



# Waipā is moving with the times

## Transport Strategy 2022-2052

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<i>First adopted:</i>	3 May 2022
Revision dates/version:	
Next review date:	
Engagement required:	Yes
Document number:	10806152
Associated documents:	
<b>Strategy owner:</b>	Dawn Inglis

## Abbreviations

CAS	Crash Analysis System
IAP2	International Association for Public Participation
MSP	Hamilton-Waikato Metro Spatial Plan
LTP	Long Term Plan
NIMT	North Island Main Trunk
NPS-UD	National Policy Statement on Urban Development
ONF	One Network Framework
RPTP	Regional Public Transport Plan
RTC	Regional Transport Committee
RLTP	Waikato Regional Land Transport Plan
TWAR	Te Awamutu Western Arterial Road
WLASS	Waikato Local Authority Shared Services Limited
WRTM	Waikato Regional Transportation Model

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## Foreword from the Mayor

### The Transport Strategy, helping Waipā to *move with the times*

The Waipā population is growing rapidly as more people recognise our district is a hidden gem. And who can blame them? We offer an attractive lifestyle that's just a stone's throw to Auckland, Bay of Plenty and the great outdoors of the central plateau. People love our community spirit and boutique townships brimming with character.

Progress is a positive thing for Waipā, but it comes with a caveat. As our communities become larger, we're experiencing some growing pains. These may already be noticeable with traffic congestion or delays with public transport; but as with most things, we have a plan in place to set us up for the future.

We need more transport options to connect our people with the places they love. It is essential we future proof our transport system to protect against climate change and the extraordinary growth we're facing.

The boom we are experiencing right now gives us an opportunity to rethink a new future with the Transport Strategy. Travel affects everyone, so we've developed our vision with people at its core:

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

Transport plays an important role in enhancing wellbeing and liveability in New Zealand communities. In the future, residents will have the power to choose more sustainable and diverse travel modes to reduce carbon emissions and reliance on private motor vehicles.

Local producers and the primary sector are at the heart of our flourishing economy. We need to better support them by improving freight connections for transiting Waipā goods across the country.

We'd like to embrace new and innovative transport technologies that encourage safety, public transport and lower carbon emissions. While we can't always predict new technological changes, our strategy will be ready to respond when they arrive.

Covid-19 has changed travel and exercise habits. More residents are choosing to walk, run or cycle as they become accustomed to working from home and living with restrictions. The pandemic has created funding uncertainty and forced us to think strategically about what projects to prioritise. Rest assured, we'll continue to maintain our roading network and invest in projects that contribute to positive transport outcomes.

The Transport Strategy is a journey in itself; and I encourage you to read on for a glimpse into what the next 30 years will look like. This document supersedes the 2010 Waipā Integrated Transport Strategy and will be reviewed at least every five years.

Waipā is *moving* with the times. On behalf of myself and the elected members, we look forward to the new possibilities the Strategy creates for our district.

Kind regards,

**Mayor Jim Mylchreest (JP)**

## **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.

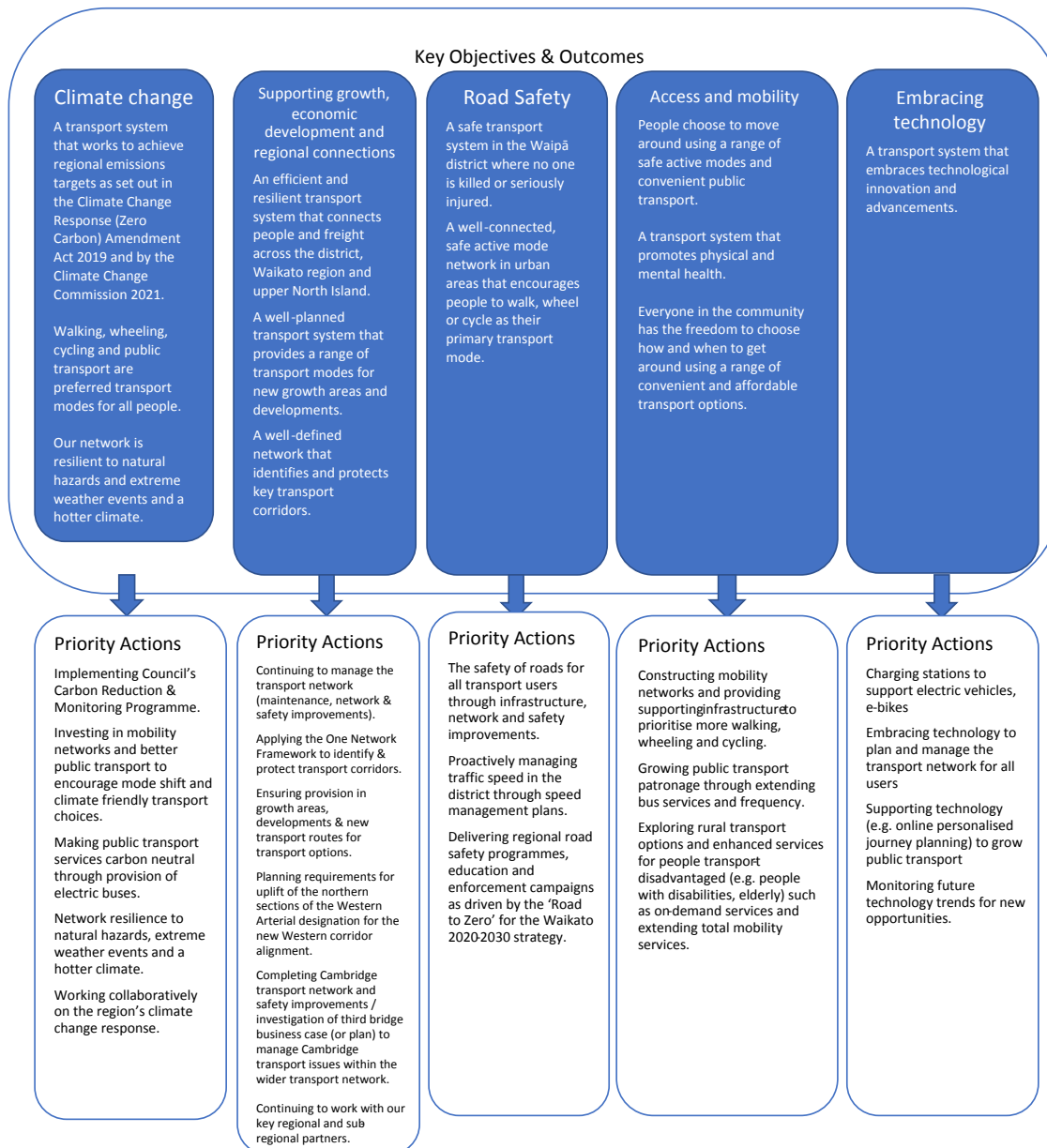
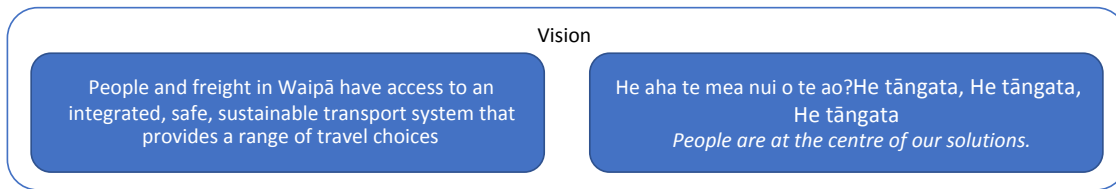
Waipā is growing and changing. This presents challenges in how we plan the transport network now and safe-guard for the future. While growth continues, vehicles will still be part of the transport solution, but we also need to prioritise low carbon solutions, improve people’s access and mobility and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

Mana whenua and 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.



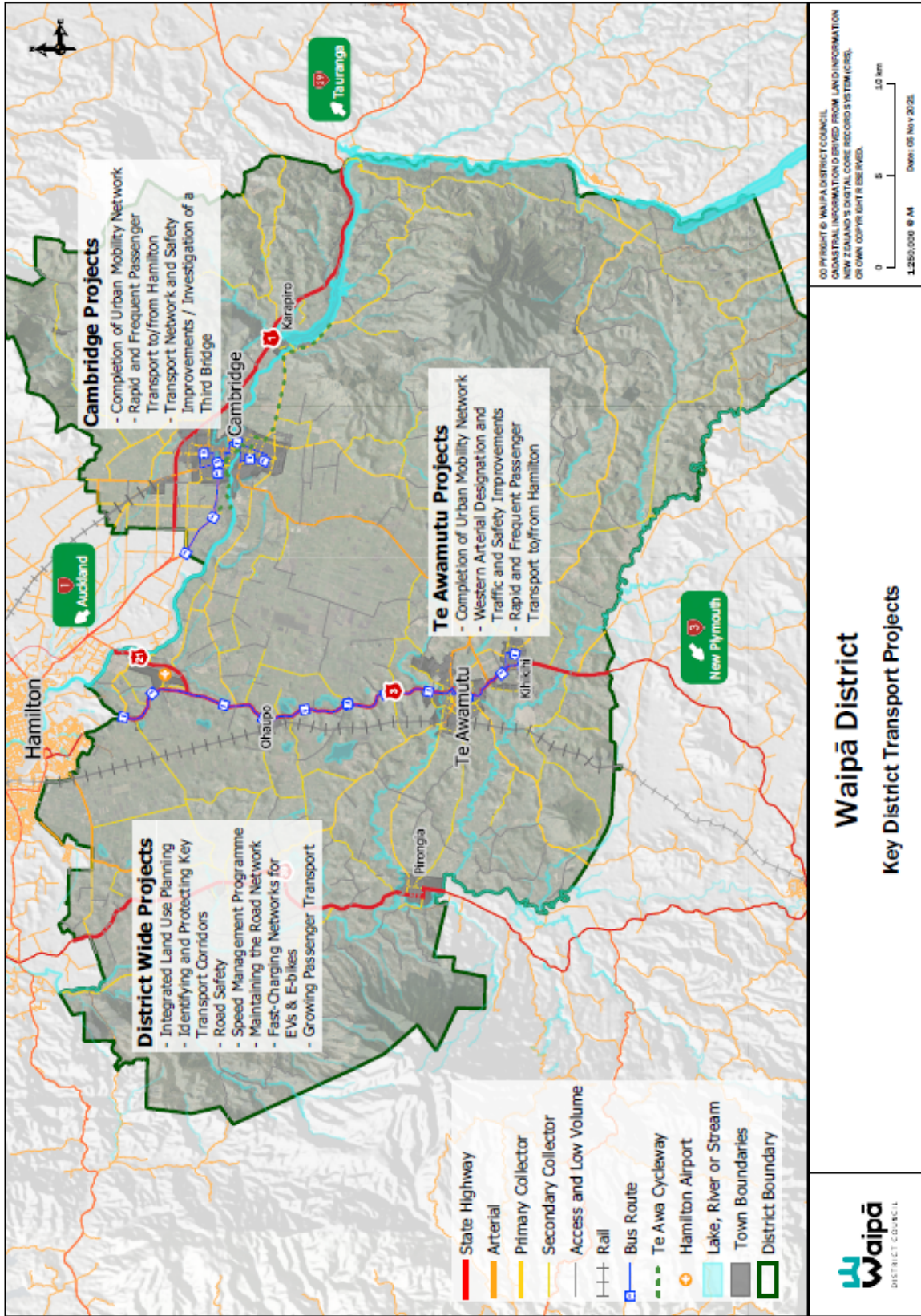
A Transport Strategy Background Report<sup>1</sup> was prepared which provides further information about the district and the context for identifying transport issues and areas of focus for the strategy to address.

