



Waipa Integrated Transport Strategy



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WAIPA DISTRICT COUNCIL

Private Bag 2402

Te Awamutu 3840

Phone: 0800 WAIPADC (0800 924 723)

Email: info@waipadc.govt.nz

Internet: www.waipadc.govt.nz

COUNCIL OFFICES

Te Awamutu Council Offices

101 Bank Street

Te Awamutu

Cambridge Council Offices

23 Wilson Street

Cambridge

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Foreword

VISION 2010 - 2040

‘People and freight in Waipa have access to an affordable, integrated, safe, responsive and sustainable transport system that supports community aspirations’.

The Waipa Integrated Transport Strategy sets out the direction for our transport system over the next 30 years. It has the vision of ‘People and freight in Waipa have access to an affordable, integrated, safe, responsive and sustainable transport system that supports community aspirations’.

The district has limited funding and therefore there is the need to ensure best value for money is achieved on projects and activities for the district. The strategy is also guided through the current Government Policy Statement on Land Transport Funding (GPS) and the desired outcomes of the Waipa 2050 strategy.

The strategy recognises that our transport system is not all about building roads – it is developed under a hierarchy of interventions focussing on land use planning before the need for high cost infrastructure. Although our district is mainly rural, future growth can be catered for around our existing towns and there may be more opportunities to implement travel demand initiatives (such as walking and cycling routes) particularly in Cambridge and Te Awamutu.

Over the lifetime of the strategy (and beyond) we will also continue to manage the road network and ensure ongoing maintenance, safety and network improvements to ensure the best use of the existing infrastructure and appropriate levels of service.

The strategy has been prepared based on seven areas of focus; each with associated outcomes and actions. The actions have then been combined into an implementation plan which includes packages of projects that will be further developed for inclusion in the next Regional Land Transport Strategy review. An example of this is the opportunity available to the district with the proposed Cambridge Section of the Waikato Expressway meaning that the form and function of the existing state highway can be reviewed.

One of the strengths of our strategy is that it identifies our projects for Waipa and forms the basis of information for NZTA financial assistance and submissions to future Regional Land Transport programmes.

This strategy is aligned with other strategies which Council has adopted that have economic, social and environmental outcomes for the district that will guide transport infrastructure investment.

Alan D Livingston (JP)
Mayor of Waipa



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Purpose

Over the next 40 years Waipā district will experience significant population growth, with an extra 30,000 people expected to call Waipā home by 2050 (Waipā 2050, 32).

There are concerns that the current approach to planning will cause unsustainable growth patterns, particularly low density, residential greenfield sites and rural residential subdivisions, resulting in high dependence on private vehicles for transport and increasing pressure on existing transport networks.

Through the Future Proof and Waipā 2050 growth strategies, the Council has developed this integrated transport strategy for the next 30 years to improve coordination between transport and land use in Waipā District. The strategy recognises that future growth and planning needs to be better managed to ensure people and goods can move easily through and around the district, and to make best use of transport funding.

Waipā District does not have the scale of congestion seen in large cities, however it is expected that traffic growth will continue if steps are not taken to plan how people travel now and into the future. Managing future land use and promoting transport choices are key to the success of this strategy and will lessen travel demand and the need for additional funds for new road infrastructure and other facilities such as car parking.

Broadly Waipā Integrated Transport Strategy (WITS) aims to;

- provide the strategic direction for delivery of transport actions consistent with the district's aspirations and future growth patterns
- contribute to achieving the objectives of the New Zealand Transport Strategy and the Government Policy Statement on Land Transport Funding
- provide a detailed implementation plan to inform and support the vision of the Waikato Regional Land Transport Strategy (RLTS), Future Proof, Waipā 2050, the Long Term Council Community Plan (LTCCP) and district strategies and plans
- satisfy the NZ Transport Agency planning and funding requirements by providing evidence of strategic context for applications for financial assistance and submissions to future Regional Land Transport Programmes.

The strategy draws on existing plans, reports and strategies, and identifies new objectives, outcomes and actions under specific areas of focus to work towards achieving the strategy vision.



Strategy Preparation Process

To guide development, this strategy has been prepared through review of key national, regional, and district plans and studies. A summary of these documents is provided in Appendix A. Meetings were held with key stakeholders and Council workshops to develop shared outcomes and actions for the strategy.

As part of the strategy development process, a separate report 'Working Paper 1: Vision, Areas of Focus, Objectives and Outcomes Waipa Integrated Transport Strategy 2010-2040' was produced and is available separately. A Scoping report 'Integrated Transport Strategy – Waipa' was also prepared in October 2009.

Strategy Framework

The strategy is structured around seven areas of focus, which are;

- Integrated Land Use Planning
- Road Safety
- Network Management
- Freight Transport
- Influencing Travel Choices
- Passenger Transport
- Walking and Cycling

Each has its own outcomes and actions identified. Implementation of the strategy will be delivered primarily through the Regional Land Transport Programme (RLTP), Long Term Council Community Plan (LTCCP), Asset Management Plan and the District Plan. Figure 1 shows how the strategy will be implemented.

The implementation plan sets out the detail for achieving the actions, including time frames, costs and packages of work. Together these components form the integrated transport plan for Waipa towards achieving the vision of an 'integrated, safe, responsive and sustainable transport system that supports community aspirations'.

Monitoring the implementation of the strategy, and reporting on the outcomes will be critical to ensuring its success. The strategy will also be kept relevant through regular updates consistent with the Waikato Regional Land Transport Strategy review.

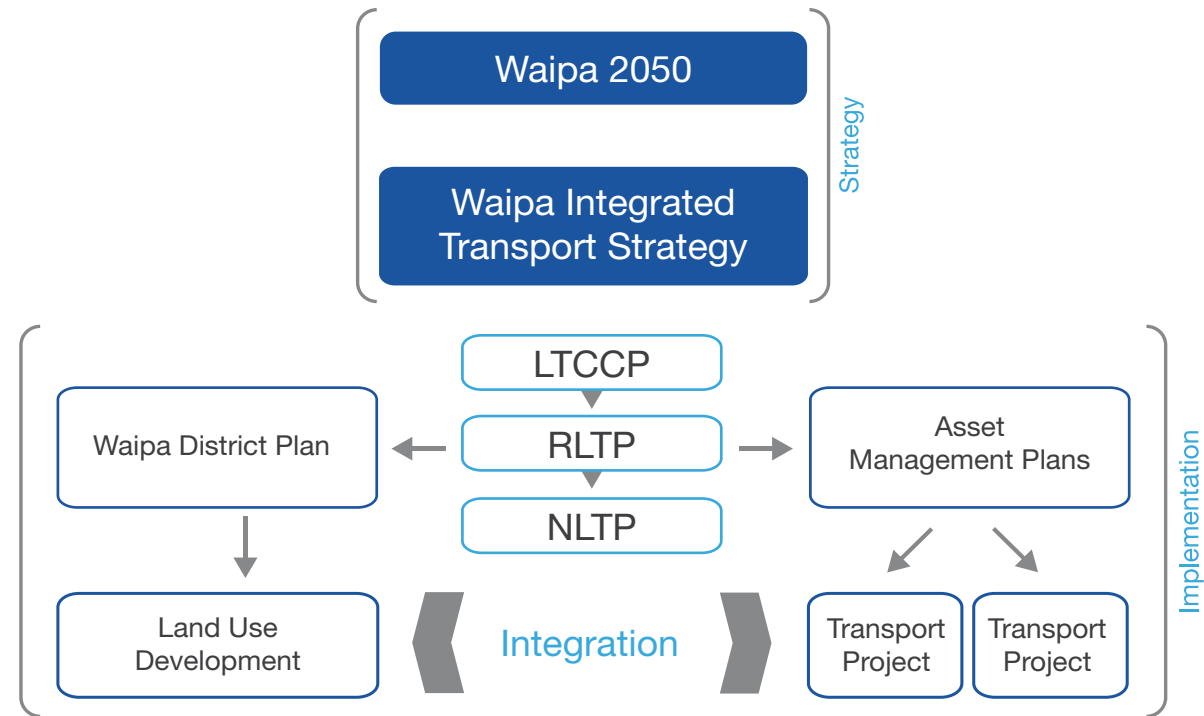


Figure 1: Strategy Implementation Process

Strategic Approach

Traffic growth is expected to continue in the district. With limited funding there is a need to ensure best 'value for money' is delivered through the transport strategy. The strategy approach has been guided through the current Government Policy Statement on Land Transport Funding (GPS) and the desired outcomes of the Waipa 2050 strategy.

With this in mind, the Strategy balances competing priorities and selects the best possible mix of activities for funding, given the current investment priorities. This considers a hierarchy of interventions focussing on land use planning (e.g. policies that influence the district plan) before the need for high cost infrastructure. Each of the identified projects in the implementation plan have been assessed against the relevant impacts in the GPS (see Appendix B).

An overview of examples of interventions in this strategy is outlined in Table 1 below:

Hierarchy of Interventions	Examples
Land use planning interventions	<ul style="list-style-type: none"> Growth (industrial and residential) concentrated around existing nodes consistent with Waipa 2050 and Futureproof Structure plans for new growth requiring provision for a range of transport options. Town centre plans
Provision and promotion of travel options to ease congestion and reduce demand for additional roading	<ul style="list-style-type: none"> Integrated transport modes (e.g. bike/bus integration) Commuter and local bus transport & supporting infrastructure in Cambridge and Te Awamutu Pedestrian and cycling networks on key urban arterials, rural routes and bridges (aligned with Waipa Walking & Cycling Strategy) Disability access in urban areas and buses School & workplace travel plans Supporting community based transport initiatives Park and Ride facilities
Network optimization to make better use of existing transport infrastructure	<ul style="list-style-type: none"> Road hierarchy (freight, tourism and transport routes) A 'Safe System' approach Service level optimisation improvements Protection of transport routes (including rail) for future
Provision of additional infrastructure to meet demand (State Highway and local roads)	<ul style="list-style-type: none"> Roads of national significance (RoNS) and local roads critical to RoNS Cambridge Section of the Waikato Expressway (planned for construction by 2016) Southern Links (investigation) Te Awamutu Western Arterial

Table 1: Waipa's Transport Interventions

Given the predominantly rural nature of the district, future land use patterns will focus on consolidating growth and developing mixed land use patterns around existing nodes. This approach is directed through Futureproof and Waipa 2050 and will largely be implemented through changes to the Waipa District Plan.

Due to their larger urban centres, there are more opportunities to provide and promote travel options in Cambridge and Te Awamutu. Travel options include commuter and local bus services and supporting infrastructure, walking and cycling networks (including through reallocation of road space), and travel plans. As populations increase and land use patterns change (in line with Waipa 2050), there will be more opportunities to implement travel demand initiatives, particularly in Cambridge and Te Awamutu.

The road network is an integral part of the district transport system and ongoing maintenance, safety and network improvements must be made to ensure best use of this infrastructure. A defined road hierarchy will also enable prioritisation of network improvements and will identify key freight, tourism and transport corridors.

Opportunities for those that have limited access to a car could be provided through community van services, improving bus service links between Cambridge, Te Awamutu and Hamilton and pedestrian and cycle friendly environments. Improved accessibility for people with disabilities are also identified in urban areas.

It is unlikely that rail will be a viable option over the lifetime of this strategy. This strategy recommends that existing rail corridors and appropriate station locations are protected for consideration for future opportunities in the district. Bus transport will continue to be the dominant passenger transport service for the Waipa District in the short term, particularly where land availability is limited.

