Cambridge, connections to key destinations e.g Waikato Hospital, University of Waikato.

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<sup>44</sup> Engagement with Nga Iwi Toopu o Waipā on 19 April 2021, 17 May 2021 and 26 July 2021.

- Concern around rural areas being missed out
- Incorporating e-bikes, mobility schools etc into planning
- Kihikihi bypass
- Licensing appointments for Maori
- Mobility parks taken up by able-bodied
- Train connections that link Te Awamutu/Cambridge/Hamilton
- Connecting with regional transport
- Trucks down the main street.

## Stakeholder Workshops

Two workshops<sup>45</sup> were held with key stakeholders including Waka Kotahi New Zealand Transport Agency and Waikato Regional Council and key interest groups such as ACC, Cambridge Bicycle Revolution, Cambridge Chamber of Commerce, developers, Federated Farmers, Fonterra, Grey Power, adjacent Councils, Police, JSwap, Ministry of Education, and Waikato District Health Board.

To inform the strategy, key areas of focus and objectives, participants were asked what their top transport issues were for the Waipā District. These were grouped under the following headings:

- Lack of transport choices
- Managing growth
- Road hierarchy/design optimisation
- Road safety; and
- Health, environment and climate change.

There was a large amount of feedback relating to the lack of safe and accessible transport options in the district. There were a number of themes including the need for better bus services (including school buses), safe and accessible cycle ways and pedestrian connections in towns, improving transport options for people living rurally as well as safe connections for people with disabilities and older people. It also highlighted the need to plan for future technology such as electric vehicles and e-bikes with fast charging stations.

Growth was a key issue and the need to ensure compact town centres, manage congestion and provide transport choices to reduce congestion. There was also the need to ensure that transport infrastructure was planned in line with future growth. Some people raised concerns around the need to plan for another river crossing in Cambridge. The need to ensure connections with the Hamilton-Waikato Metro Spatial Plan and future opportunities for rail passenger transport was also recognised.

Another theme focussed on the road network and need to ensure efficient transport routes around the district to support commercial, heavy trucks and rural transport. It was noted that there is conflict between freight and busy traffic on state highways with local pedestrians and cyclists in town centres. Rural road safety, particularly routes with heavy truck traffic, was also important. Traffic management was also important at roadworks sites and during seasonal peaks.

<sup>45</sup> Key stakeholder workshops held on 19 May 2021 and 21 June 2021.

Road safety continued to be highlighted, including the need to focus on driver behaviour and education, speed management, strengthening enforcement, safe cycling and pedestrian connections, safe and efficient freight connections and providing for emergency response.

Stakeholders highlighted the need to address climate change and reduce transport emissions. The topic of the health benefits of walking and cycling was also raised.

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