**Our strategic priorities and key projects:**

- Reducing greenhouse gas emissions from transport across all of Council’s business, investing in more transport options (walking, cycling and bus transport), and planning and monitoring our network to ensure it is resilient to natural hazards, extreme weather events and a hotter climate.
- Continuing to plan and manage the transport network through ongoing maintenance, network and safety improvements whilst making best use of existing infrastructure.
- Supporting new growth, developments and planned transport routes with transport options (walkways, cycleways and bus transport) to encourage mode shift and move away from reliance on private vehicles.
- Applying the One Network Framework to identify road function (e.g. for freight, public transport or people places) and prioritise improvements across the transport network.
- Continuing our commitment to road safety and the vision of a safe transport system where no one is killed or seriously injured through re-engineering roads to make them safer for all road users, safer speeds and road safety education programmes. Constructing urban mobility networks and providing bike racks to prioritise more walking, wheeling and cycling.
- Growing public transport patronage through extending bus services and frequency.
- Exploring rural transport options and enhanced services for people transport-disadvantaged (e.g. people with disabilities, elderly) such as on-demand services and extending total mobility services.
- Continuing to work with our key regional and sub-regional partners (e.g. Hamilton City Council) 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.
- Continuing with planning requirements for the uplift of the northern sections of the Western Arterial designation for the new Western corridor alignment.
- Completing Cambridge transport network and safety improvements / investigation of third bridge business case (or plan) to manage Cambridge area transport issues within the wider transport network.
- Continuing to monitor future transport technology trends for new opportunities that could be appropriate for the district.

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<sup>1</sup> Waipā District Council ECM ID 10561455.



Map 1: 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>2</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 safeguard for the future.

This Transport Strategy (Strategy) has a 30-year view (2022-2052) 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; and
- 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 Mana whenua and Iwi partners and key stakeholders, who have helped to shape outcomes and actions to achieve the vision. Community consultation was undertaken to seek feedback on the draft Strategy vision, objections and actions to be addressed.

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>2</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 Mana whenua and 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**

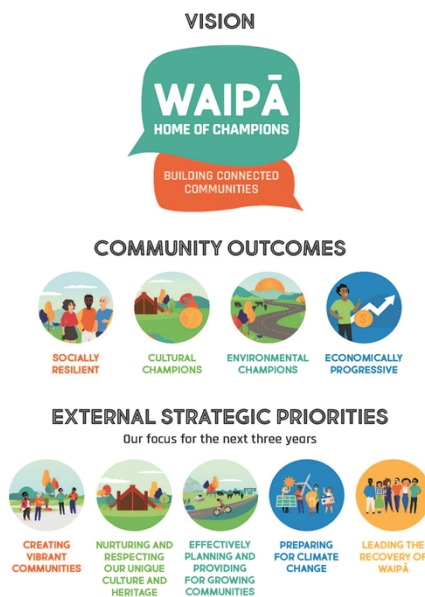
*People are at the centre of our solutions*

Putting people at the centre of our solutions is about understanding where people in Waipā travel and their differing transport needs. Engaging with Mana whenua and Iwi partners, stakeholders and the community has been vital 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 responding to 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

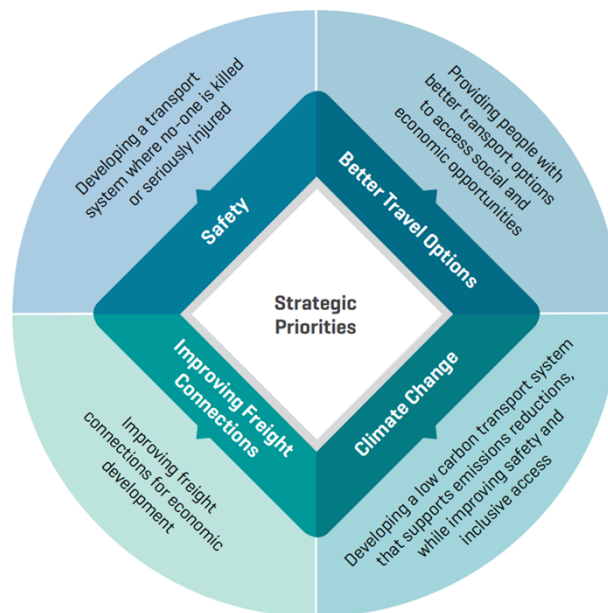


Figure 2: GPS 2021 Strategic Priorities

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>3</sup> every six years on behalf of the Waikato 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 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 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 Version 2 (2020)	Waka Kotahi NZ Transport Agency 10 year view in response to the GPS 2021. 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 (UGA) & National Policy Statement on Urban Development (NPS-UD) (2020)	UGA: main objective to improve housing affordability, underpinned by affordable land. NPS-UD: aim for well-functioning urban environments. Waipā has been identified in Tier 1 urban environments. For Tier 1,2 and 3 Policy 11 requires district plans not to set minimum parking requirements and have comprehensive parking management plans.

<sup>3</sup> The RTC is comprised of representatives from territorial authorities in the region, Waikato Regional Council and Waka Kotahi NZ Transport Agency.

Policies/Strategies	Key focus
Keeping Cities Moving – a plan for mode shift for NZ Cities (2019)	Priorities: shaping urban form, making shared and active modes more attractive, influencing travel demand and transport choices.
The New Zealand Rail Plan (April 2021)	Outlines long term commitment to rail and investment needed to achieve a resilient, reliable and safe 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.
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 (with good public transport).
<b>Regional</b>	
Hamilton-Waikato Metro Spatial Plan – Future Proof (2020)	The plan identifies an urban form to cater for growth supported by a multi-modal rapid and frequent transport system to improve access. Specific to Waipā are fast and frequent connections between Te Awamutu and Hamilton and Cambridge and Hamilton.
Hamilton-Waikato Mode Shift Plan (2020)	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 (2020-2030)	National priority. Vision: Accessible journeys free of deaths and serious injuries. National and regional target: 40% reduction in deaths and serious injuries by 2030.
Waikato Regional Public Transport Plan (2018-2028)	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 District Plan	Policy guidance and rules on development and subdivision. Also seeks to protect important buildings, landscapes and natural areas.
2021-51 Waipā Infrastructure Strategy	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 which consider the look and feel of these places to 2050. Key themes: connectivity, safety and amenity, and cycleways and walkways.
Waipā Community Spatial Plan (currently under development)	Plan aims to spatially articulate the community's near-term and long-term aspirations.

#### 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 in which many of the district's population live. The towns also play an important service role for those living rurally.

There are also the rural villages of Kihikihi, Pirongia, Ngāhinapōuri and Ōhaupō. The Hamilton airport is sited in the northern part of the district and is an important transport hub for the region. The top 3 employment areas for the Waipā District are agriculture, forestry and fishing (13.5%), construction (12.5%) and manufacturing (10.5%)<sup>4</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.

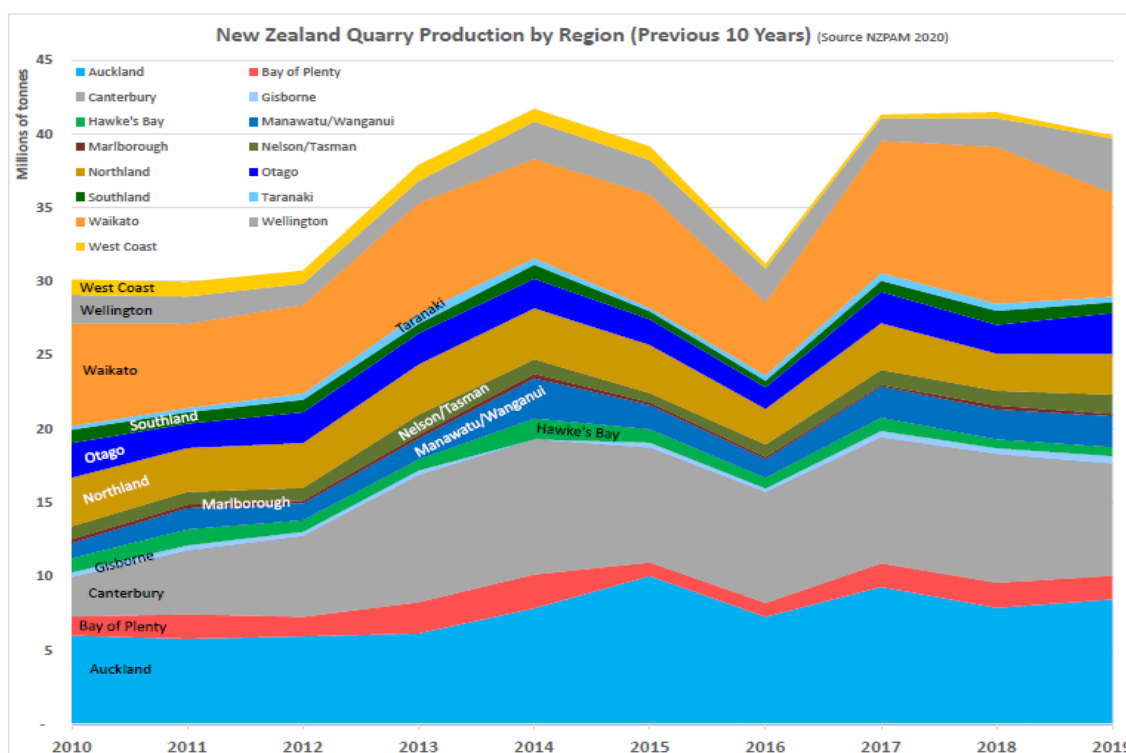


Figure 3: New Zealand Aggregate Quarry Production by region<sup>5</sup>

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

- National Agricultural Fieldays at Mystery Creek Events Centre.
- Water sports such as National and International Rowing and Waka Ama at Lake Karāpiro.
- National Cycling events at the Grassroots Trust Velodrome (Cambridge).
- Speedway and equestrian events at Kihikihi Domain.
- Sanctuary Mountain Maungatautari Ecological Island. Maungatautari is the largest ecological 'island' on mainland New Zealand.

<sup>4</sup> Infometrics, 2020.

<sup>5</sup> AQA Quarry Stats Summary 2019, NZ Petroleum & Minerals.

- There are also several peat lakes with some excellent examples of kahikatea stands.