Policy and Strategic Context

The policy and strategy context seeks to provide a national transport system that supports economic productivity and growth in New Zealand, whilst also contributing to an affordable, integrated, safe, responsive and sustainable land transport system. Figure 2 provides an overview of the relevant national, regional and local policies and strategies, and their linkages with the Waipa Integrated Transport Strategy.

Nationally, the Land Transport Management Act 2003 (LTMA) aims to achieve an affordable, integrated, safe, responsible and sustainable land transport system. The Government Policy Statement* on Land Transport Funding was released in May 2009 and supports the New Zealand Transport Strategy (NZTS) by providing direction on the allocation of land transport funding for the next six years and project funding for a further four years. The primary short to medium term impacts focus on projects that contribute to economic growth and productivity. These include;

- improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through;
 - improvements in journey time reliability
 - easing of severe congestion
 - more efficient freight supply chains
 - better use of existing transport capacity
- better access to markets, employment and areas that contribute to economic growth
- a secure and resilient transport network.

Other important impacts include;

- reductions in deaths and serious injuries as a result of road crashes
- more transport choices, particularly for those with limited access to a car where appropriate
- reductions in adverse environmental effects from land transport
- contributions to positive health outcomes.

Making best use of resources and infrastructure by achieving value for money in the land transport sector is a key objective under the GPS.

The RLTS articulates how the Waikato Region will align with the NZTS and GPS to prioritise, manage and fund local transport throughout the region up until 2016.

Appendix A provides detail of the key policies and strategies.

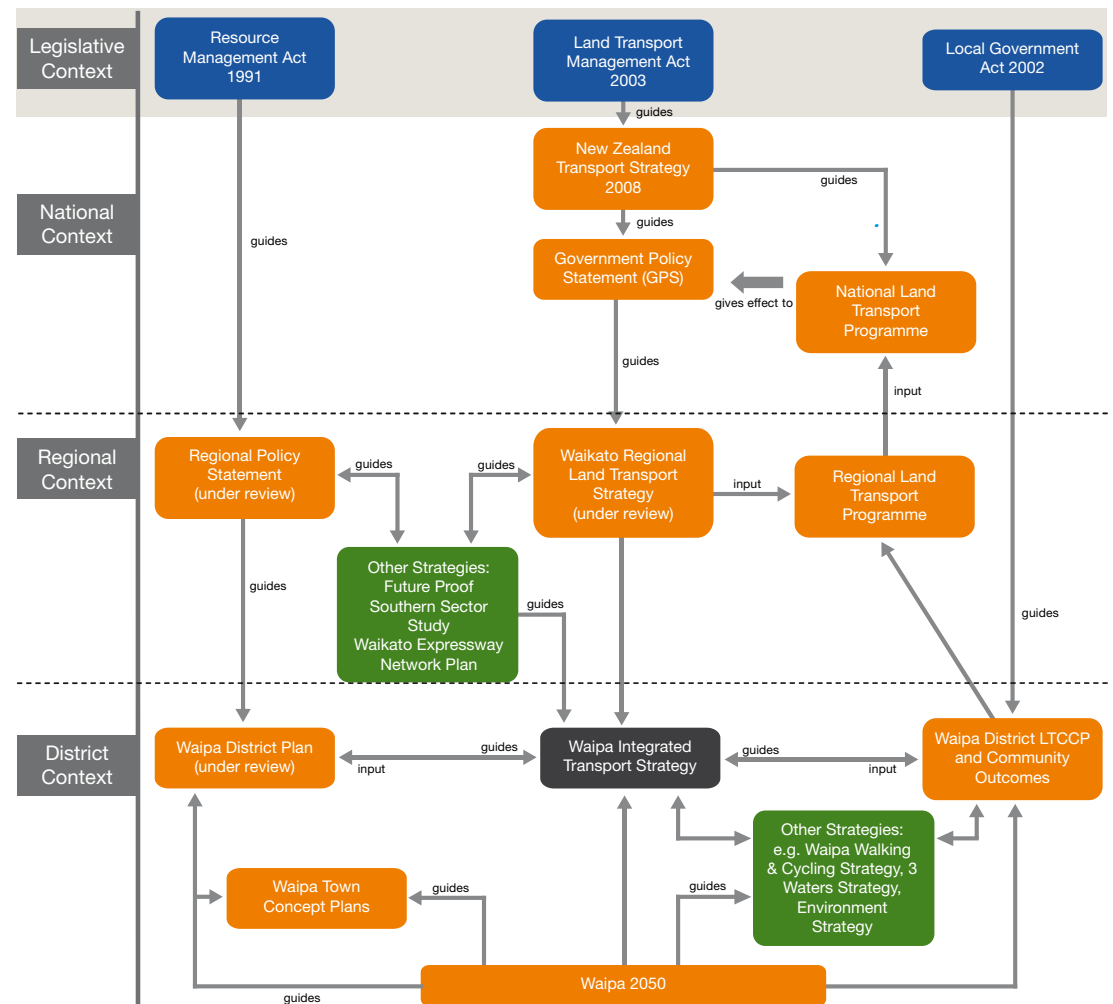


Figure 2: Policy and Strategy Context for the Waipa Integrated Transport Strategy

* Note: The GPS was amended in November 2010



Key Issues and Opportunities to 2040

The key issue that drives the development of this strategy is the expected population and traffic growth within the district. Waipa's current population of approximately 43,000 is expected to increase by around 30,000, to reach between 67,300 and 72,700 by 2050 (Waipa 2050, page 32). Most of this new population will be accommodated in Cambridge, Te Awamutu and Kihikihi with lower levels of growth in rural villages.

The pressures that this population will place on Waipa's environment and infrastructure need to be addressed and measures planned early to enable the district to grow and develop in a sustainable manner.

Issues

A number of issues for the strategy to address have been identified below:

Need for improved coordination and land use planning

Coordination and planning with other transport partners (EW, NZTA and adjacent local authorities) involved in regional and sub-regional transport planning strategies will be important to ensure approaches are aligned and opportunities to collaborate are identified. A number of examples of coordination and planning include: Regional Land Transport Strategy, Regional Walking & Cycling Strategy, Regional Road Safety Strategy, Regional Policy Statement review, the District Plan review and the Waipa Walking & Cycling Strategy.

Conflicts between local and through traffic

The urban areas of Te Awamutu, Kihikihi and Cambridge have State Highways running through their centre which move significant volumes of through traffic. This can cause conflict between local and through traffic and create congestion issues in town centres.

The Cambridge Traffic Model estimates an approximate 50% reduction in through-traffic as a result of the construction of the Cambridge Section of the Waikato Expressway planned for construction by 2016. This significant decrease in through-traffic will improve the LOS for both local and the diverted through-traffic through Cambridge.

However through-traffic will remain an issue for Te Awamutu. The designation of the Te Awamutu Western Arterial was completed in 2006 and is estimated to cost in excess of \$40 million. Traffic modelling of the Western Arterial anticipates a 35% reduction in traffic from Alexandra Street (Opus 2006, Notice of Requirement for Designation, Te Awamutu Western Arterial). The timing and funding for the arterial has not been identified and is unlikely to be a priority for funding in the near future.

Alexandra Street is the main street in Te Awamutu town centre and there is currently no attractive route for heavy traffic from SH3 to the industrial area in the northwest of Alexandra Street. Traffic counts conducted in 2005 revealed that approximately 6% (720 HCV's) were recorded as using Alexandra Street as a thoroughfare to access the industrial area of Te Awamutu. The Council has recognised the need to divert heavy vehicles from Alexandra Street and has identified Racecourse Road as the preferred route. This will require a confirmation of the cost, traffic volumes and consultation with affected and interested parties to be carried out for the route as part of the implementation plan for this strategy (Gray Matter, February 2008).

Commuting

Around 20% of Cambridge's working population, and 17% of Te Awamutu's (Waipa District Council, 2009d, 9) travel to Hamilton for work. The majority of these trips are by private

motor vehicle. By 2050 the number of trips to Hamilton for work is expected to increase (Waipa District Council, 2009d, 32). This will put pressure on the local, neighbouring and state highway road networks. The Waikato Transportation Model will identify likely future commuting scenarios.

Road Safety

Waipa has a much higher injury crash rate when compared to the national average. The fatal crash percentage in Waipa is more than double than the national average. (1.4% compared to 0.6% national average). The Safer Journeys Road Safety to 2020 strategy provides the national direction for improving road safety, a key area of focus for this strategy.

State Highway impacts

Changes to the State highway network are expected to impact on the form and function of Waipa's local road network. Conversely, growth and development in Waipa district can also impact on State highways. The timing and design of the Cambridge Section of the Waikato Expressway is identified through the GPS, the 3 year NLTP and the development of the Waikato Expressway Network Plan. Therefore there is a need to appropriately plan and optimise the opportunities presented by these state highway projects.

High car dependence, dispersed urban growth and the high cost of oil

The rural nature of Waipa district means people are typically dependant on vehicles as a main mode of transport. Dispersed urban growth is likely to exacerbate this, and would have impacts on the district's ability to respond to the rising costs of oil. Waipa 2050 aims for more consolidated growth around identified nodes which will begin to address this issue.



Need for more river crossings in Cambridge

The Victoria and Fergusson bridges in Cambridge currently provide the two river crossing points. Victoria Bridge is subject to queues and delays during peak times and investigations have been undertaken to improve the traffic management. Fergusson Bridge is currently not at capacity and balancing flows across these bridges could alleviate the problem. The requirements for a third bridge in the future will be investigated as part of the implementation plan for this strategy and post the Cambridge Section of the Waikato Expressway. In the short term ongoing maintenance issues will continue. An investigation of traffic management and accessibility improvements is also needed.

Ageing Population

The population of Waipa is ageing, with projections showing that by 2050, 30% will be 65 years or over (compared to the national average). The ageing population and those who are mobility impaired have specific transport needs, and these need to be considered. The transport needs of those without access to a car and who are located in remote rural areas also need to be considered. Crossing facilities and transport infrastructure designed to accommodate the needs of the mobility impaired will be important.

Impacts of growth and development on local roads

Additional population growth and development will increase traffic volumes and place pressure on the local road network. Without effectively managing travel demand, and providing upgraded and new roads where needed, the efficiency and effectiveness of the local road network is likely to be compromised.

Funding Allocation

There are multiple funding sources for District Council transport activities including the NLTP, LTCCP and other sources including developer contributions. Securing funding for required transport improvements is an ongoing issue as projects compete for limited funding resources.

The NZTA financial assistance for maintaining, operating and improving State highways and Roads of National Significance has increased in line with the GPS. Funding in a number of other activity classes was reduced compared to the October 2008 GPS (although levels still represent an increase on previous years' investment). Indicative levels in the GPS note that national funding for some activity classes (including demand management and community programmes) will be lower on an annual basis compared to 2008/9.

Opportunities

The strategy presents opportunities for maximising the efficiency of the current road network, addressing the causes of crashes, planning land use more effectively, promoting alternative travel options and working collaboratively with other agencies to help deliver improved transport solutions. Opportunities are discussed in further detail in each of the areas of focus with actions identified to drive change and ensure opportunities are realised.

The Waikato Expressway is a Road of National Significance (and in the NZTA 10-year State Highway Plan and Forecast) with funding identified for the Cambridge Section with construction expected to commence 2013 and be completed by 2016. The expressway has been broken down into sections with the southernmost being the Cambridge Section (within Waipa District). The Cambridge Section has a number of outcomes including;

- separating inter-regional SH1 traffic from local Cambridge traffic
- reducing congestion and intersection delays
- improving safety for local pedestrians, horse riders, cyclists and traffic
- reducing traffic noise within the confines of Cambridge town.

There are several opportunities for planned improvements to maximise the improvements on the local transport network associated with the Cambridge Section.

The NZTA Waikato Expressway Network Plan is a 'living' document to support ongoing integrated planning and decision making for the Waikato Expressway RoNS. This includes opportunities to integrate the local transport network with the Expressway to enable best value for money and maximising transport outcomes.

There are also opportunities to enable future population growth to develop around existing towns, facilitated through a review of the district plan. There are also further opportunities to promote bus transport through enhanced infrastructure and opportunities for increased walking and cycling through the development of connected networks. The Safer Journeys 2020 Strategy also has a focus on improvements to road safety outcomes and facilitating safer roads and roadsides.



Taking Action - Key Areas Of Focus

VISION: ‘People and freight in Waipa have access to an affordable, integrated, safe, responsive and sustainable transport system that supports community aspirations’.

This strategy vision is supported by seven areas of focus and objectives.

Areas of Focus	Objectives
1. Integrated Land Use Planning	<ul style="list-style-type: none"> To integrate transport and land use planning in a sustainable and co-ordinated manner.
2. Road Safety	<ul style="list-style-type: none"> To adopt a safe road system approach and reduce deaths and serious injuries on Waipa’s roads.
3. Network Management	<ul style="list-style-type: none"> To ensure an effective and efficient road network in Waipa District.
4. Freight Transport	<ul style="list-style-type: none"> To support and improve the efficient movement of freight to, through and within Waipa district.
5. Influencing Travel Choices	<ul style="list-style-type: none"> To provide and promote travel choices (where appropriate) to manage travel demand in the district.
6. Passenger Transport	<ul style="list-style-type: none"> To improve passenger transport so that it becomes a viable option for travel between main centres in the district and the Region.
7. Walking and Cycling	<ul style="list-style-type: none"> To encourage cycling and walking in Waipa District as safe and convenient modes of transport.

Within each area of focus, outcomes and actions are identified, which combined will aim to achieve the vision of the strategy. This structure is shown in Figure 3. The areas of focus and objectives are outlined in the following sections with a series of possible outcomes. The outcomes will drive the strategy direction for how transport and land use will be managed in this district.

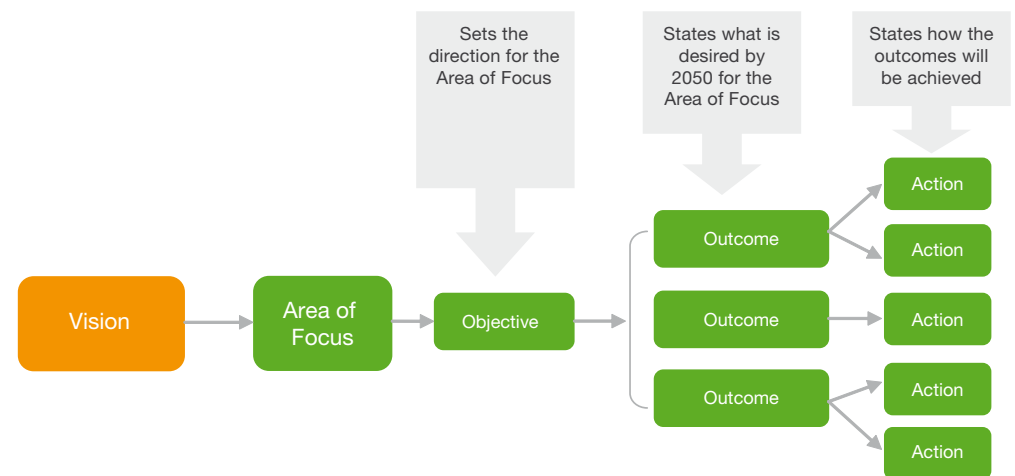


Figure 3: Strategy Structure

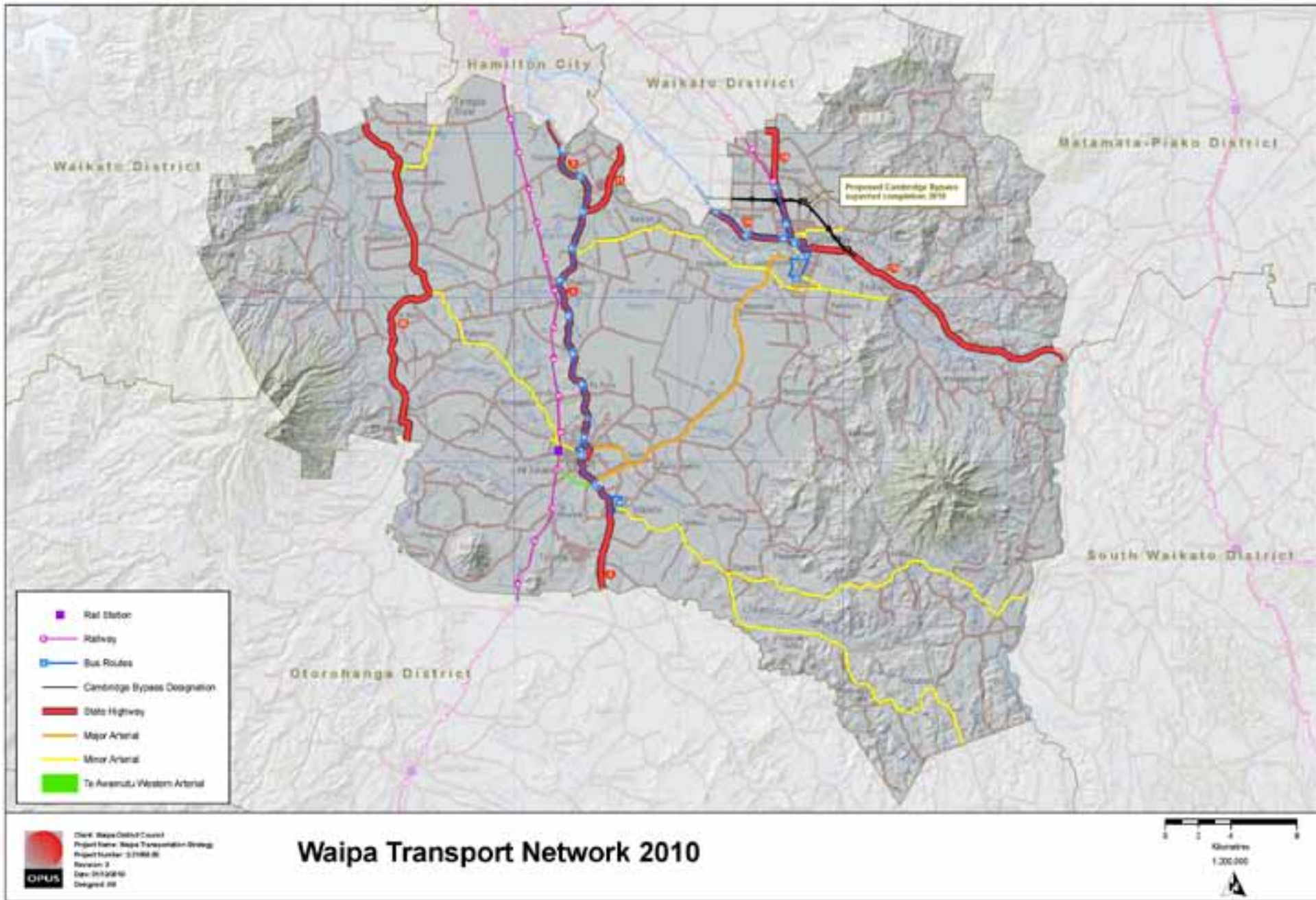


Figure 4: Waipa Transport Network 2010



Area of Focus 1:

Integrated Land Use Planning

OBJECTIVE: To integrate transport and land use planning in a sustainable and co-ordinated manner.

Well planned
Linked
Mixed use
Travel choices

Integrated planning ensures that land use and transport objectives are aligned and support one another. Integrated planning also involves ensuring coordination between relevant agencies (e.g. neighbouring city and district councils, the regional council, the NZ Transport Agency and within Waipā District Council).

Both the LTMA and GPS recognise the importance of integrated planning, and the NZ Transport Agency places considerable emphasis on promoting it to optimise outcomes and achieve value for money.

Current and Future Role

This strategy seeks better integration between transport and land use planning in Waipā by;

- reducing the need to travel by promoting mixed land use and higher densities in urban areas through changes to the District Plan

- increasing walking, cycling and public transport by ensuring the urban form and road development supports the use of these modes
- ensuring efficient use of public funds by optimising the use of existing infrastructure.

Both Future Proof and Waipā 2050 will facilitate mixed land use patterns and consolidated growth concentrated around existing nodes.

Specific elements of the Future Proof settlement pattern for the Waipā urban areas of Cambridge, Te Awamutu and Kihikihi, and also the Airport/Mystery Creek area are detailed in Table 3 on the following page.

Growth Area	Features of the settlement pattern
Cambridge	<ul style="list-style-type: none"> New urban, residential (and rural residential) development within Cambridge town managed within indicative urban limits and with timing and population of growth areas. Areas include: <ul style="list-style-type: none"> Cambridge North Residential C1 Mixed use (Racecourse area) C2/C3 residential (to N & S of Cambridge Road) Intensification of the central business area (mix of residential and business) Infill development within existing town boundaries, increased housing densities, and regeneration with retention of local character Consolidation of the equine industry Optimization of existing SH1, including provision for bus corridor route Improved opportunities for walking and cycling Maintaining Cambridge as commercial and service centre supporting the local community to “live, work, play and visit” Hautapu to continue to provide local servicing for industry in Cambridge including the opportunity to enhance the urban form of Cambridge by transitioning local servicing activities from Carter’s Flat (along the current SH1 alignment to Hautapu) Cambridge future potential role as an “off line” service town for the Waikato Expressway.
Te Awamutu and Kihikihi	<ul style="list-style-type: none"> New urban, residential (and rural residential) development within Te Awamutu and Kihikihi managed within indicative urban limits and with timing and population of growth areas Growth with retention of local character, increased housing densities within existing boundaries, range of housing choices and densities Consolidation of Equine Events Centre Public transport and improved opportunities for walking and cycling Residential infill development in Kihikihi Maintaining Te Awamutu as commercial and service centre supporting the local community to “live, work, play and visit” Industrial land provision at Bond/Paterangi Te Awamutu Western Arterial
Airport/ Titanium Park	<ul style="list-style-type: none"> Key industrial and business area and coordination of transport and land use provisions Titanium Park promoted as provision for airport operations/freight processing hub of activities. The protection of a rail corridor into the Airport area for freight purposes Airport/Titanium Park capitalising on business opportunities provided by air passenger/freight Additional provision for airport related accommodation in defined areas Protection of airport from reverse sensitivity effects
Waikato River/ Mystery Creek Recreation & Tourism Corridor	<ul style="list-style-type: none"> A tourist gateway between the Airport and destinations to the north (Hamilton), south (Te Awamutu-Taranaki) and east (Cambridge-Bay of Plenty). Mystery Creek retained as significant events centre Protection of land between the Waikato River and SH21 as key recreation area Cycleway/walkway connection along the Waikato river connecting the airport and rural residential areas (Peacockes, Tamahere and Matangi)

Table 3: Future Proof Settlement Patterns. Information from Future Proof, Southern Sector Study, Waipa 2050

Achieving the goals of Future Proof and Waipa 2050 will involve a substantial shift from the current planning approach. To achieve this, the Waikato Regional Policy Statement and Waipa District Plan are under review in 2010.