### **Existing Waipā Transport Network**

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

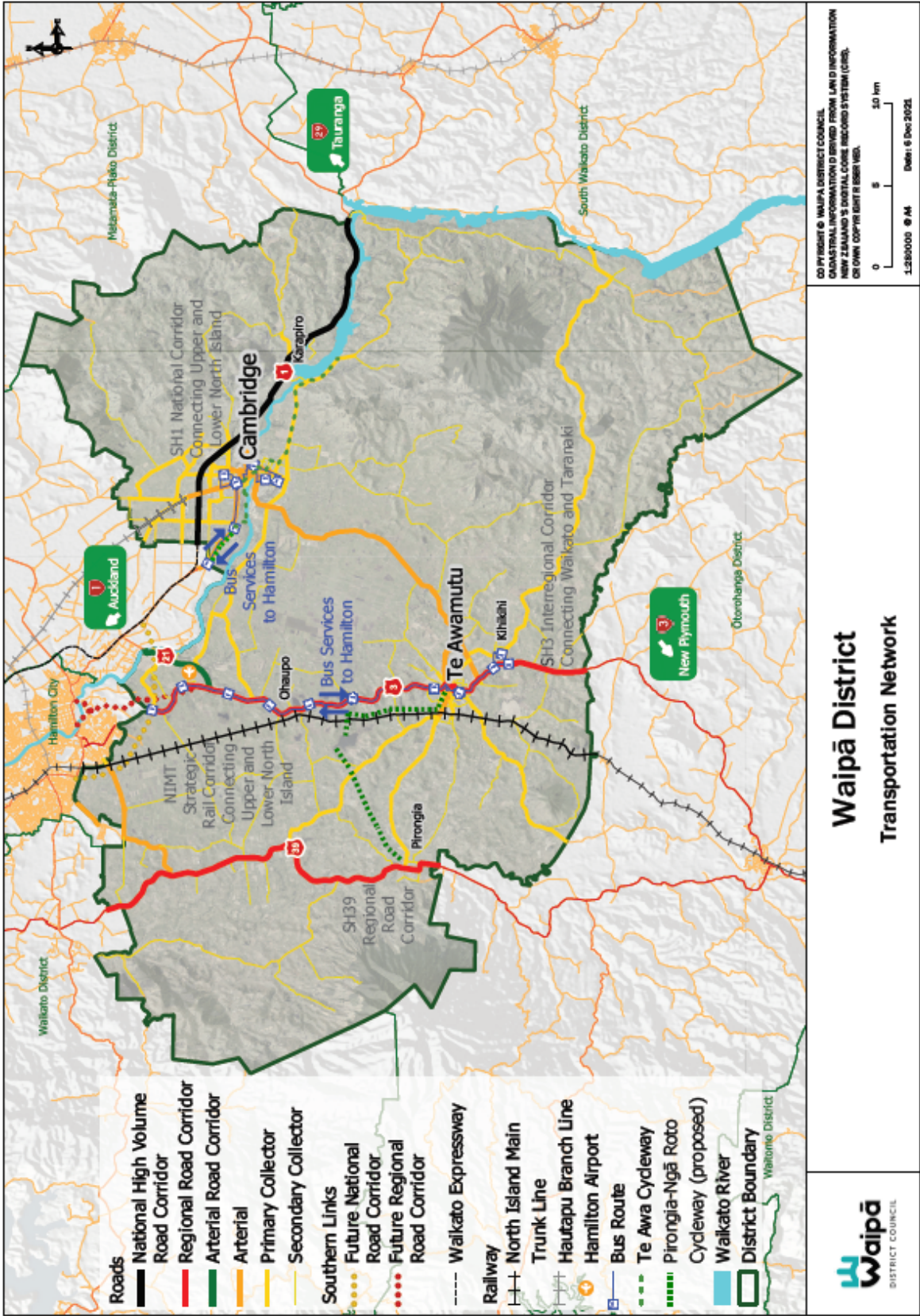
- 1,112km of local road and street network – 884km (79%) of rural roads, 225km (21%) of urban roads<sup>6</sup>.
- State Highways 1, 3, 21 and 39 (managed by Waka Kotahi NZ Transport Agency) providing strategically significant inter and intra road corridors connecting to the wider region, north to Auckland, 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>7</sup>.
- Developing urban mobility networks (for walking, wheeling and cycling) in Cambridge, Te Awamutu and Kihikihi. Te Awa – The Great New Zealand River Ride follows the Waikato River from Ngaruawahia to Lake Karapiro.
- The North Island Main Trunk (NIMT) Line strategic rail corridor is mainly for freight but has potential to grow. The Hautapu branch line (or Cambridge branch line) connects the Fonterra dairy factory at Hautapu to the East Coast Main Trunk line (from Hamilton to Tauranga).
- The Hamilton Airport in the northern part of the district provides a port for freight and passenger travel.

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<sup>6</sup> Transport Activity Management Plan, version 2021 – 4.0 For Audit Review, Waipā District Council.

<sup>7</sup> Annual patronage figures (March 2019 – February 2020), Waikato Regional Council.





## Waipā District Transportation Network

Map 2: Waipā Transportation Network

### Main means of travel to work<sup>8</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 transport use (0.3%) compared to Hamilton City and to New Zealand as a whole.

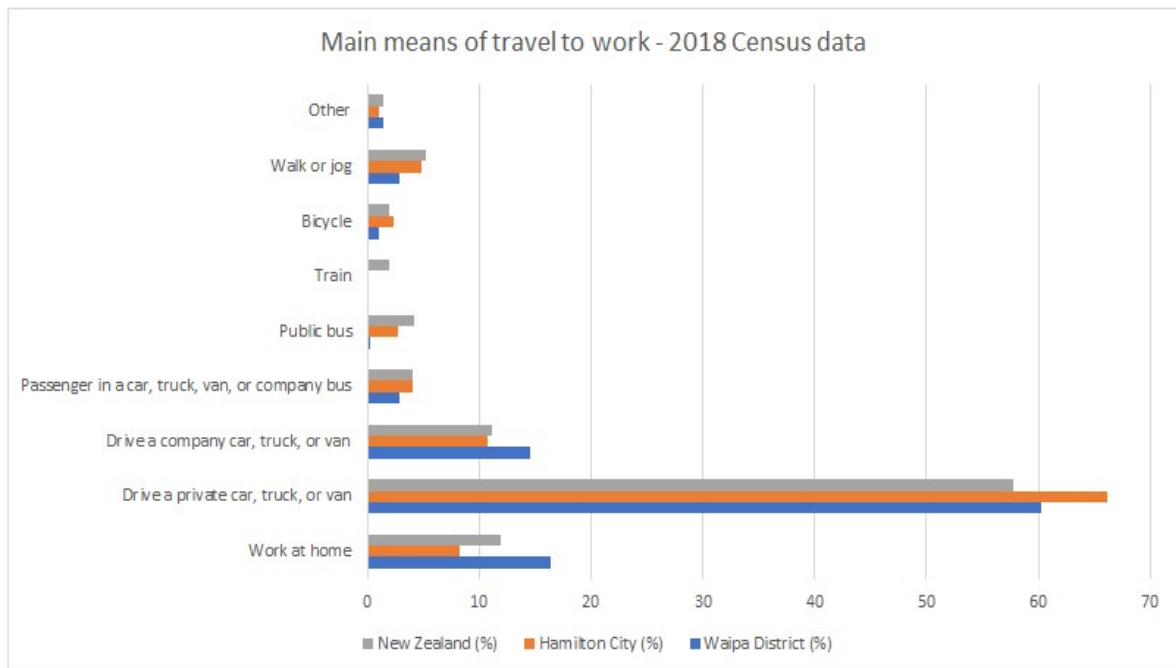


Figure 4: Waipā District Main means of travel to work

### ‘Snapshot’ of where people live and work (2018 Census data)<sup>9</sup>.

#### Cambridge

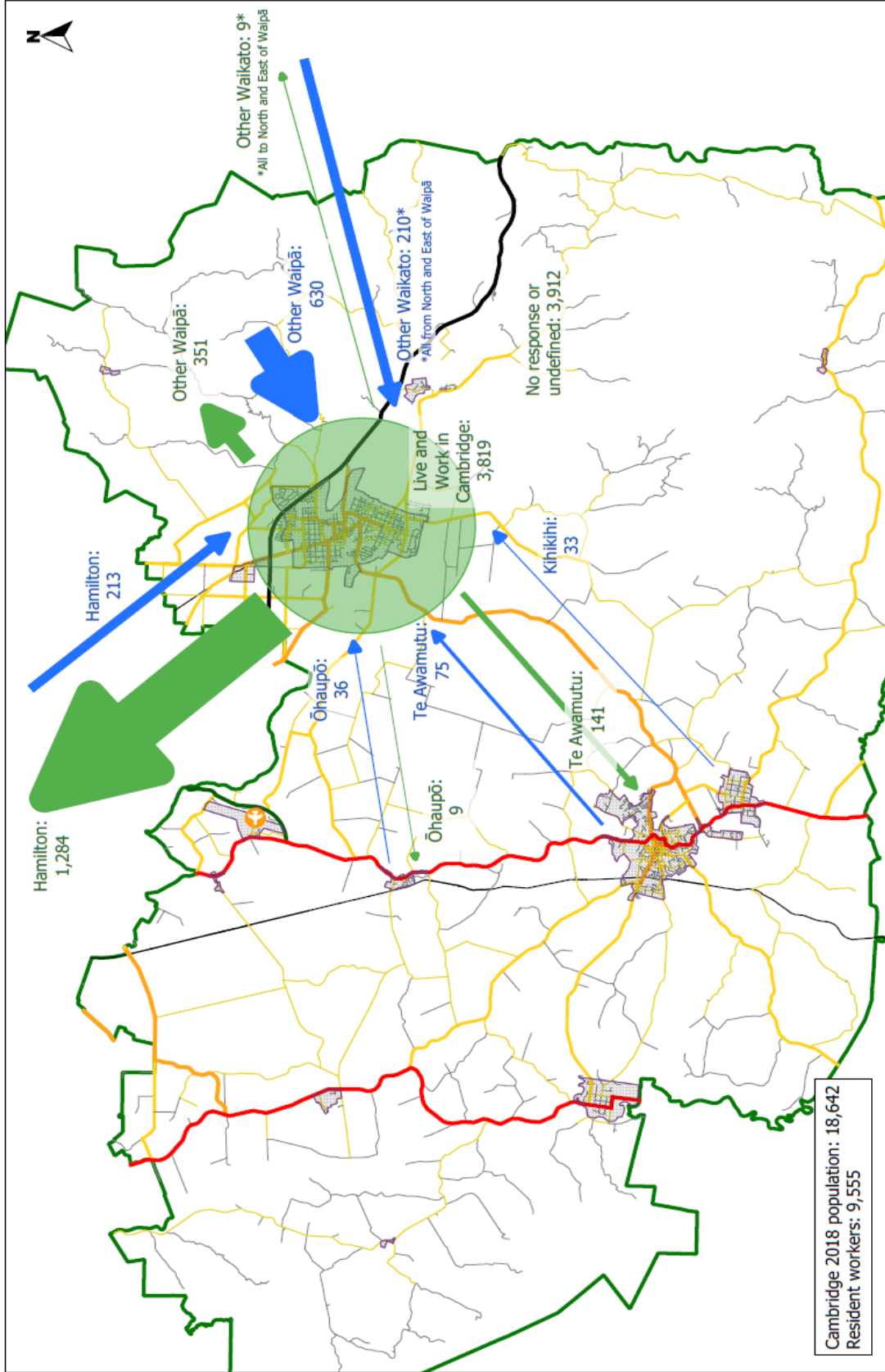
- Approximately 40% of people live and work in Cambridge reflecting a large proportion of people living and working locally.
- Approximately 13% live in Cambridge and work in Hamilton representing the proportion of people commuting to jobs in Hamilton.

#### Te Awamutu

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

<sup>8</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.

<sup>9</sup> Source: Origin and destination data for main means of travel to work (2018 Census). Note: Due to the proportion of ‘no responses’ the data provides a snapshot only of travel to work patterns.



Cambridge 2018 population: 18,642  
 Resident workers: 9,555

## Origin and Destination Journeys to Work: Cambridge

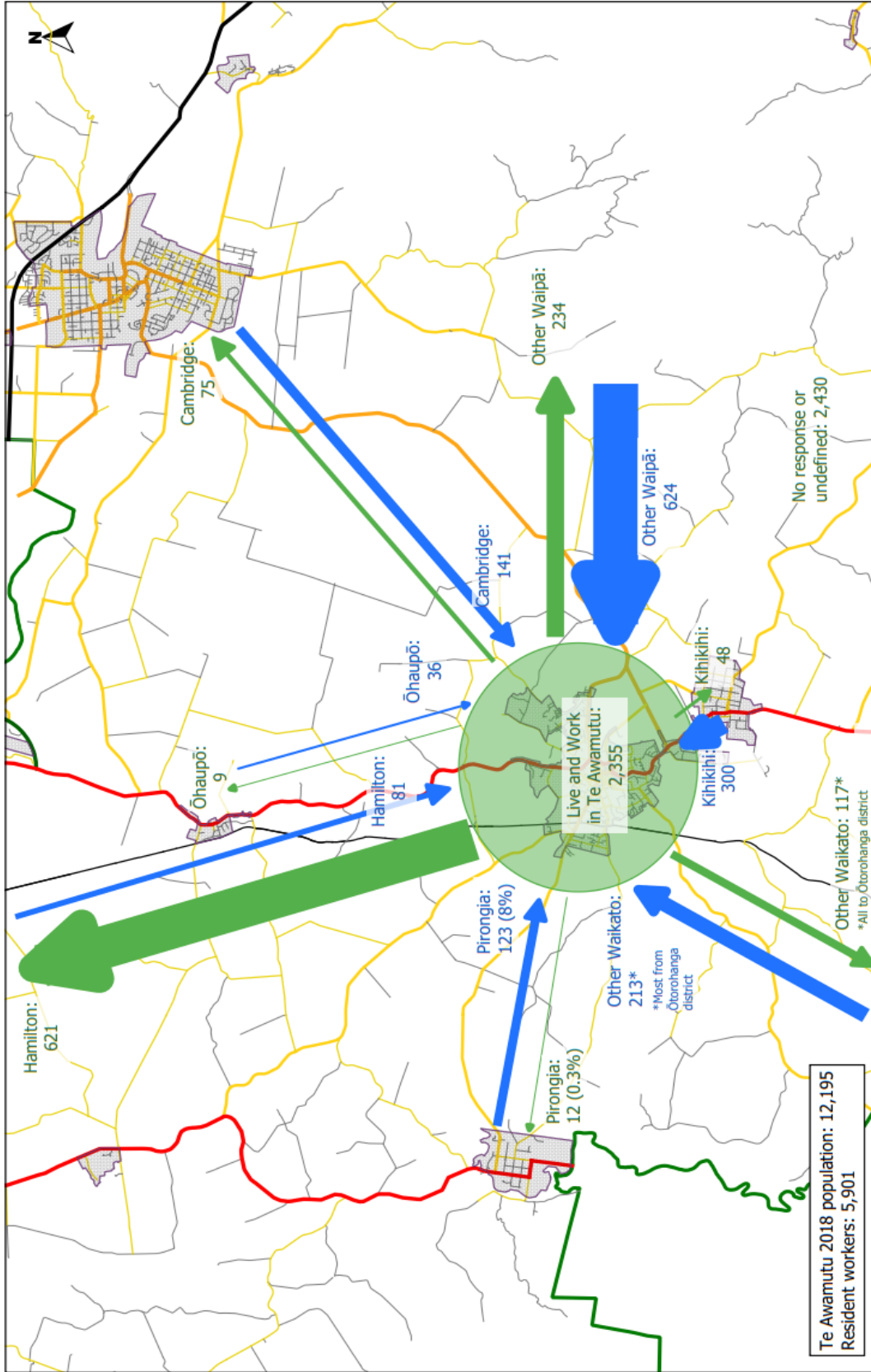
Source: 2018 Census Main means of travel to work by Statistical Area 2, Stats NZ