A range of district plan measures that need to be considered are outlined in Appendix B.

Waipa 2050 identifies the following visions for urban and rural living in Waipa in 2050:

Focus	Vision
Travelling	<ul style="list-style-type: none"> Reduced car dependence, active transport modes promoted Key arterial networks developed (Cambridge Section of the Waikato Expressway, Te Awamutu Western Arterial, Southern Links) Strengthened connections between Te Awamutu and Cambridge Capacity for passenger rail retained Improved level of bus service between main centres and Hamilton Cambridge and Te Awamutu Park and Ride facilities (in line with demand) connecting frequent services to and from Hamilton.
Urban Living	<ul style="list-style-type: none"> Higher residential densities in appropriate places Redevelopment of existing urban areas Urban growth occurs in identified locations Urban design standards applied Growth managed in the district’s villages reflective of the existing character Housing for elderly provided in close proximity to essential services
Rural Living	<ul style="list-style-type: none"> Nodal rural lifestyle development (defined locations) A ‘rural’ amenity which reflects the local regional and national economic significance of this area Limited rural residential development Limited service provision to rural residential living

Table 4: Urban and Rural Living Visions. Information from Waipa 2050 Growth Strategy (Waipa District Council, 2009a p6-12)

Town Concept Plans for Cambridge, Te Awamutu and Kihikihi, Ohaupo and Pirongia provide the ‘high-level’ framework and guidelines for how development will occur in these towns in the future. More detail and refinement is required in the plans such as the form and function of the existing state highway routes after the Cambridge Section of the Waikato Expressway.

Outcomes

- New growth in the district is managed around established nodes to minimise the need for travel and ensure best use of existing infrastructure.
- The development of key transport routes in the District includes provision for walking, cycling and passenger transport.
- Key transport corridors are protected for future use by limiting access, designating new routes (where necessary) and protecting existing route designations.
- Transport and land use activities in the district are consistent with best practice urban design, Crime Prevention through Environmental Design (CPTED) and appropriate engineering design standards.
- Affordable development contributions are in place to fund transport infrastructure in new developments.
- Coordinated and integrated land use planning is undertaken with key transport partners.

Waipa Future Growth Areas 2050

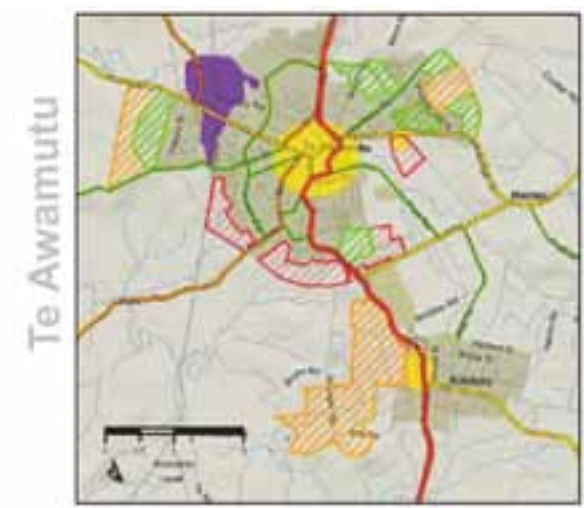
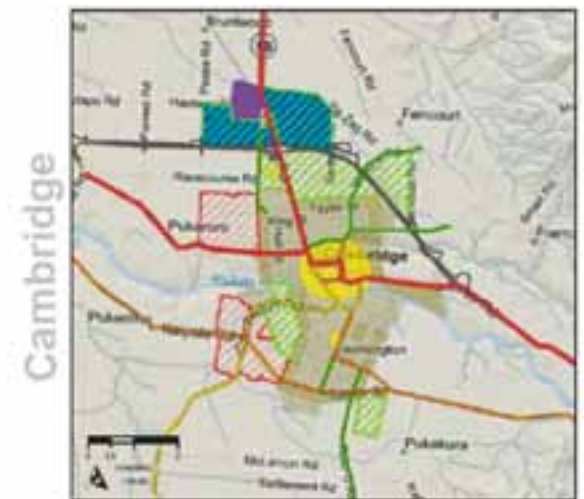
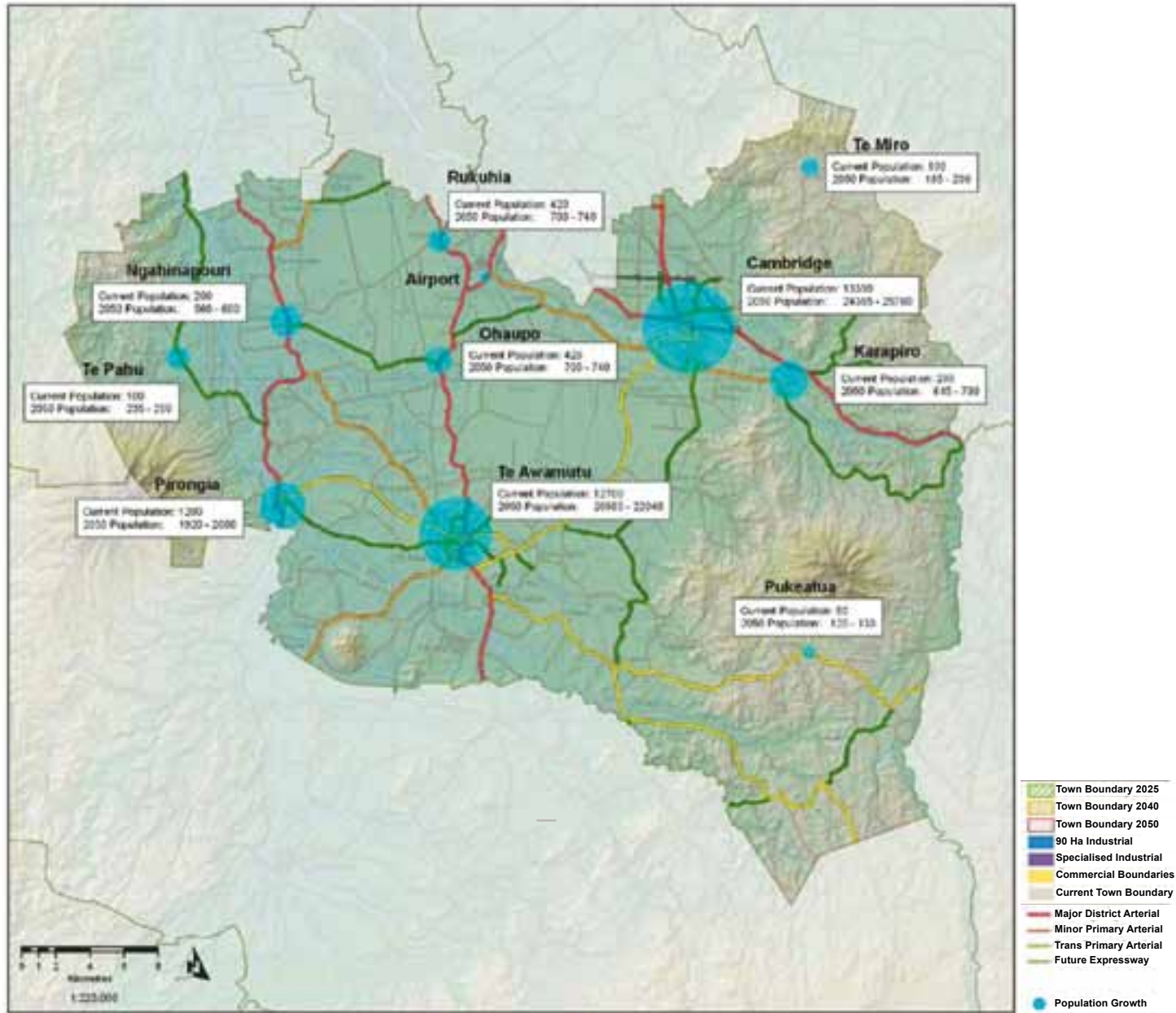


Figure 5: Waipa Future Growth Areas 2050.

Actions

1. Implement the Waipa Integrated Transport Strategy (this strategy).
2. Review the District Plan to support Future Proof, Waipa 2050 and direction in the revised RPS and give statutory effect to the settlement patterns in these documents. Specific areas to address include;
 - Bond Road Industrial (Te Awamutu)
 - Cambridge North Residential (Cambridge)
 - Hautapu Industrial (to be confirmed)
 - Titanium Business Park and Airport and
 - managed growth around other existing nodes.
3. Develop structure plans for new growth cells (industrial, commercial and residential) in the district which;
 - take account of the principles and objectives under the Waikato Regional Policy Statement
 - are consistent with the relevant Town Centre Concept Plan
 - include a demonstration of how provision has been made for passenger transport, walking and cycling
 - provide a high level of connectivity and accessibility in residential and town centre developments

Priority areas (demand dependent and subject to rezoning) for Waipa District:

 - Cambridge
 - Titanium Business Park and Airport
 - Waikato River Tourism Recreation area.
4. Coordinate and programme transport infrastructure development into the LTCCP to align with planned land use development.
5. Review the District Plan (in light of RLTS policy on strategic corridors) in the Waipa District to ensure that key transport corridors (including road and rail corridors) are protected for future use.
6. Collaborate with Hamilton City Council with respect to their Development Manual in developing a Waipa District Code of Practice for Urban Land Development.
7. Continue to work with transport agencies, adjoining local authorities and communities (especially the disabled, pedestrian and cycling communities) to ensure strategic long term land use planning and transport provision is integrated.
8. Review Cambridge town centre plan to ensure it considers the Cambridge Section of the Waikato Expressway and promotes Cambridge as the 'gateway' to Waipa District.
9. Develop corridor management plans for State Highway 1 and 1B in preparation for the expected revocation of state highway status after the Cambridge Section of the Waikato Expressway. Include consideration and provision for walking, cycling and the mobility impaired.
10. Investigate the need for future river crossings within Cambridge and possible land purchase for a 'third bridge'.



Area of Focus 2: Road Safety

OBJECTIVE: To adopt a safe road system approach and reduce deaths and serious injuries on Waipa's roads.

Safe roads
Safe speeds
Safe road users
Safe vehicles

A safe road system approach recognises that we can't prevent all crashes from happening however we can prevent many from resulting in serious injury or death. A safe road system has safe roads and roadsides, safe vehicles, safe speeds, safe road use and safe environments for walking, cycling and mobility impaired. There are many initiatives and interventions that are used to improve road safety and contribute to a safe road system, often including a combination of the 3 E's – engineering, education and enforcement.

Current and Future Roles

In the last 5 years (2005-2009), Waipa had a total of 1146 crashes reported on its local roads. This consisted of 16 fatal crashes and 70 serious crashes, which is on average, 3 fatal and 14 serious crashes per year.

Figure 6 shows the percentage of fatal and serious crashes involving each of the driver/vehicle factors. (Note that combining all crash factors does not add to 100% as there is often more than one contributing factor in a crash).

When compared to the national average, Waipa has a higher percentage of injury crashes. For fatal crashes, Waipa has doubled the national average percentage (1.4% for Waipa and only 0.6% for national). Commonly the following factors were involved;

- too fast
- poor handling
- poor judgement
- fatigue
- incorrect lane/position
- vehicle factors.

The graph also shows that 'too fast', 'poor observation', 'poor handling' and 'failed to give way/stop', are the four most common fatal and serious crash factors in the Waipa district.

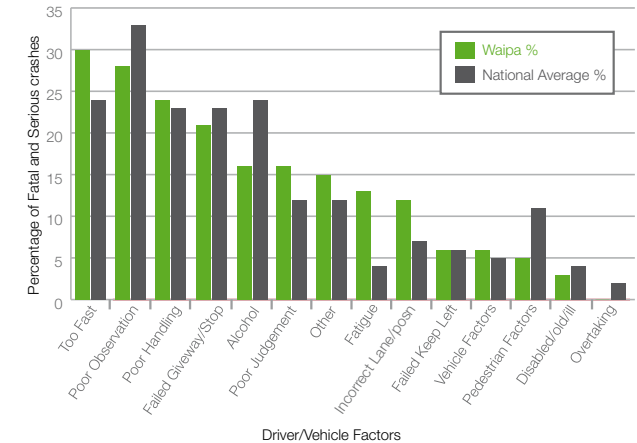


Figure 6: Crash Factors on Waipa District Local Roads 2005-2009 (Data sourced from NZTA CAS). Note: National Average is based on a search of all crashes in NZ excluding those on motorways.

The Communities Programmes Activity list identifies areas of risk and actions targeting high risk road safety categories. For the period 2010-2012 the register identifies the following areas of high and medium risk for Waipa:

Activity Name	Target Audience	
Fatigue	Motorists on SH39 travelling to and from the Mountains in the north island, general motorist population.	HIGH RISK AREAS
Alcohol & Drugs	Students at secondary schools. General public.	
Motorbikes	Motorcyclists aged 30 years and above.	
Speed	Predominantly rural drivers.	
Intersections	All motorists.	
Young Drivers	Learner and restricted drivers licence holders.	MEDIUM RISK AREAS
Child Pedestrians	5-14 year olds.	
Cycling Promotion/Events	Whole community.	

In addition, actions should target the promotion of walking, cycling and improvements for the mobility impaired.

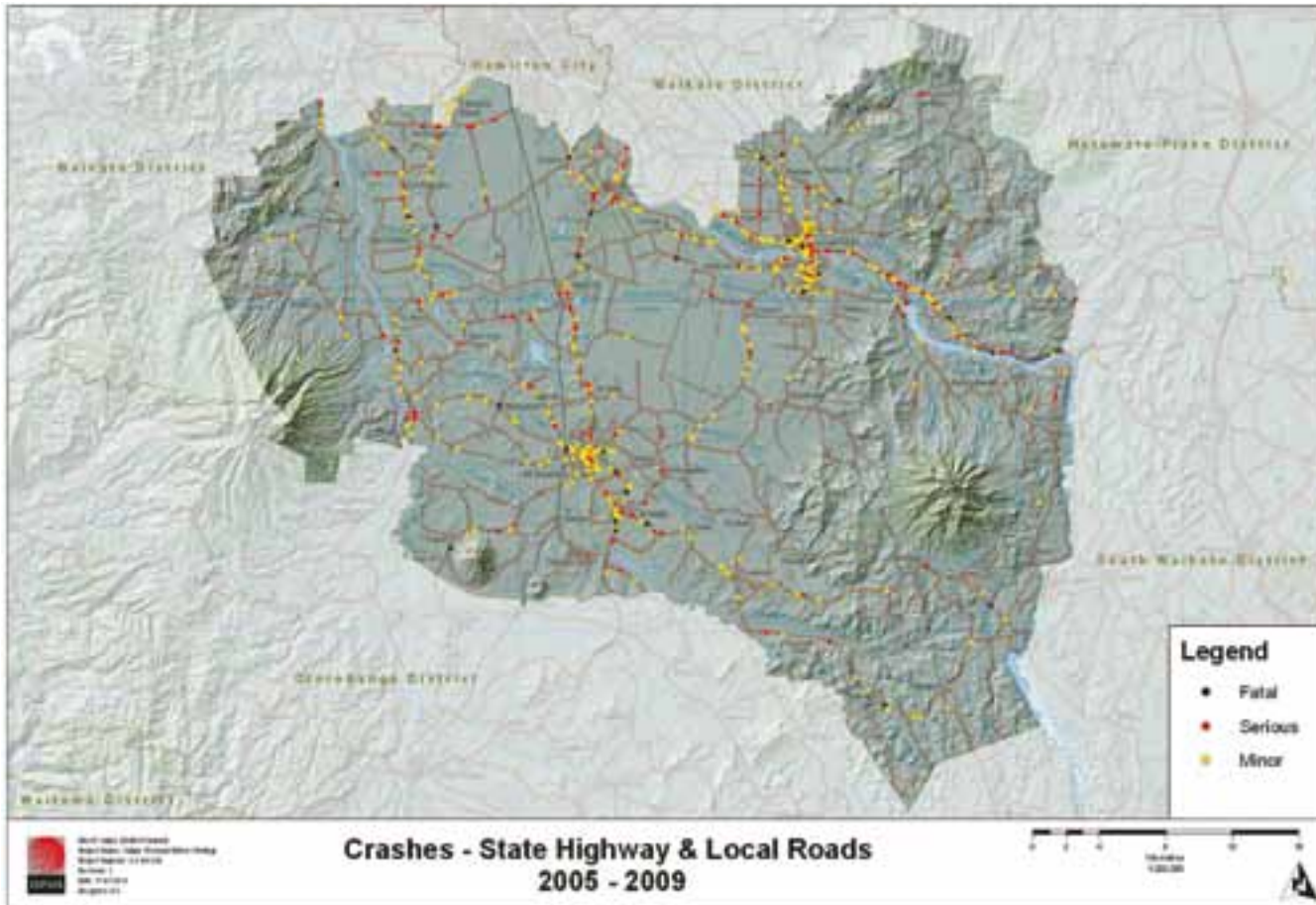


Figure 7: Crashes - State Highway & Local Roads 2005-2009

The Safer Journeys Road Safety to 2020 strategy provides the national direction for improving road safety in New Zealand. The strategy adopts a Safe System approach which recognises that road safety is everyone’s responsibility and focuses on creating safe roads, safe speeds, safe vehicles, and safe road use. The Waikato Regional Road Safety Strategy reflects this approach and focuses on regional priorities. Waipa has a 3 year Road Safety Education Strategy to 2011/12.

The strategy for road safety focuses on targeting areas identified in the above strategies. Safer roads will continue to be an essential part of the management and development of Waipa’s transport network. This will include application of design standards, speed management strategies, crash reduction studies for high risk areas, road safety education and enforcement programmes and involvement in regional forums (Regional Road Safety Steering Group (RRSSG) and West Waikato Road Safety Action Plan group).

The outcomes for Waipa are consistent with the Waikato Regional Road Safety Strategy.

Outcomes

- Safer vehicle speeds appropriate to the conditions and the environment.
- Safer road and roadsides to reduce the trauma resulting from road crashes.
- Safer road users.
- Safer vehicles.
- Improved organisation and coordination with Regional Road Safety Partners.

Actions

1. Proactively manage speed in the district through;
 - reviewing speed limits in high crash risk locations (including developing areas) and coordinating with engineering improvements and traffic calming measures
 - creating low speed environments around schools and town centres to create safer environments for walking, cycling and the mobility impaired.
2. Proactively improve the safety of roads and road sides through;
 - activities in the Community Programmes Activity List for Waipa 2010-2012
 - crash reduction studies on high risk routes utilising all 3 E’s (Engineering, Enforcement and Education initiatives)
 - maintaining the deficiency database and programme ongoing safety engineering activity to address network deficiencies such as roadside hazards
 - ensuring road safety audits are undertaken.
3. Support the Regional Road Safety Strategy (RRSS) through the development and implementation of education awareness and behavioural campaigns targeting high priority areas.
4. Support advocacy and promotion initiatives through the RRSSG relating to vehicle safety as they arise.
5. Continue involvement in the RRSSG and West Waikato Road Safety Action Plan group to coordinate, plan and implement safety actions.



Area of Focus 3:

Network Management

OBJECTIVE: To ensure an effective and efficient road network in Waipa District.

Efficient
Safe
Effective
Connected
Integrated
Well managed

Network management refers to the management of road transport networks such as maintenance, rehabilitation and resealing, together with supporting road infrastructure (signage and street lights).

Current and Future Role

Vehicle transport is the dominant transport mode in Waipa District with 65% of people travelling to work on census day (2006) by private vehicle, company vehicle or as a passenger in a car, truck, van or company bus (Statistics NZ, 2006). Vehicle ownership in Waipa is higher than the national average with 19% of households having access to three or more motor vehicles (compared to 15.9% national average) (Waipa District Council, 2009b, page3).

Waipa District has a local road network comprised of 1054.8 kms. This network (excluding State Highways) is made up of arterials (150.4km), collectors (139.8km) and local roads (764.6km). 1% of the local Waipa road network has an AADT (Annual Average Daily Traffic) of 10,000-20,000, and a further 1% has an AADT of 4000-10,000 (Waipa District Council, 2009c, 4). The remainder of the road network has an AADT of less than 4000 vehicles. State Highways 1, 3, and 39 all pass through the district, facilitating the movement of significant volumes of through-traffic.

Maintaining the road network through asset management planning and making best use of the existing infrastructure through a well planned road hierarchy with appropriate levels of service is the focus for this strategy. Opportunities for design features in new and upgraded transport corridors and growth cells is also a key focus.

Waipa's road hierarchy will take into account the regional (and state) road hierarchy Classification System that identifies corridors linked to regional outcomes (strategic corridors, road safety, demand management). This work is being completed as part of the RLTS review and draft district plan for consultation in November 2010.

Where development occurs in greenfield sites, new transport networks should be designed in a manner which supports alternative transport modes.

Future roading development will take account of the wider objectives contained in both Future Proof and Waipa 2050, and the role of national, regional and sub-regional corridors identified under the RLTS. Specifically, the desire to reduce car dependency and match levels of service with the greatest contribution to strategic outcomes. This approach is summarised in Figure 8.



Growth and will need to be upgraded to retain an appropriate level of service. A study into the effect of future development on the roading network identifies that forty-two roads may require road or intersection upgrades if they either intersect with a State Highway, or will have a daily traffic volume higher than 12,000 vehicles per day in 2050 (Gray Matter, 2009). The study was based on an assessment of traffic volumes expected from future development, as well as a projected annual traffic volume increase of 3%. The study noted that none appear to require urgent attention and recommends that the roads affected by State Highway studies should be coordinated with NZTA through network integration planning.

State Highway improvements, such as the Cambridge Section of the Waikato Expressway will influence the local road

network in terms of form, function, traffic volume and travel patterns.

Figure 9 below illustrates the LOS on some key road links and intersections with and without the Cambridge Section for the 2016 PM peak traffic flows. The Cambridge Traffic Model estimates an approximate 50% reduction in through-traffic as a result of the construction of the Cambridge Section of the Waikato Expressway. This significant decrease in through-traffic will improve the LOS for both local and the diverted through-traffic.