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.

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Date: 01 Apr 2021

**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.

Waipā  
DISTRICT COUNCIL

## Growth and Demographics

### Current Population<sup>10</sup>

53,241 people

40.5 years median age

87.7% European

14.9% Māori

Waipā's population is growing and changing:

- Population is projected to increase to approximately 79,831 by 2051<sup>11</sup>.
- Cambridge (urban) is projected to grow the most to approximately 34,550 people by 2055<sup>12</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.

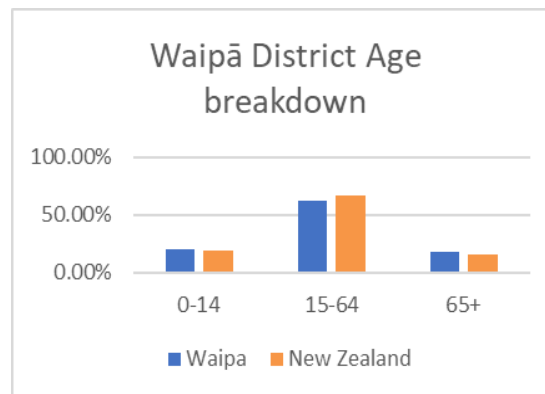


Figure 5: Waipā District Age Breakdown<sup>13</sup>

## 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>14</sup> (WRTM) was run to understand future road congestion based on projected growth. The WRTM is a

<sup>10</sup> Census, 2018, Stats NZ.

<sup>11</sup> NIDEA, 2021, 'high' growth scenario population projection. Note: projections only based on current information.

<sup>12</sup> NIDEA, 2021, 'high' growth scenario population projection for SA2 – urban Cambridge.

<sup>13</sup> Waipā District Economic Profile, 2020, Infometrics.

<sup>14</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 Waikato Regional Transport Model is currently being updated

strategic transport model which works by taking origin and destination trip generation data by zones and applying those trips to the road network. The model is able to demonstrate trends and pressure points over the whole network. For example, total traffic volumes increase if the current transport modes and population growth continues, with certain main routes in the network seeing larger volumes of increase and lower levels of service in peak times.

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.

The model is based on:

- NIDEA 'Medium' land use current standard projections for 2021, 2031, 2041 and 2051 noting these have all been developed from a 2013 census base<sup>15</sup>.
- 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.<sup>16</sup>
- 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 for a two-hour period (the evening peak). 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).

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with the most recent 2018 census data (which informs the 2021 NIDEA high projections that have now been adopted by the Futureproof partners), available household travel data assumptions, and road network changes that are either completed or programmed for completion in the periods through to 2061.

<sup>15</sup>The NIDEA projections are being used consistently across the Futureproof partnership and represent best practice (affirmed by Robert Brodnax of Beca at a Council workshop on 2nd March 2022). The data needs to be regionally consistent to ensure: alignment between subregional strategies and to support any transport project applications (including river crossings) to Waka Kotahi NZ Transport Agency for funding subsidy (note: current financial assistance rate is 51% of the total costs).

The NIDEA projections used for growth in Waipā (including Cambridge) are based on assumptions which include: the forecast national immigration and emigration expectations and regional migration patterns expected in the future, and birth and death rates. These national and regional assumptions for anticipated growth are then allocated across our urban and rural areas based on historic growth patterns. Land supply availability is not considered as part of the projections, as there is often land available for development well ahead of when it is actually filled with houses. The NPS Urban Development requires Council to demonstrate that there is at least 20% of land enabled for development above the expected population growth to ensure that Council is not limiting development opportunities (as was the concern in the early 2000s).

<sup>16</sup>The population projections for both Cambridge and Te Awamutu have been adjusted at a detailed growth cell (neighbourhood) level to better reflect observed and anticipated population growth and residential development and cross checked with the more recent 2021 population projections provided by NIDEA.







<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 maneuverability. <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 Levels of service for freeway flow (in mph)  
(Source: <http://www.dot.ca.gov/>)

### 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 the network continues to have a good level of service LOSA (green). The main routes (e.g. Cambridge Road, Victoria Street/Road, Shakespeare Street, Hamilton Road, Peake Road) 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 Street and Arawata Street/Cambridge Road roundabouts) 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.

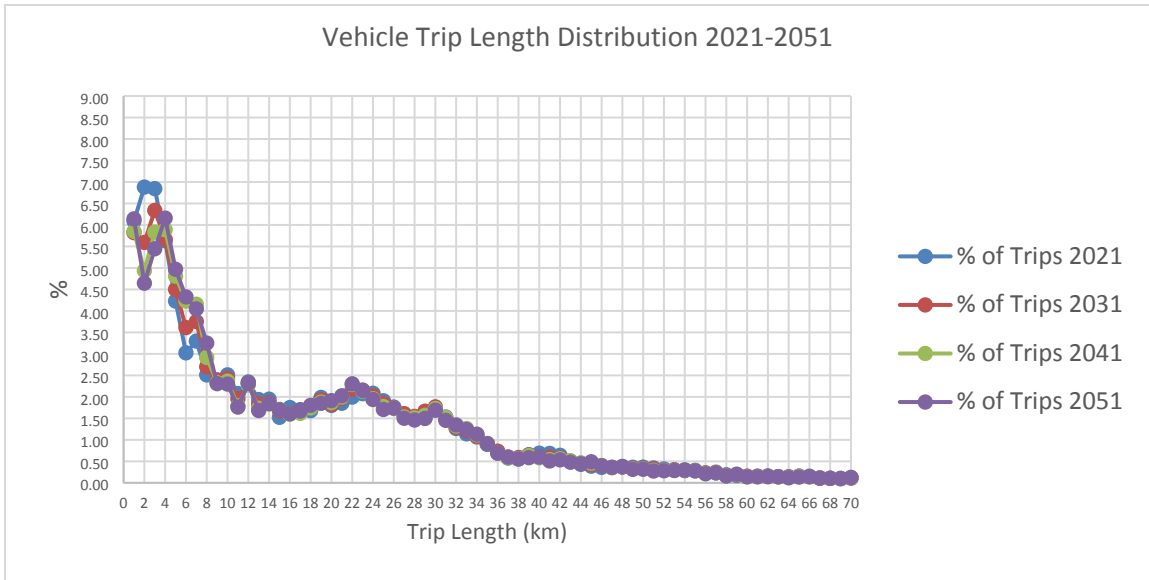
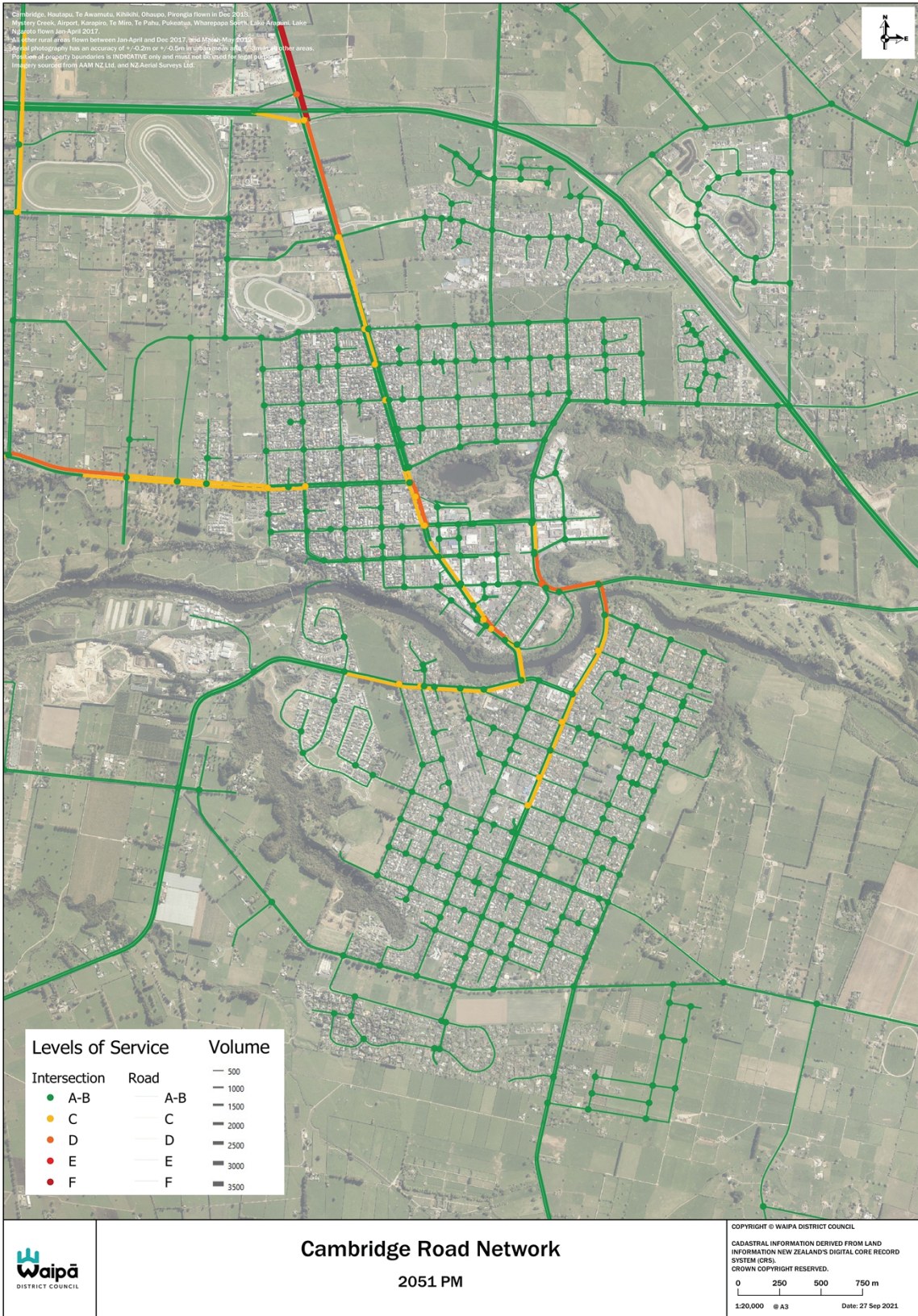
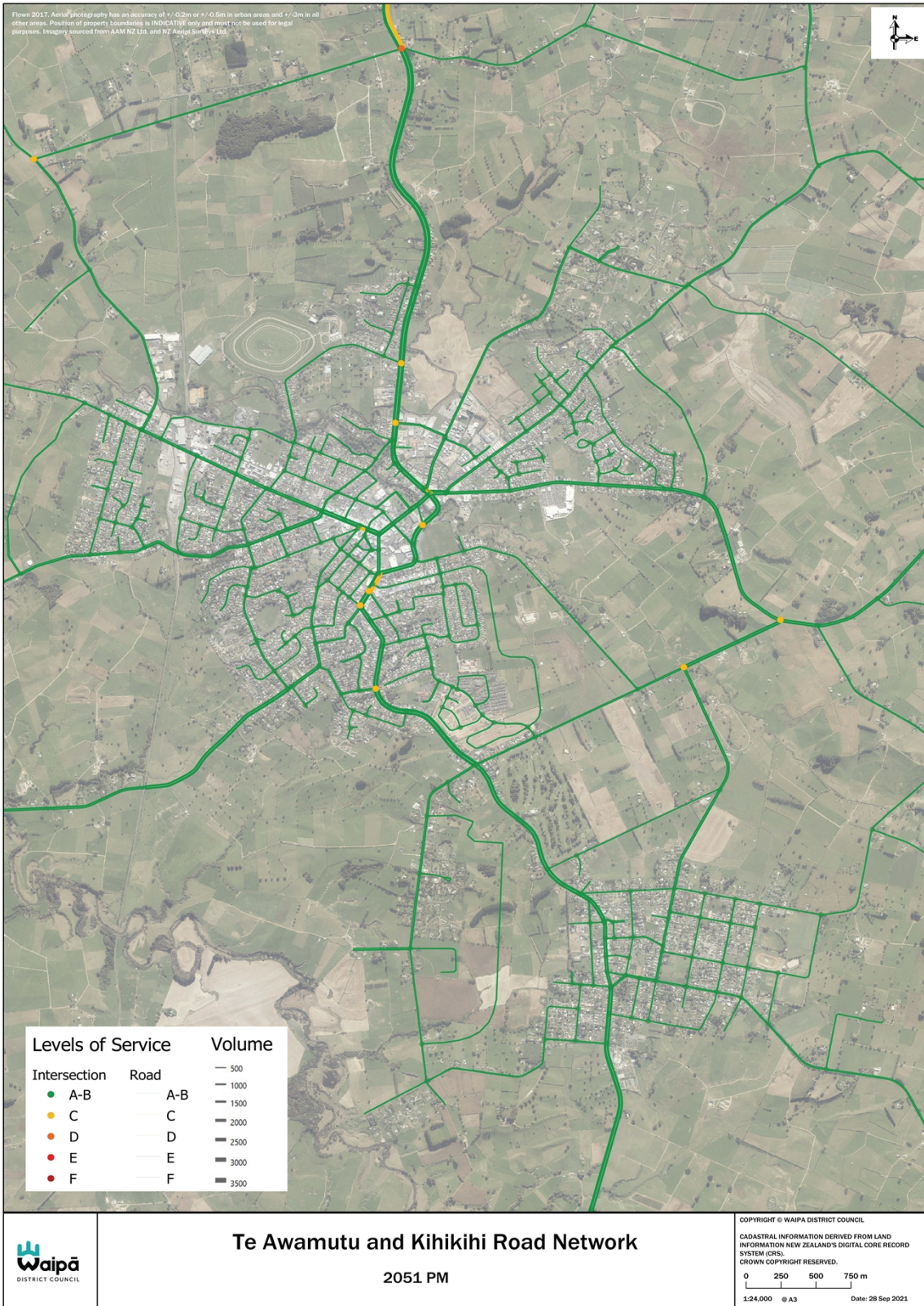