The Cambridge Section will also open up opportunities to re-allocate road space on the (what will become) old State highway, and enable the form and function of the old State highway roads to be reconsidered. Improvements will also be required such as the reconfiguration of the Hamilton Road/Victoria Street and Shakespeare Street/SH1 intersection which currently give priority to SH1 traffic. These issues will be further investigated as part of the implementation plan for this strategy.

Outcomes

- Efficient road networks that balance levels of service with affordability and contribution to strategic outcomes, through appropriately planned road hierarchy, engineering and safety improvements.
- Allocation of road space to encourage alternative modes of transport where appropriate.
- Safe and efficient connections with inter-district networks.
- Accessible design features in new and upgraded key transport corridors and growth cells.

Actions

1. Use the Waikato Transportation Model to monitor and confirm future transport patterns for the district and identify a programme of works required for future upgrade.
2. Maximise the efficiency of the network through a well defined function for each road according to the road hierarchy.
3. Review the Activity Management Plan to identify how the transport network will be maintained, operated, renewed and improved.
4. Establish appropriate levels of service (form and function) that balance future traffic growth with affordability and strategic outcomes and proactively programme maintenance and upgrades to reflect this.
5. Use traffic management techniques to maximise efficiencies on roads where there are areas of high traffic demand (for example: intersection improvements).
6. Where possible include appropriate provision for walking, cycling and passenger transport in new and upgraded key transport corridors and growth cells (through structure plans).
7. Continue to work with NZTA to address issues around connectivity of key centres to the Waikato Expressway and other state highway networks.



Figure 9: LOS for Key Links and Intersections within Cambridge and with and without the Cambridge Section



Area of Focus 4:

Freight Transport

Objective: To support and improve the efficient movement of freight to, through and within Waipa district.

Efficient
Access
Key arterials
Rail
Road

Freight transport is the transportation of goods to, through and within Waipa district. The movement of freight is of critical importance to both the regional and national economy. It is important that freight is not adversely affected by traffic congestion and that it is able to move quickly and efficiently on the road and rail networks.

Current and Future Role

Across the Waikato as a whole, trends in freight traffic are mixed, with growth in some areas (particularly SH1 in the northern part of the region), while freight traffic in the rest of region remains stable or in some cases has declined (Environment Waikato, 2009a, 3). During 2006 – 2007 40 million tonnes of commodities were transported to, through and within the region. This is broken down as follows;

- 36% of Waikato freight moved to/from the region
- 24% of Waikato freight moved through the region
- 40% of Waikato freight moved within the region (Environment Waikato, 2009a, 4).

The volume of freight travelling to, through and within the Waikato Region is significant, equalling twenty-six per cent of the total for the whole of New Zealand (Environment Waikato, 2009a, 4). The inter-regional freight flows are dominated by transport between Auckland and the Waikato Region and between the Waikato Region and the Bay of Plenty (Environment Waikato, 2009a, 36). Through-freight flows involve significant freight movements south through the Waikato Region as well as south east to the Bay of Plenty from Auckland and south west from the Bay of Plenty to the Manawatu-Wanganui Region and beyond.

With the exception of movements between the Waikato and Auckland regions, most other freight movements to and through the Waikato Region affect Waipa district. It is expected that with the completion of the Cambridge Section, the impact of freight through-traffic on the town will be minimised, however through-traffic remains a concern in other centres in the district, particularly Te Awamutu and Kihikihi, Pirongia, Ngahinapouri and Ohaupo.

At present, movement of freight in the district is dominated by road transport, with some freight travelling through the district by rail. The Waikato Regional Land Transport Strategy (RLTS) sets out policies to support the promotion of rail as an alternative freight transport mode in the region. The RLTS recognises that support for rail is influenced by agencies beyond the region (including KiwiRail, industry partners and central government). However, the regional council and local authorities within the region can put in place policies to protect the potential for a growth in or shift towards rail as a freight transport mode in the future.

Rail lines in the district are;

- the North Island Main Trunk Line
- the Cambridge Industrial Line (stops 3.5km north of Cambridge)
- the Hautapu to Cambridge Line (has not been used since 1999, track has been lifted. This section links the Cambridge Industrial Line through to Cambridge). KiwiRail have specified that the designation must remain in place.

FutureProof has identified that new industrial development should predominantly be located in the industrial land allocation in the Future Proof area. In Waipa District, the Hamilton Airport has been identified as a strategic industrial node for the region with 152 ha of land allocation between 2012 and 2061, sufficient to provide for market demand for the foreseeable (15 year horizon) future.

In addition Waipa District through Waipa 2050 recognises the role of Hautapu (Cambridge) and Bond Road Industrial (Te Awamutu) as important for servicing the local community. Table 5 below outlines the industrial growth cells and transport/freight implications.

Industrial Growth Cell	Transport/Freight Implications
<p>Hautapu and C8 (Cambridge) Local servicing for industry in Cambridge and to enhance the urban form of Cambridge by transitioning local servicing activities from Carters Flat.</p>	<p>A structure plan is currently being prepared for the Hautapu Industrial area. Transport opportunities include:</p> <ul style="list-style-type: none"> • Connectivity to the Waikato Expressway • Potential for a road/rail interchange and a rail station with passenger terminal and parking. • Hautapu Roading upgrades are identified in the 2009/19 LTCCP for 2013.
<p>Bond Road Industrial (Te Awamutu) Local servicing for industry in Te Awamutu. The Bond Road Industrial growth cell (19ha) is subject to a district plan change and structure plan.</p>	<p>Infrastructure to support this development has been programmed into the LTCCP, including:</p> <ul style="list-style-type: none"> • SH3 Intersection upgrades with Benson and Bond Roads • Contribution to SH3 upgrade
<p>Titanium Park, A2, A3 The Titanium business park development at the airport comprises 117ha of land, and has been made operative in the Operative District Plan. The A2 (8ha) and A3 (40ha) growth cells have been identified as locations suitable for development. Requirements to be compatible with the airport environment, with A3 being considered for airport related activities.</p>	<ul style="list-style-type: none"> • Airside and air related freight hub with potential to increase opportunities for rail connections in the future. • Infrastructure for Titanium Park is being determined through an agreement with the developer and the council. Key transport infrastructure includes: <ul style="list-style-type: none"> - Lochiel Rd Roundabout - SH3 intersection upgrade - SH3/SH21 intersection upgrade • Both the A2 and A3 growth cells will be sufficiently serviced by road transport upgrades to support the Titanium park development.

Table 5: Industrial Growth Locations and Implications for Freight. Industrial Growth Locations and Implications for Freight (Waipa 2050, FutureProof and Southern Sector).

As part of this strategy's implementation plan, strategic freight networks will be identified in line with the national and regional State Highway classification system to promote freight routes in the district. The Waikato Regional Rail Strategy (draft) states that there is unlikely to be enough demand to justify a rail link to the airport, and that this should not be a priority. However, this position could be reviewed should a major freight generating activity locate near the airport.

Outcomes

- Waipa works with key partners to implement regional freight initiatives.
- Major freight generating activities are located with good access to key arterial and State Highway networks and land allocations defined by Waipa 2050.
- Increased opportunities for rail as a freight transport mode and protection of rail corridors.

Actions

1. Identify strategic freight networks under the guidance of national, regional and sub-regional corridors identified under the RLTS.
2. Ensure these networks have appropriate design standards applied to facilitate the safe and efficient movement of freight within the district.
3. Undertake a study identifying preferred routes for HCV's under the Vehicle Dimension and Mass Amendment Land Transport Rule.
4. Implement planning processes and provisions which encourage freight generating activities to be located with good connections to strategic freight networks.
5. Review the District Plan to ensure that the rail corridors are protected for future freight use.
6. Work with Environment Waikato and RSTEWG to develop and maintain in-transit regionally agreed stock effluent disposal facilities at strategic locations throughout the Waikato in accordance with (Draft) Stock Truck Effluent Strategy for the Waikato region (2009-2015).



Influencing Travel Choices

OBJECTIVE: To promote travel choices (where appropriate) to manage travel demand in the district.

Cycle
Bus
Walk
Car pooling

Influencing travel choices is important for promoting walking, cycling and public transport as alternative modes and providing people with the information they need to make travel choices. To encourage travel choices, it is important that alternative options are available for people to use in conjunction with measures that support travel demand management options (e.g. parking management).

Current and Future Role

Currently, travel in the district is dominated by private vehicles. Influencing travel choices is dependent on efficient land use planning (addressed in Area of Focus 1), and provision of alternative transport options (addressed in Areas of Focus 6 and 7). Therefore the outcomes and actions detailed in this section should be read in conjunction with the rest of the strategy.

School, workplace and community travel plans are effective tools for influencing travel choices. Travel plans involve working alongside the community to understand the barriers to more sustainable travel choices and developing an implementation plan to address the barriers. A Travel Plan implementation plan might include improvements to infrastructure, promotion of new bus services and support services to encourage changes in the transport modes e.g. Walking School Buses.

Waipa District currently has three walking school buses with potential to rollout to more schools in the future (however these are not currently funded by NZTA).

The Council also has a prioritization programme for schools that meet criteria for 40km per hour speed zones. The promotion of travel choices to schools will be undertaken in conjunction with the school zone improvements. Annual events such as Bikewise month and the Mayoral Cycle Challenge will also continue to promote cycling in the district as well as promotion campaigns to support new, or changes to, bus services.

It is likely that as growth continues in the district this may impact on parking supply, particularly in Cambridge and Te Awamutu. Monitoring of parking demand will continue. In the medium and long term there may be a need to undertake parking management strategies to address parking supply in the future to ensure the efficient use of parking supply.

Outcomes

- Travel behaviour change initiatives (such as travel plans, bike racks, wheelchair accessible buses and Park and Ride facilities) result in increased walking, cycling and public transport within Cambridge and Te Awamutu and daily commuter use to Hamilton.
- Travel options are well understood as a result of proactive marketing initiatives.
- Parking in key urban centres is managed to ensure balanced car parking management with travel demand management objectives.

Actions

1. Undertake education and promotion campaigns to encourage walking, cycling and passenger transport.
2. As part of school speed zone initiatives promote walking and cycling to school through initiatives such as walking school buses and cyclist skills training for children in accordance with New Zealand Transport Agency 'NZ Cyclist Skills Guidelines'.
3. Continue to monitor parking demand in town centres. As growth occurs and parking demand increases complete parking management strategies for Cambridge and Te Awamutu.
4. Promote travel behaviour change initiatives such as travel plans, bike racks and wheelchair accessible buses, and Park and Ride facilities.



Area of Focus 6:

Passenger Transport

OBJECTIVE: To improve passenger transport so that it becomes a viable option for travel between main centres in the District and the Region.

Efficient
Connected
Good service
Promoted

Passenger Transport includes both bus and rail services. The public bus services are run by independent bus operators and implemented and managed by Environment Waikato. The services are funded by NZ Transport subsidy, Environment Waikato and Waipa District Council.

Waipa District Council own and maintain bus infrastructure (e.g. bus stops and shelters in the district) to support these services. Waipa also has a role in identifying passenger transport requirements for the District and working with Environment Waikato to implement these through the Waikato Regional Passenger Transport Plan.

Current and Future Role

The Waikato Regional Passenger Transport Plan describes how passenger transport services identified in the Regional Land Transport Strategy will be delivered. Passenger transport services for Waipa are limited to commercial bus services that run from Cambridge to Hamilton and from Te Awamutu and Kihikihi to Hamilton. These services are mainly for commuters to Hamilton. Improved service levels for these routes will commence in January 2011. School bus services are managed through the Ministry of Education and a number of schools in the District operate their own bus service.

The Overlander (Auckland to Wellington passenger rail service) travels through the district but no longer stops in Te Awamutu. Bus transport will continue to be the more viable option for passenger transport in Waipa District. The Hamilton Alternatives to Roading Study (HARTS) (Opus, 2005) concluded that a passenger rail service between Hamilton and Cambridge or Te Awamutu was unlikely to be viable in the 20 year time frame. However, the Regional Passenger Transport Plan notes that it is important for the existing rail corridors and appropriate station locations to be protected for potential urban rail use in the future.

With growing populations projected for the urban centres in the district, there are opportunities for passenger transport to play a bigger role in the future. It is important for growth to be matched with transport options to enable new residents to consider alternative travel choices to the car.

It is envisaged that passenger transport in the district will continue to focus on commuter travel between Cambridge, Te Awamutu and Kihikihi and Hamilton and community buses that support local needs.

However, as the industrial growth centres of Hautapu, Bond Road and Titanium Park develop there may be opportunities to support passenger transport to more local areas. The Hautapu to Cambridge Line has not been used since 1999 and the track has been lifted. This section links the Cambridge Industrial Line through to Cambridge. KiwiRail have specified that the designation must remain in place and there is potential for the line to carry freight and passengers in the future.

The proposed levels of passenger transport services for Waipa are summarized in Table 6. The table identifies different layers of services from direct commuter routes to major urban centres (e.g. Hamilton) to community services that support local needs and destinations.

Commuter network (TN)	These services focus on providing high quality, reliable, fast, and direct bus services between Te Awamutu, Cambridge and Hamilton (including provision for bike racks and wheelchair access). The services provide commuters to Hamilton with an alternative travel option to the car. Bus services will be supported by high quality infrastructure (e.g. bus shelters, timetable information, parking, bike lock-up, storage, security improvements including lighting). Buses will also be of high quality.
Local network (QN)	These services will connect to the commuter network and provide local access around Te Awamutu and Cambridge and industrial areas. These services will become more important as the key growth areas develop in the medium and long term.
Targeted Community services (TS)	These are services that provide for specific community needs and not met by regular passenger transport services. They include community shuttle services (for hospital visits) and services for people with disabilities. The success of shuttle services lies in the support and promotion of the service by the community. The Council may consider a subsidy for supporting these services however will generally be led by the community.

Table 6: Waipa's proposed levels of passenger transport services.

Waipa District Council will continue to provide supportive infrastructure such as bus stops and shelters, signage, taxi stands, and mobility parking consistent with good personal safety standards.

Waipa District Council will also continue to attend the Waikato Region Rural Transport Forum meetings and support any community led transport initiatives.

Outcomes

- The provision of well maintained bus infrastructure (bus shelters, timetable information, parking, bike lock-up, storage, security improvements including lighting).
- Well connected, high quality bus services for commuter and local transport between urban centres.
- Land for key transport nodes (as appropriate) is identified and protected for future use and Park and Ride facilities.
- Improved transport outcomes for groups that don't have access to vehicle (e.g. elderly, mobility impaired, school children).
- New bus services are promoted to the community and information on bus services is readily available.
- Alternative travel options for key events in the district.
- High quality, clean buses.
- Advocate to Environment Waikato for wheelchair accessible buses on all passenger transport routes in the Waipa District.

Actions

1. Continue to provide supporting infrastructure for bus services at key stops. Key infrastructure includes;
 - bus stops/shelters
 - timetable information
 - storage
 - bike/mobility scooter lock-up facilities
 - security (e.g. improved lighting, possible CCTV)
 - taxi stands and mobility parking.
2. Investigate alternative funding arrangements (e.g. Private providers or development contributions to fund new infrastructure associated with bus routes and services).
3. Ensure service levels as outlined in the Regional Passenger Transport Plan are achieved for commuter bus services between Te Awamutu, Cambridge and Hamilton.
4. Plan new bus services in conjunction with future new growth areas around Te Awamutu and Cambridge.
5. Following the successful trial in Christchurch, support opportunities for bike racks on buses.
6. As growth occurs monitor and plan for Park and Ride opportunities at key locations (e.g. Te Awamutu and Cambridge) to support commuter services to and from Hamilton.
7. Support school bus services through the provision of safe pullover areas and other standard treatments in rural areas.
8. In conjunction with EW, ensure that information on existing and new bus services is readily accessible to the community through avenues such as Community Boards and Information Centres.
9. Promote bus services for major events to reduce traffic congestion in the district.
10. Continue involvement in the Waikato Region Rural Transport Forums and community led transport initiatives.
11. Advocate to ensure all bus transport providers continue to provide wheelchair accessible bus services in the Waipa District.





Area of Focus 7:

Walking and Cycling

OBJECTIVE: To encourage cycling and walking in Waipa District as safe and convenient modes of transport.

Freedom
Connected
Enjoyable
Accessible

Improving opportunities for people to walk and cycle in Waipa District involves both providing good infrastructure, improving the actual and perceived safety of walking and cycling and promoting these modes of travel to Waipa residents.

Current and Future Role

Waipa District's landscape and varied flat to rolling hill terrain on high quality rural local roads make it an attractive environment for recreational and sports cyclists. Waipa's main settlements of Cambridge, Leamington, Te Awamutu, Kihikihi and Pirongia are located on predominantly flat terrain, which is beneficial for commuter cyclists.

Waipa District Council has recently adopted a walking and cycling strategy which sets out a strategy for encouraging walking and cycling in the district and includes an implementation plan with a number of priority measures to put in place. The objectives of the strategy are;

- an environment that supports cycling
- more people cycling more often
- improved safety for cyclists.

There are opportunities to promote walking and cycling particularly for local trips in the key urban areas. To make this a reality involves collaboration across a number of areas, including land use planning (see Area of Focus 1), promotion to influence travel choices (see Area of Focus 5), as well as providing new and improved infrastructure (which is addressed in this section).

Infrastructure development and improvement should also take into account the need to ensure ease of access for those who are mobility impaired. This is a particular issue for Waipa, with an ageing population and the need to ensure adequate footpath widths, pram crossings and the lip of pram crossings is flush with the invert of the channel to improve accessibility for other forms of accessible transport (for example mobility scooters and wheelchairs).



Improving the connectivity of the footpath network through residential areas is one of the key objectives of the Waipa Walking and Cycling Strategy. The goal of the Council is to provide a footpath on one side of the Street in Urban Centres in the District. The following parameters have been identified in the Strategy to prioritise the construction and upgrade of residential footpaths, in the main urban areas in the Waipa District (Te Awamutu, Kihikihi, Cambridge, Pirongia and Ohaupo):

A	Roads within 250m of schools
B	Roads within 250m of parks or reserves
C	Roads within 500m of schools
D	Roads within 500m of parks or reserves
E	Other urban streets

In rural areas, small populations have less numbers of pedestrians and provision should be made for walking and cycling, as appropriate and consistent with Austroads guidelines.

For cycling, the Waipa Walking and Cycling strategy aims to develop and maintain appropriate facilities between key trip origins and destinations, whilst also improving the safety for sports and leisure cyclists by identifying rural road networks and promoting the development of off-road cycling opportunities within the District.

Outcomes

- Walking and cycling strategy is implemented as funding allows to work towards safe and accessible facilities for walking, cycling and disability access.
- A safe environment that supports cycling.
- Improved opportunities for pedestrians and cyclists to move safely and comfortably within and around town centres.
- A rural and recreational walkway and cycling network that is enjoyed by residents and tourists.
- Cycling and walking in Waipa District are safe and convenient modes of transport.

Actions

1. Implement the Waipa Cycling and Walking strategy. Specifically:
 - Te Awamutu, Kihikihi, Cambridge, Pirongia and Ohaupo priority zones for footpath improvements
 - Cambridge, Leamington, Te Awamutu, Kihikihi and Pirongia urban cycle routes
 - Groups of activities to Cambridge projects to include current SH1 / SH1B corridors.
2. Enhanced selected rural routes through cyclist warning signs and elimination of pinch points.
3. Extending the shared-use path between Leamington and Karapiro to link with Te Awa (The Great New Zealand River Ride) and the Waikato River Trail.
4. Cycling and pedestrian networks in new subdivisions.
5. Cycle parking facilities (towns, bus terminals).
6. Wherever practicable incorporate provisions for pedestrian improvements, disability access and cycling into any projects identified in the strategy.
7. Calm traffic on selected routes or in selected areas e.g. by establishing school zones to manage vehicle speeds.
8. Adopt comprehensive design standards (including a review of NZS4404) that ensure disability access is provided for in new areas and in upgrades of existing roads.
9. Work with Environment Waikato in the development of regional cycle route maps.
10. Continue involvement in Regional Walking and Cycling forums to coordinate, plan and implement regional walking and cycling initiatives.

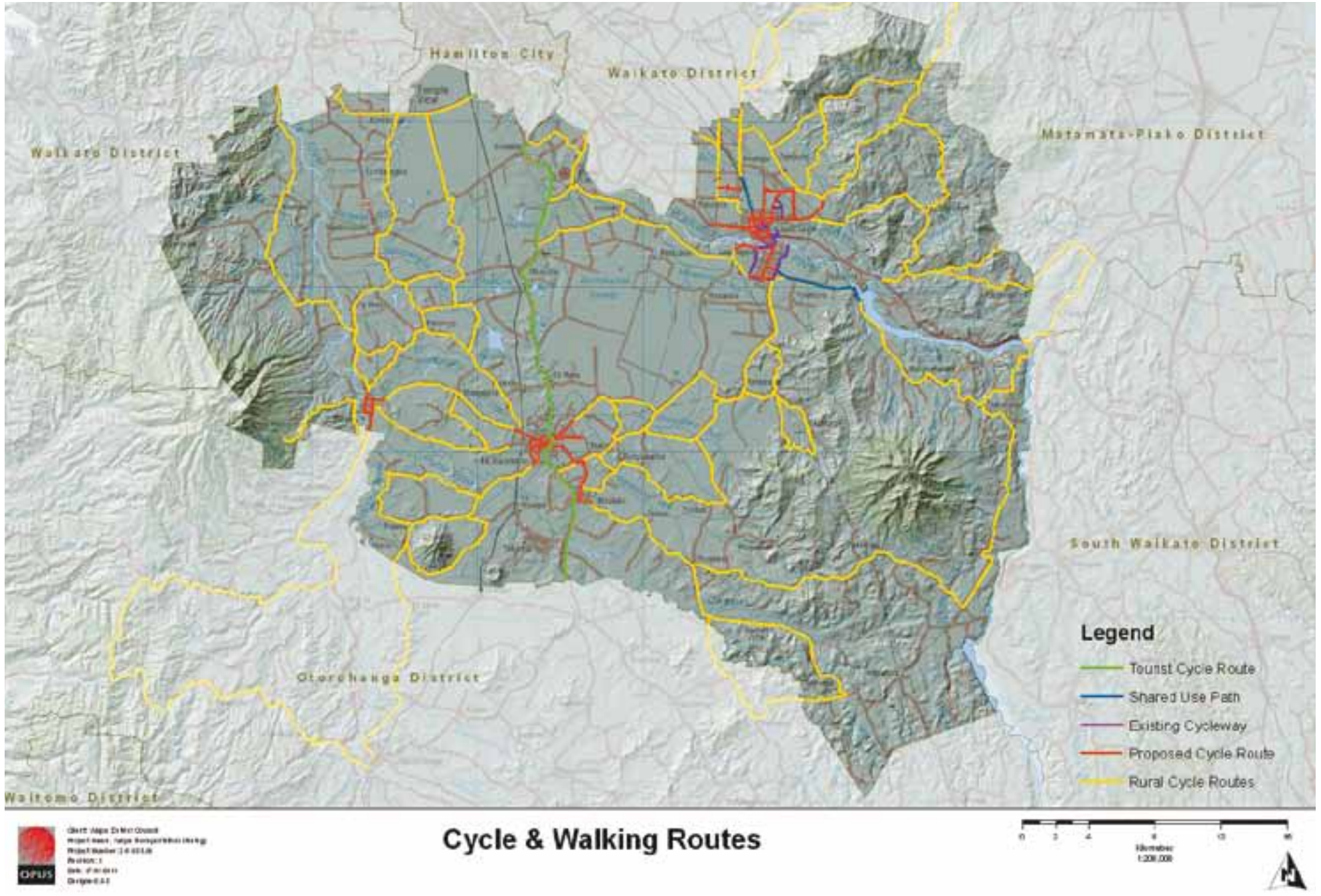


Figure 10: Waipa cycle and walking routes (Waipa Walking and Cycling Strategy)

Implementing the Strategy

The strategy will be implemented through the delivery of the identified actions. The actions identify a range of activities considered under a 'balanced approach' (consistent with the direction of the Waikato Regional Land Transport Programme) to transport planning that includes integrated land use planning, maximising the efficiency of the network, influencing travel choices through travel planning, promoting travel choices (passenger transport, walking and cycling) and infrastructure improvements.