Figure 7: Vehicle trip length (National Travel Survey, Waka Kotahi NZ Transport Agency)





Map 5: Cambridge level of service, 2051 PM Peak



Map 6: Te Awamutu and Kihikihi level of service, 2051 PM Peak

## 6. Key Transport Issues

The Strategy has identified a number of key transport issues. These have been workshopped and confirmed with Mana whenua and 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 about 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>17</sup>. For the Waikato Region (of which Waipā is a part), transport emissions make up 16% of emissions<sup>18</sup>. However, transport is recognised as the fastest growing regional emission source as the population is expected to continue to increase<sup>19</sup>.

The Waipā District has a large 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. With longer hotter summers experienced there may also be problems with road surfacing or roads becoming rougher through extreme heat or drought events.

### 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>20</sup>. Waipā has been growing rapidly and projected to increase to approximately 75,000 by 2045<sup>21</sup> with growth mainly in Cambridge and to a lesser extent Te Awamutu and Kihikihi.

The airport area is identified as regionally significant infrastructure<sup>22</sup> predicted to grow as industrial land is developed in the Airport Business zone.

Another key driver to enable growth is The National Policy Statement (NPS) for Urban Development (NPS-UD) which requires the district to supply more land than forecasted to alleviate house pressures<sup>23</sup>.

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<sup>17</sup> Draft Advice for Consultation, 2021, Climate Change Commission.

<sup>18</sup> Climate Action Roadmap, 2020, Waikato Regional Council.

<sup>19</sup> Climate Action Roadmap, 2020, Waikato Regional Council.

<sup>20</sup> Planning for Growth, 2017, Future Proof Strategy, Hamilton.

<sup>21</sup> NIDEA Medium projections, 2021, Future Proof Strategy, Hamilton.

<sup>22</sup> Planning for Growth, 2017, Future Proof Strategy, Hamilton.

<sup>23</sup> 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.

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

## 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>24</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 our 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>25</sup>.

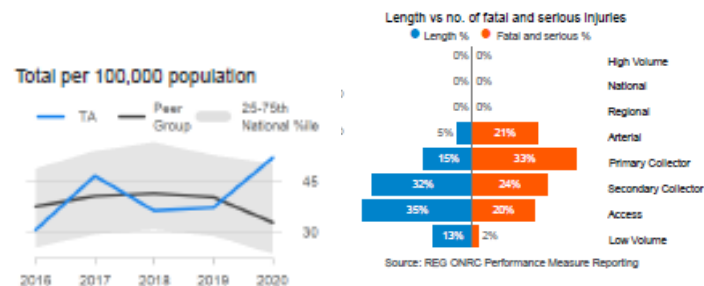


Figure 8: 2019-20 Waipā District Council RCA Report, Waka Kotahi NZ Transport Agency

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 hospitalisation 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>24</sup> Crash Analysis System (CAS) analysis May 2020, Waikato Road to Zero Strategic direction 2020–2030. Note: 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>25</sup> Road Efficiency Group, 2019/20 RCA Report, Waipā District Council.

## **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 crossing points for pedestrians and cyclists.

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, which identified current problems and 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 town centre. 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’ (the new road network planned in the south of Hamilton City) may also change travel patterns as it plans new transport routes to Hamilton. At this time Waka Kotahi NZ Transport Agency are reviewing their assumptions for the Southern Links construction timeframes. This is a key project for Waipā as it is expected to have an impact on Cambridge to Hamilton trip choices.

As growth at the Airport also occurs this will impact on state highway and district road connections such as SH21 and SH3.

## **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>26</sup> with limited other transport options. With strong population and economic growth comes increasing demands on the transport network. Whilst cars are still part of our transport network, particularly for rural people,

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<sup>26</sup> Census, 2018, Stats NZ.

it is recognised it is not sustainable leading to congestion, road safety problems and health and environmental impacts. This is particularly so when the trips are made by a single person vehicle trip less than 3-5km.

A culture shift is needed to more climate friendly transport choices and lessening reliance on private vehicles. Safe and accessible mobility networks and better public transport are some of the ways Council can encourage mode shift.

### **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>27</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. The bridge has narrow footpaths on both sides, although these were widened in 2013/2014.

A Beca study<sup>28</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 evening peak (4-6 PM – when traffic is at its heaviest on a typical weekday) shows ‘minimal delays over the full two-hour period’<sup>29</sup>, and therefore not signalling the need for additional bridge capacity.

In addition, a strong community desire for a more people-friendly CBD<sup>30</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.

Regular assessments and maintenance of the bridges are completed by the Council. A structural assessment of the Victoria bridge<sup>31</sup> has indicated that it is in fair condition under existing weight limits but further repair and repaint work is scheduled in 2022/23 to maintain that rating.

It is anticipated that a new bridge (or increased river crossing capacity) 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.

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<sup>27</sup>Heritage New Zealand Pouhere Taonga status Category 1 – “...places or outstanding historical or cultural heritage significance or value”.

<sup>28</sup> Cambridge Town Centre Road Bridges Capacity and Demand Study, 2018, Beca.

<sup>29</sup> WRTM results show Level of service level C-D ‘minimal delays’.

<sup>30</sup> Cambridge Town Concept Plan Refresh, 2019, Waipā District Council.

<sup>31</sup> Victoria St Bridge (RP9690) – Main Arch Bridge Structural Assessment Report, 2021, Beca.

Council has already begun work towards a third bridge and allocated around \$300,000 for a strategic business case that will begin this year (2022). Council has included provision for a third bridge in the thirty year period in the 2021-51 Infrastructure Strategy.

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

### **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 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 Mana whenua and Iwi partners, stakeholders and community consultation.

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

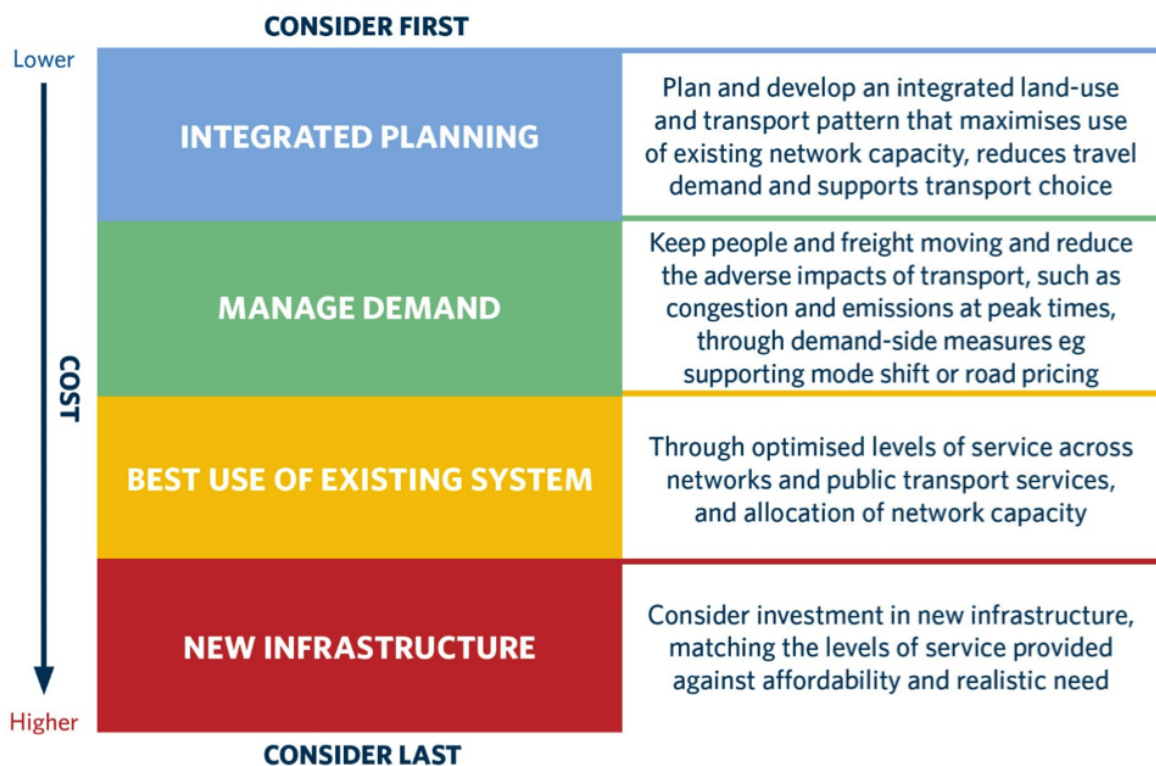


Figure 9: Image source: Waka Kotahi NZ Transport Agency

Our Strategy approach will be to continue new industrial and housing growth in and around main towns and settlements (including the Airport) as guided by Waipā 2050, Future Proof, structure plans and town centre plans. By maximising the use of existing infrastructure and providing higher



density and more mixed-use close to a range of transport options we can reduce demands on the transport network.

With this, managing Waipā's transport 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, connections to our rural communities 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 classify roads as 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 understand future growth aspirations. This new emphasis on movement and place has benefits for transport and integrated land use planning in helping determine the function of our roads now and in the future.

We will manage traffic demand by prioritising 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 fast and frequent connections linking to Hamilton and public transport improvements in our towns.

For rural settlements (e.g. Pirongia, Ngāhinapōuri) there is a need to provide better walking and cycling connections to local shops, services and schools in the towns and safer cycling connections on popular cycling routes between towns and better walking, cycling and public transport connections to Airport/MCEC area Rail corridors will be protected for freight and public transport when rail becomes more viable in the future

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 fast and frequent (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> </ul>

	CONSIDER FIRST	Strategy Focus
High cost	Best use of existing system	<ul style="list-style-type: none"> <li>▪ Supporting transport for rural communities and services for transport disadvantaged.</li> <li>▪ Managing and 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 (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 business case (or plan) 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. Supporting growth, economic well-being and regional connections.
3. Road Safety.
4. Access and mobility.
5. Embracing technology.

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 Mana whenua and Iwi, stakeholders and community consultation. These form the basis of the Strategy vision: contributing to ‘an integrated, safe, sustainable transport system that provides a range of travel choices’.



Figure 11: Strategy Structure

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

## Objective 1: Responding to climate change

### Our Priorities

- *Implementing Council's Carbon Reduction & Monitoring Programme.*
- *Investing in mobility networks and better public transport to encourage mode shift and climate friendly transport choices.*
- *Making public transport services carbon neutral through provision of electric buses.*
- *Network resilience to natural hazards, extreme weather events and a hotter climate.*
- *Working collaboratively on the region's climate change response.*

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>32</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>33</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 such as 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.

Waipā District Council recognises its leadership role in greenhouse gas emissions reduction and has commenced work on a Carbon Monitoring and Reduction Programme (CMRP) to monitor and reduce

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<sup>32</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>33</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, NZ Government.

carbon emissions generated by Council activities. The Council is reviewing the Environment Strategy which will also address climate change.

### Outcomes

- A transport system that achieves 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>34</sup>.
- Our network is resilient to natural hazards, extreme weather events and a hotter climate.

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 measures to support the region's climate change response including advocating for additional Crown funding .
2. Implement workstreams through the Waipā District Council Carbon Reduction & Monitoring Programme:
  - a. Ensuring the carbon footprint is included in the design, construction and operation of any capital works.
  - b. Promoting staff flexible working arrangements and travel behaviour changes to work.
  - c. A lower carbon Council vehicle fleet and
  - d. Monitoring and reporting on carbon emissions.
3. Council to encourage and prioritise the use of low-emission transport options and new technologies through:
  - Integrated planning to optimise existing transport infrastructure, promote higher density and more mixed use developments and prioritise walking, wheeling, cycling and public transport infrastructure.
  - Planning new growth areas and developments (for new housing and employment areas) for inclusion of multi-modal transport options.
  - Safe and connected walking, wheeling and cycling mobility networks in towns and routes connecting key destinations.
  - Where there are transport options (urban mobility networks, public transport), proactively manage car parking allocation around key destinations such as schools and town centres.
  - Enabling the decarbonising of all public transport services.
  - Increase public transport patronage through fast and frequent transport services and embracing advancements in technology.

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<sup>34</sup> All people include people of all ages, ethnicities, physical and mental abilities and genders.

- Use district-wide traffic management schemes to reduce unnecessary through traffic in residential areas and promote more local active travel.
  - Supporting a transition to electric vehicle use through identifying a network of electric vehicle charging points.
  - Monitoring future technology trends for new opportunities.
  - Promotion of workplace and school travel plans.
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.
  6. Implement the new requirements for the management of road surface runoff as set under the National Policy Statement for Freshwater Management (2020).

## Objective 2: Supporting growth, economic well-being and regional connections

### Our priorities

- *Continuing to manage the transport network through ongoing maintenance, network and safety improvements.*
- *Applying the One Network Framework to identify and protect transport corridors.*
- *Ensuring provision in growth areas, developments and new transport routes for transport options.*
- *Continuing to work with our key regional and sub-regional partners.*
- *Continuing with planning requirements for the uplift of the northern sections of the Western Arterial designation for the new Western corridor alignment.*
- *Completing Cambridge transport network and safety improvements / investigation of third bridge business case (or plan) to manage Cambridge area transport issues within the wider network.*

### 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 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 the Airport business zone is defined as a strategic industrial node in the Futureproof Strategy. 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. This will form a basis for future prioritisation and funding of projects and initiatives.

### 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.

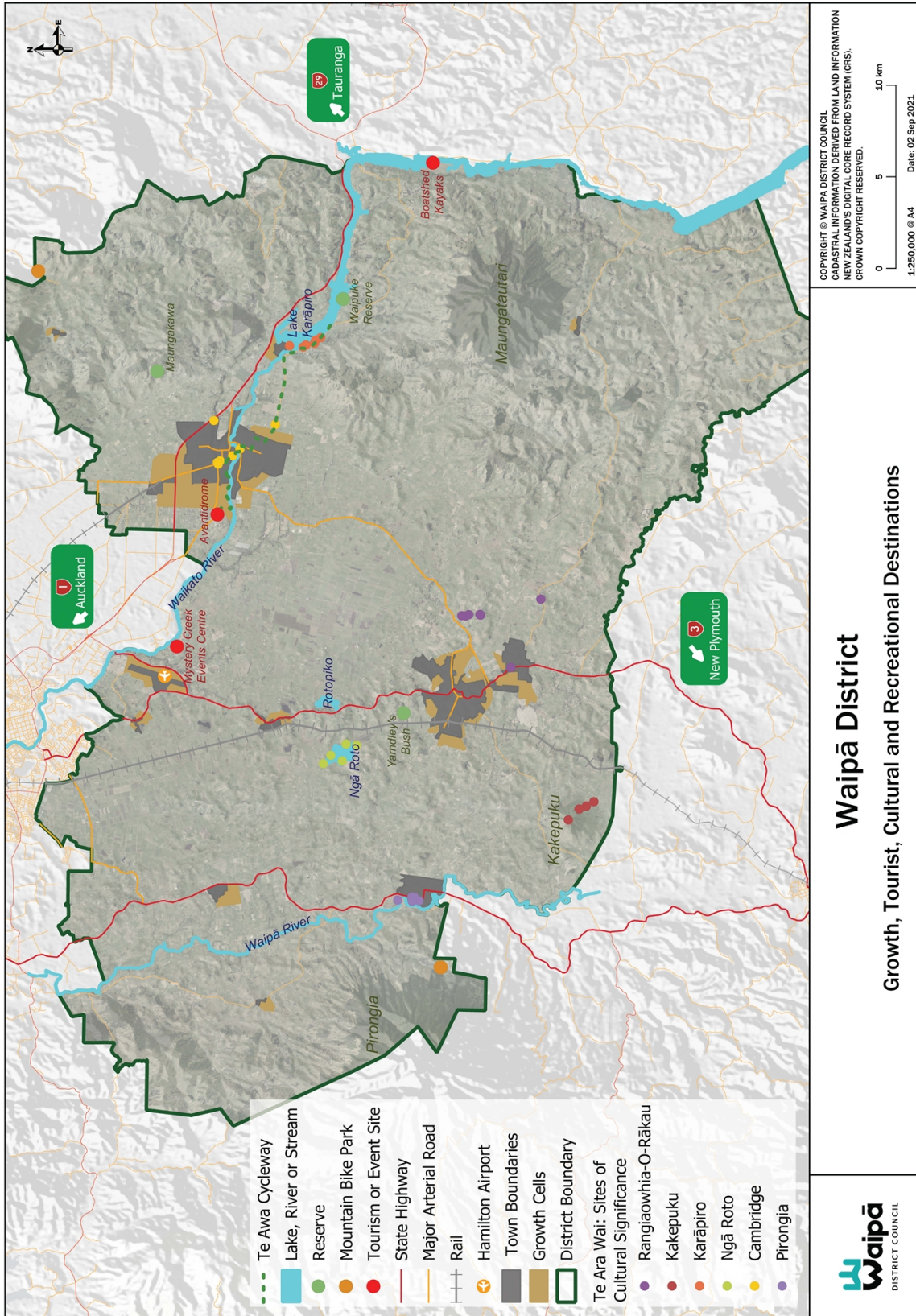
The Airport (in the north of the district) is defined as a strategic industrial node in the Futureproof strategy as an employment node and industrial area. The Mystery Creek Events Centre (MCEC) also in the north of the district operates as a multi-purpose event venue. Most notably, the Fieldays has continued to grow over the years to annually attract approximately 1,100 exhibitors on over 1,400 exhibition sites, and approximately 130,000 patrons over its four days<sup>35</sup>.

Enabling and supporting our primary industry and economic base through prioritising safe, reliable and efficient routes that connect to strategic networks and freight hubs is critically important for the district and the region. There is also a need for provision of better transport options (walking, cycling and public transport) to destinations such as the Airport and MCEC to enable better and more climate friendly transport choices.

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<sup>35</sup> Submission to the draft Transport Strategy, 2022, Waikato Regional Airport Ltd, Waikato Regional Airport Ltd, Titanium Park Ltd and New Zealand National Fieldays Society Inc.





## Waipā District

### Growth, Tourist, Cultural and Recreational Destinations



Map 7: Waipā growth, tourism, cultural and recreational destinations.

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

The Hamilton-Waikato Metro Spatial Plan (MSP) has 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 (Airport, Te Awamutu and Cambridge 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 number of transport scenarios (for buses, rail and active modes) were being tested to help understand the viability of expansion across the spatial plan (MSP) area including the Airport area. For Waipā this is likely to mean more fast and frequent bus services connecting with Hamilton in the future.

Waipā will continue to work collaboratively within the Future Proof partnership to ensure long-term land use planning and coordinating and implementing the metro spatial plan recommendations.

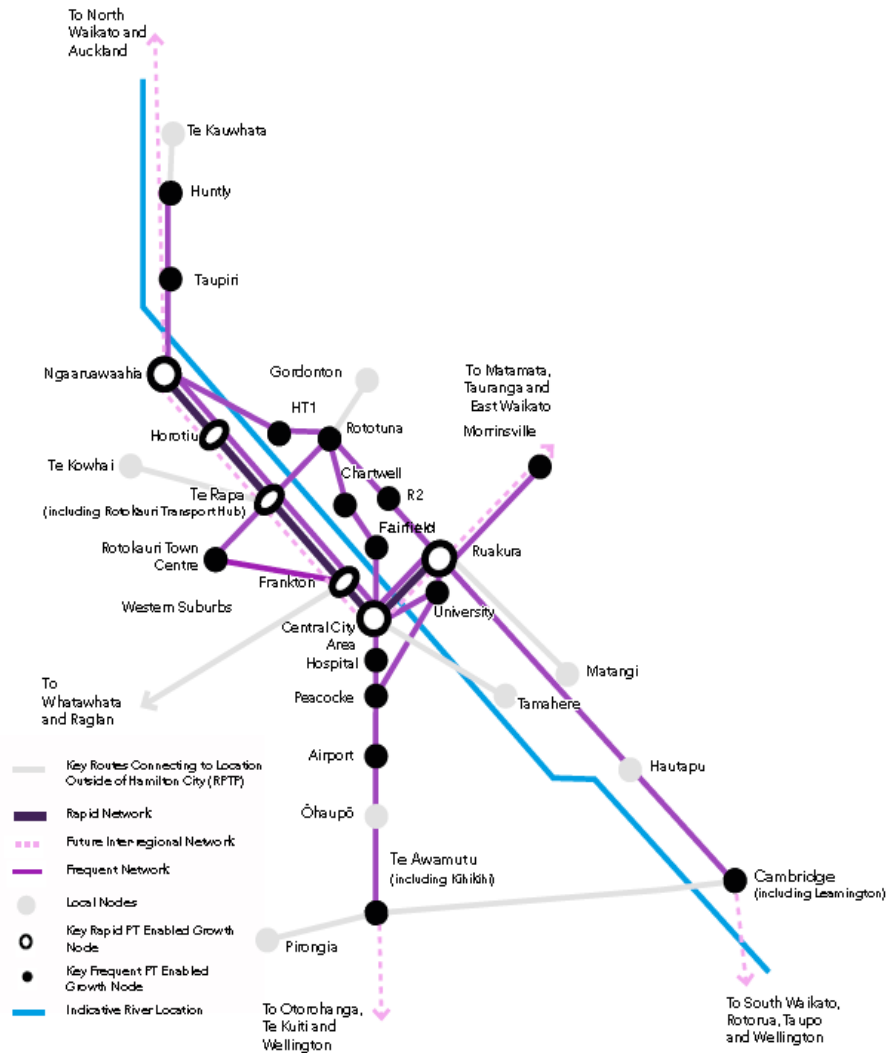


Figure 12: A rapid transit vision for transport in the Hamilton-Waikato Metro Spatial Plan (concept only).

### 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 transport 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. Work with Waka Kotahi NZ Transport Agency to support its provision and maintenance of strategic transport corridors across the state highway network.

2. Ensure provision in new growth areas and developments for transport options (walkways, cycleways and bus transport) that are viable alternatives to private vehicles.
3. Continuing to work with our key regional and sub-regional partners (e.g. Hamilton City Council) 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.
4. Work collaboratively with Waikato Regional Council, Hamilton City Council on funding and implementing outputs of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case (e.g. park and ride, public transport and active modes network planning).
5. 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.*
6. Continuing with planning requirements for the uplift of the northern sections of the Western Arterial designation for the new Western corridor alignment.
7. Review the District Plan to support the National Policy Statement on Urban Development to promote:
  - Higher densities and mixed use 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 and
  - Provisions that would require demonstration of the contribution of new developments to travel mode shift.
8. Applying the One Network Framework to identify and protect transport corridors (e.g. for local and regional freight routes, prioritising public transport or people places).
9. Maximise opportunities to develop and enhance safe transport access to key tourist destinations in the district.
10. Work with the freight and road transport sector to support the local economy in safe and efficient transport routes.
11. Complete Cambridge transport network and safety improvements / investigation of third bridge business case (or plan) to manage Cambridge area transport issues within the wider network.
12. 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.
13. When designing new transport infrastructure, ensure it is designed with consideration for how it will be maintained in the future including how this can be done cost-effectively and safely.

14. Continue to participate in Southern Links planning discussions with Waka Kotahi NZ Transport Strategy and Hamilton City Council to ensure coordination of infrastructure and wider network planning.
15. Work with Waikato Regional Council and Hamilton City on improved public transport, walking and cycling connections to the Airport/MCEC area.

### **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.

The next steps in 1-5 years will include an indicative business case to uplift the northern sections of the designation of the Western Arterial alignment.

#### 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 before 2051. 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 vehicular traffic. Any new bridge infrastructure would need to be considered within the wider transport network and transport improvements over the entire network.

Council has already begun work towards a third bridge and allocated around \$300,000 for a strategic business case that will begin this year. Council has included provision for a third bridge in the thirty year period in the 2021-51 Infrastructure Strategy.

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

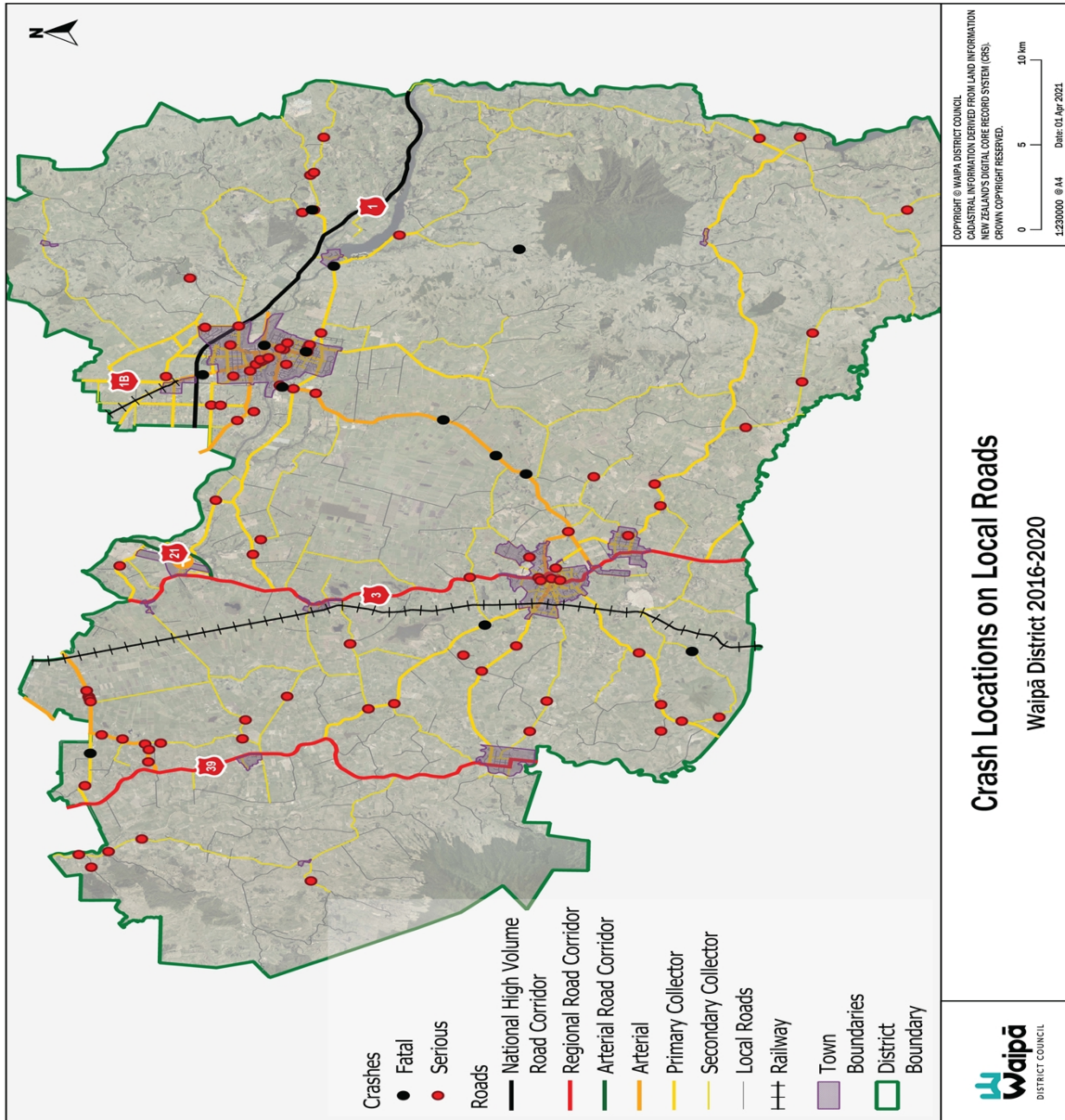
### Our Priorities

*'Road to Zero' vision is 'a New Zealand where no one is killed or seriously injured in road crashes'<sup>36</sup>*

- *The safety of roads for all transport users through infrastructure, network and safety improvements.*
- *Proactively managing traffic speed in the district through speed management plans.*
- *Delivering regional road safety programmes, education and enforcement campaigns as driven by the 'Road to Zero' for the Waikato 2020-2030 strategy.*

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<sup>36</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>37</sup>.

<sup>37</sup> Road to Zero Strategy, 2020-2030, NZ Government.

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, Waka Kotahi NZ Transport Agency

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 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 prioritised 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.

Consistent with the national '*Tackling Unsafe Speeds Programme*' and *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>38</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>39</sup> and other reports to improve access for disabled and elderly residents in Waipā towns and settlements.
3. Continue to proactively manage traffic speed in the district through speed management plans. Priorities include:
  - Key arterials and collector routes (urban and rural roads)
  - Urban mobility networks and public transport stops
  - Town centres and local shopping centres
  - Schools

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<sup>38</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>39</sup> Mobility Spaces and Street Accessibility Audit Report, 2013, CCS Disability Action.

- Marae
  - Popular rural cycling routes
  - Support of speed limits through construction of traffic calming measures.
  - Working with transport partners across the region to ensure 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 passenger transport 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 to deliver 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

- *Constructing mobility networks and providing supporting infrastructure to prioritise more walking, wheeling and cycling.*
- *Growing public transport patronage through extending bus services and frequency.*
- *Exploring rural transport options and enhanced services for people transport-disadvantaged (e.g. people with disabilities, elderly) such as on-demand services and extending total mobility services.*

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 or 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; but there is a growing recognition we need more climate friendly transport choices to reduce our car dependence. Prioritising more climate friendly transport choices 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

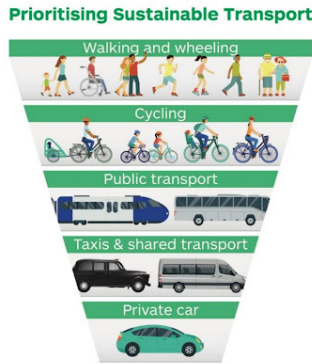


Figure 14: Prioritising sustainable transport

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, scooters, e-bikes, and e-scooters, with the potential to grow for everyday transport trips in our communities.

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 is Cambridge and Te Awamutu urban areas, where the highest travel demands are forecasted through Council’s urban mobility programme. There is also a need to improve access and mobility connections in our rural villages and improved walking, cycling and public transport connections to key destinations such as the Airport.

The three key areas for mode shift areas and opportunities are identified below:

‘Keeping Cities Moving’ key area	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 – diverting heavy trucks around the town centre to encourage safer/more pedestrian friendly town centre.</li> </ul> </li> </ul> <p>(See objective 2: supporting growth, economic development and regional connections).</p>

'Keeping Cities Moving' key area	Areas of focus for Waipā
Making shared and active modes more attractive	<ul style="list-style-type: none"> <li>▪ Mobility networks connecting key destinations e.g. shops, schools, community facilities and employment centres.</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 (urban and rural).</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> <li>▪ 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.

The initial stages would involve the expansion of key routes to include well frequented key destinations to maximise the benefits to the community as follows:

#### Cambridge

- Implementing routes that connect the Te Awa River Ride to the central business district, Leamington and schools.
- The Middle School and central business district are in close proximity to the above and are planned to be linked as a priority to this network.

#### Te Awamutu

- Extension of the Kihikihi pathway further into the central business district, linking to Te Awamutu Intermediate School, and then linking to the Events Centre / Library and then Te Awamutu College<sup>40</sup>.

<sup>40</sup> Urban mobility Single Stage Business Case – Cambridge and Te Awamutu 2021.

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 both live and work in Cambridge and Te Awamutu. That means many daily short car trips could be done by walking or cycling. 19% of vehicle trips are 3km or less, and 32% of vehicle trips are 6km or less<sup>41</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>42</sup>.
  - 90% of homes in Te Awamutu are within 20 minutes walking distance and 10 minutes cycling distance from the town centre<sup>43</sup>.
- 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>44</sup>.
- Cambridge residents through the Cambridge Town Concept Plan Refresh<sup>45</sup> engagement highlighted infrastructure for walking and cycling as a top priority.

### **Growing Public Transport**

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.

Council has completed a public transport business case to improve the existing services through extending the time of daily services, increased frequency and weekend services. The changes are planned to commence in 2023 in line with a new nine- year contract.

There is community desire for extending bus services between Cambridge and Te Awamutu and direct connections to Waikato Hospital and Frankton railway station (Hamilton) to connect with the Te Huia train to Auckland. As our towns grow (in density and demand) services will grow to connect with other towns and key destinations.

On-demand/door-to-door shuttle type bus services could also be better options for the district and included as an action in the Transport Strategy.

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<sup>41</sup> WRTM Traffic Modelling outputs for Cambridge, Te Awamutu/Kihikihi, 2021, Waipā District Council.

<sup>42</sup> Urban Mobility Business Case (draft), 2021, Waipā District Council.

<sup>43</sup> Urban Mobility Business Case (draft), 2021, Waipā District Council.

<sup>44</sup> Safe Ways to School Survey, 2018, The question asked was how Cambridge parents would like their children to get to school each day, Waipā District Council.

<sup>45</sup> Cambridge Town Concept Plan Refresh, 2019, Waipā District Council.

The Hamilton Waikato Metro Spatial Plan Transport Business case is underway to investigate the viability of a rapid and frequent multi-modal transport network (bus, rail) to improve access and connectivity across the metro plan area (see Figure 12). This work has signalled fast and more frequent bus services between Te Awamutu and Hamilton, Cambridge and Hamilton and the Airport and Hamilton in the future (see page 35).

For transport disadvantaged we will work with WRC and transport partners to improve access and mobility services for people who are transport disadvantaged<sup>46</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 (via Te Awamutu) and is a strategic rail corridor connecting the upper and lower North Island. The Hautapu branch line, previously known as 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 and community desire for train services, 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, KiwiRail, regional and district councils).

Waipā District has a role to play in supporting the rail plan through the RLTP and planning and protecting for future growth in rail transport when it becomes more viable in the future.

The key outcomes and actions are outlined below.

### **Outcomes**

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<sup>46</sup> 'Transport disadvantaged' is defined as those that lack access to transport and therefore not able to fully participate in society

- 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.

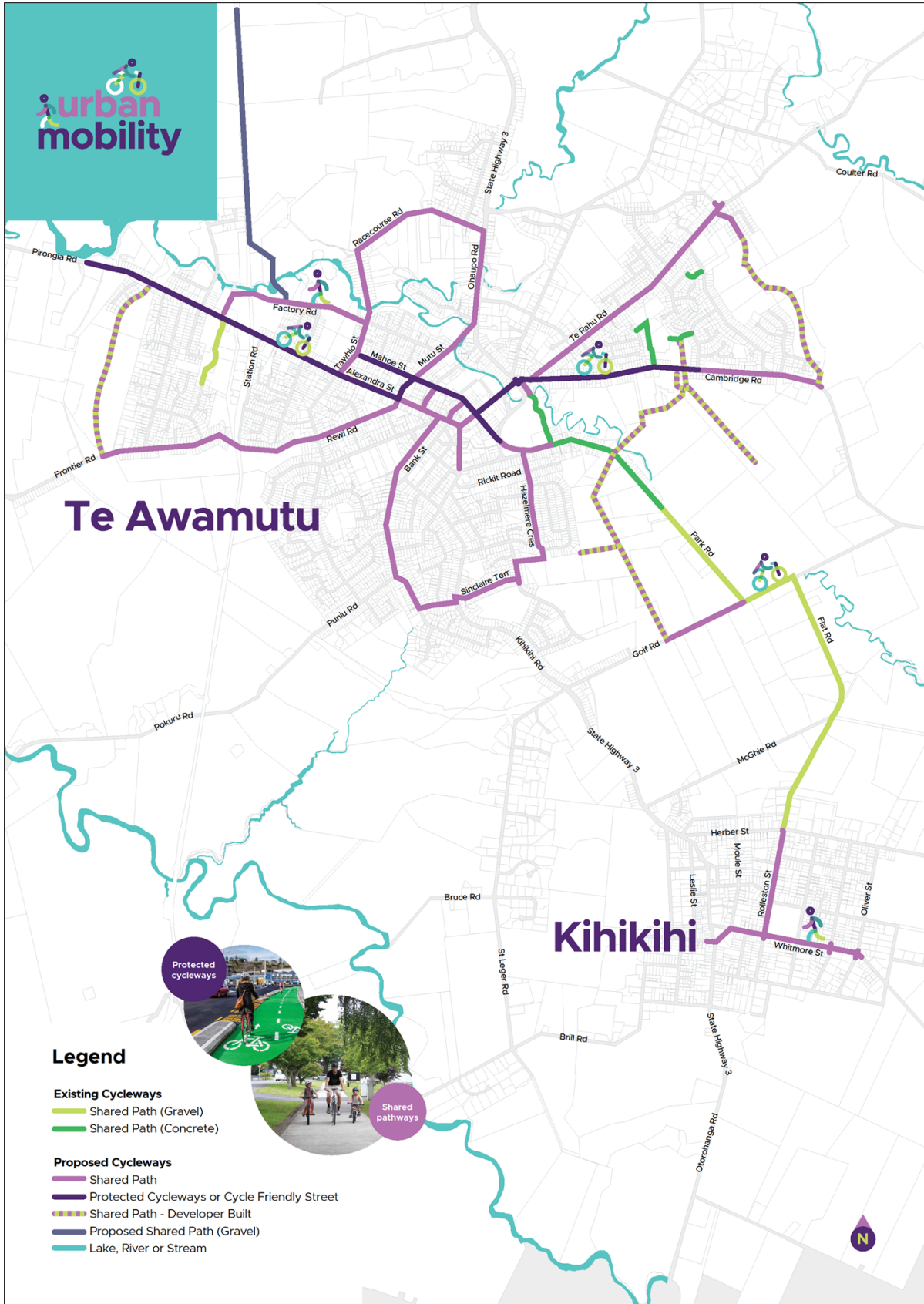


# Cambridge



Map 9: Cambridge Urban Mobility Network





Map 10: Te Awamutu and Kihikihi Urban Mobility Network

## Actions

1. Complete the construction of urban mobility networks with priority within Cambridge and Te Awamutu.
2. Provide for supporting cycling and walking 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 (through time restrictions, supply) 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 grow public transport demand through fast and frequent public transport services (road and rail) and supporting infrastructure e.g. park and ride facilities.
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 and the mobility impaired.
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. Continue to develop district wide cycling and walking connections e.g. Te Awamutu -Lake Ngā Roto - Te Pirongia Cycleway.
13. Council will work with Waikato Regional Council and Hamilton City on future passenger transport and cycling/walking links to the Airport/MCEC.

## Objective 5: Embracing technology

### Our Priorities

- *Charging stations to support electric vehicles, e-bikes.*
- *Embracing technology to plan and manage the transport network for all users.*
- *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, from the emergence of alternative forms of fuel for vehicles to electric vehicles and electric buses. 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.

We can also manage our networks more effectively for all transport users such as pedestrians, cyclists and scooters. Traditionally our vehicle data collection has focussed on collecting data on road user volumes. Through technological advancements we can gather more insights into journey times, route selection and transport modes. Waipā's road network will remain critically important to connecting people and the transport of 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>47</sup>. However, we must also be mindful of the potential negative effects of technology such as partially and fully automated vehicles encouraging more vehicle use and will need to be carefully monitored and balanced with other transport modes to enable better planning for all transport modes.

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>48</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.

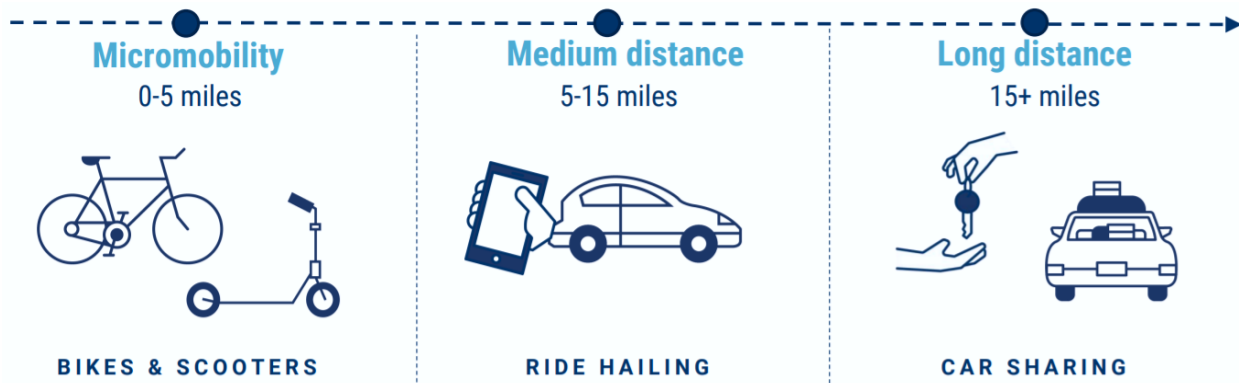


Figure 15: Source: *Disrupting the car.* (2018). CB Insights.

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.

<sup>47</sup> Automated driving: Safety blind spots, 2018, Science Direct.

<sup>48</sup> Why you have (probably) already bought your last car, 2018, BBC News.

## Actions

1. Continue to monitor future technology trends (positive and negative) 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.
3. Embracing new data and technologies to manage the transport network more effectively (e.g. real time travel data through blue-tooth technology).

## 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 NZ Transport Agency 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 Plans (LTP), 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 the strategy outcomes being achieved in the district. The strategy 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 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 for 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 decrease <sup>49</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>49</sup> Access and mobility target to be reviewed following the public transport improvement project.

## 11. References

BBC. (10 October 2018). Why you have (probably) already bought your last car, <https://www.bbc.com/news/business-45786690>.

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## Appendix 1: Iwi and Stakeholder Engagement

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### 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 of and input into the Strategy.

As part of the engagement plan, meetings and workshops were held with iwi representatives 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, 26 July 2021 and 22 November 2021 (via Zoom). 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.
- Concern around rural areas being missed out
- Incorporating e-bikes, mobility schools etc into planning
- Kihikihi bypass
- Licensing appointments for Māori
- 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>50</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.

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<sup>50</sup> Key stakeholder workshops held on 19 May 2021 and 21 June 2021.

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.

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.

### Community Consultation

On December 5th 2021, Council Service Delivery approved the draft Transport Strategy for public consultation. The draft Transport Strategy was released for public consultation on Tuesday 8th February 2022 and closed on Tuesday 22th March 2022.

### Number of Responses

Council received 170 written submissions and 1 verbal submission to the draft Transport Strategy.

58 submission responses were received via an online feedback form available on the Council website and 112 submission responses were through the Council’s submissions email address.

138 submissions were from individuals and 38 from organisations. 84 responses (49%) were received from Cambridge, indicative of the interest shown in another river crossing in Cambridge and 24 (14%) submissions were received from Te Awamutu. Table 1 shows the breakdown of responses by area.

Total Responses Received - By Area	
Cambridge	84
Hamilton	8
Karapiro	1
Matamata	1
Ōhaupō	4
Pukeatua	1
Te Awamutu	24
Not Stated	48
	<b>171</b>

Table 1: Total responses received by area.

66% of respondents noted that they supported the vision with 6% opposing the vision. 26% did not state their support or opposition for the vision. Of those, 27 organisations supported the vision. These comprised of partners and organisations such as Waka Kotahi NZ Transport Agency, Waikato Regional

Council and Hamilton City Council, Go Eco and Bike Waikato. Support was also noted (subject to some amendments in their submission) from a joint submission made by Waikato Regional Airport Ltd, Titanium Park Ltd and New Zealand National Fieldays Society Inc.

The submission responses were grouped under the following key topic headings below:

% of Submitters Commenting on Key Topics	No.	As % of Submitters
Climate change and environment	15	5%
Cycling and walking (including access and mobility)	49	15%
Growth and congestion	23	7%
Parking	12	4%
Public transport (bus)	43	13%
Rail (freight and passenger)	8	2%
River crossings – Cambridge	73	22%
Road safety (including speed limits)	15	5%
Technology	9	3%
Transport access for rural communities	6	2%
Transport network	26	8%
General/other	47	14%

Council have reviewed all the submission responses and have incorporated recommended changes into this Strategy.