For some of these activities the strategy identifies where more is required to scope key projects and activities (e.g. identification of roads for further investigation as growth occurs). Implementation of the strategy will take advantage of the opportunities presented through road renewal and maintenance activities as detailed in the Council's asset management plan. These may include identifying opportunities for bus stop infrastructure, road safety improvements and the development of the cycle network and footpaths. For any new development the Council will also work with developers to achieve the outcomes in this strategy.

Evaluating the Projects and Activities

A simplified method was used to evaluate each of the proposed projects and activities in the implementation plan against the criteria under the Government Policy Statement. The 10-year Plan (Long Term Council Community Plan or LTCCP) (2006-16) is Council's main planning document that outlines activities (consistent with the Council's community outcomes) over the next ten years, the funding required and mechanism for how they will be funded.

Under the NZTA Planning, Programming and Funding Manual all Waipa projects in the strategy must be evaluated for funding alignment with the Regional Land Transport Programme. This includes all capital projects

apart from local road maintenance, local road renewals, local road minor improvements and existing passenger transport services.

The implementation plan has been divided into the following timeframes to reflect the current and future LTCC planning horizons:

- 2009/10 - 2011/12
- 2012/13 - 2014/15
- 2015/16 +

Each of the projects have been evaluated on the following four criteria;

1. Council strategic fit – alignment with Waipa 2050 strategy & outcomes in this strategy
2. NZTA strategic fit – alignment with NZTA strategic investment direction from Government Policy Statement
3. effectiveness – measure of the contribution that the proposed solution makes to achieving the potential identified in the strategic fit assessment and purpose of the LTMA and NZTS objectives
4. economic efficiency – determined on a project-by-project basis.

Each of the projects (or activities) have been given a rating of H: high, M: medium and L: low in accordance with NZTA's assessment criteria. A separate assessment spreadsheet is available showing justification for each of the four criteria for each of the projects.

The planned projects and activities have been evaluated against the assessment criteria. Any new projects or activities have been identified in this strategy.

The implementation plan in Appendix C outlines the projects undertaken for each area of focus, timing and indicative costs.

The implementation plan also outlines the package and funding category for funding each of the projects under the NZTA Programme Planning and Funding Manual (PPFM).

Waipa Packages of Activities

NZTA encourages projects to be packaged into groups of activities based on opportunities to combine transportation projects e.g. where there is a road reveal there may be opportunities to widen for a cycle lane.

The identification of packages of projects are identified as the following;

- Cambridge (including the Cambridge Section of the Waikato Expressway)
- Te Awamutu Town Centre

The highest priority package in the Waipa district is the Cambridge Section of the Waikato Expressway due to its significance as a Road of National Significance (RoNS) and contribution towards the objectives in the Government Policy Statement (GPS).

The projects have also been grouped based on the following;

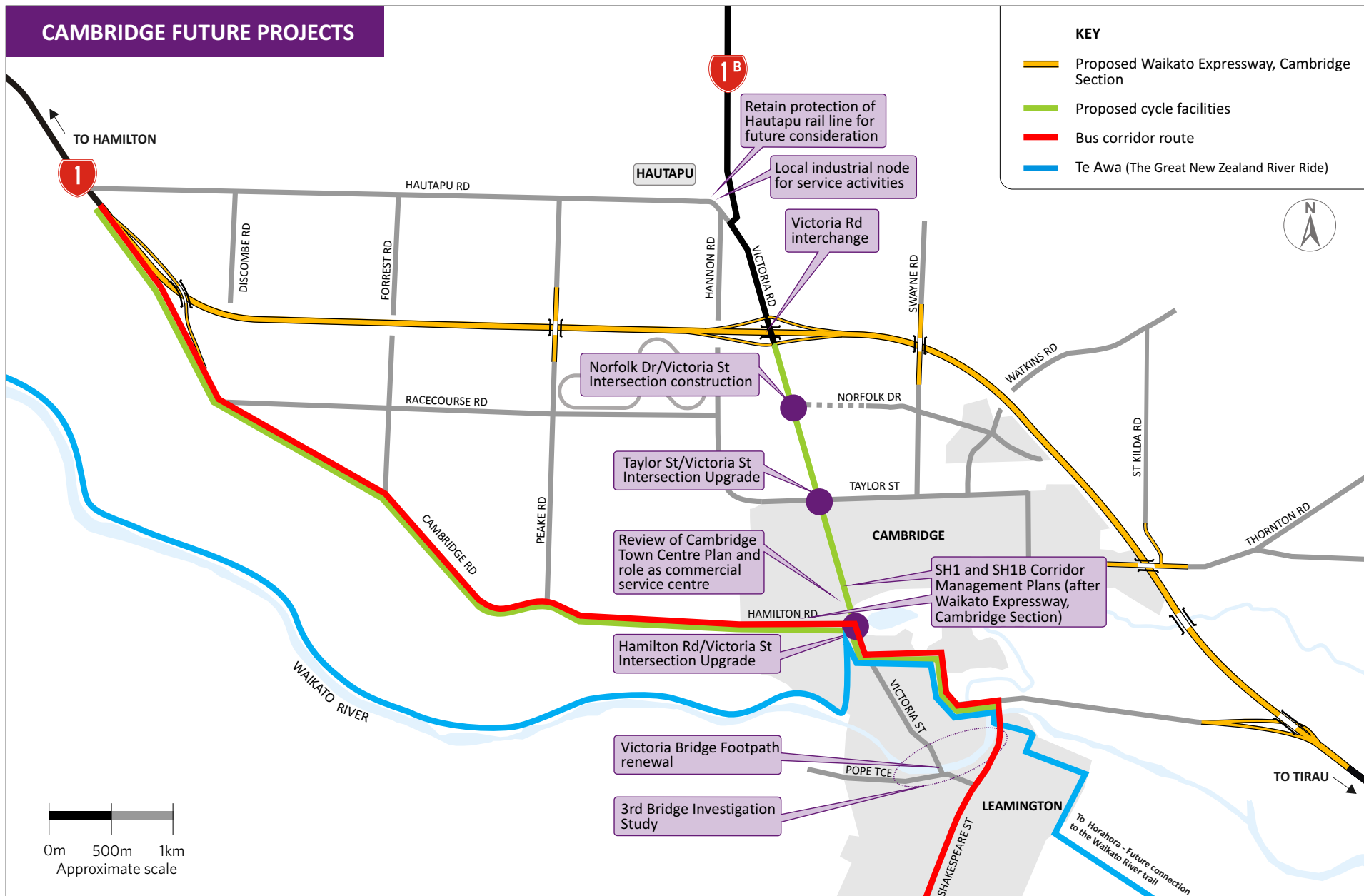
- achievement towards the strategic fit and
- opportunities based on other infrastructure or activity improvements (e.g. Cambridge Section).

The following packages and groups of projects have been identified. The projects have been identified with the issues they address (refer to Page 11 of this document for further information).

Packages and Groups	Projects	Issues to address
1. Cambridge (including Cambridge section of Waikato Expressway)	Retain protection of Hautapu line for future consideration	<ul style="list-style-type: none"> Improved coordination and land use planning
	Victoria Road Interchange Cambridge section of Waikato Expressway)	<ul style="list-style-type: none"> Conflicts between local and through traffic State Highway impacts Impacts of growth and development on local roads
	Cambridge Deferred Residential <ul style="list-style-type: none"> Norfolk Drive intersection upgrade & associated roads 	<ul style="list-style-type: none"> Conflicts between local and through traffic State Highway impacts Impacts of growth and development on local roads
	Review of Cambridge Town Centre Plan	<ul style="list-style-type: none"> High car dependence, dispersed urban growth and the high cost of oil Ageing population Impacts of growth and development on local roads State Highway impacts Road Safety
	Intersection upgrades investigations: <ul style="list-style-type: none"> Victoria St/Taylor St Victoria St/Hamilton Rd 	<ul style="list-style-type: none"> Conflicts between local and through traffic State Highway impacts Impacts of growth and development on local roads Road Safety
	Cambridge 3rd Bridge <ul style="list-style-type: none"> Stage 1: Cambridge 3rd bridge investigation, designation & land purchase. Stage 2: Construction 	<ul style="list-style-type: none"> Need for more river crossings in Cambridge
	Corridor Management Plans for Old State Highway 1 and State Highway 1B (pedestrian, cycling and bus priority)	<ul style="list-style-type: none"> Impacts of growth and development on local roads High car dependence, dispersed urban growth and the high cost of oil
	Cambridge Park and Ride Facilities	<ul style="list-style-type: none"> High car dependence, dispersed urban growth and the high cost of oil
	Cambridge Parking Management Plan (long-term)	<ul style="list-style-type: none"> High car dependence, dispersed urban growth and the high cost of oil
	New footpaths and urban cycle routes	<ul style="list-style-type: none"> High car dependence, dispersed urban growth and the high cost of oil
	Victoria Bridge footpath renewal	<ul style="list-style-type: none"> High car dependence, dispersed urban growth and the high cost of oil Ageing population
2. Te Awamutu	Racecourse Road investigation and associated improvements: <ul style="list-style-type: none"> Tawhaiao Street / Alexandra Street safety improvements Mutu Street roundabout design 	<ul style="list-style-type: none"> Conflicts between local and through traffic State Highway impacts Impacts of growth and development on local roads Road Safety
	Moxham Road extension to Te Rahu Road	<ul style="list-style-type: none"> Impacts of growth and development on local roads. Road Safety
	SH3 intersection upgrade (Benson and Bond Road Industrial)	<ul style="list-style-type: none"> Conflicts between local and through traffic Road Safety
	New footpaths and urban cycle routes	<ul style="list-style-type: none"> High car dependence, dispersed urban growth and the high cost of oil
	Te Awamutu Parking Management Plan (long-term)	<ul style="list-style-type: none"> High car dependence, dispersed urban growth and the high cost of oil



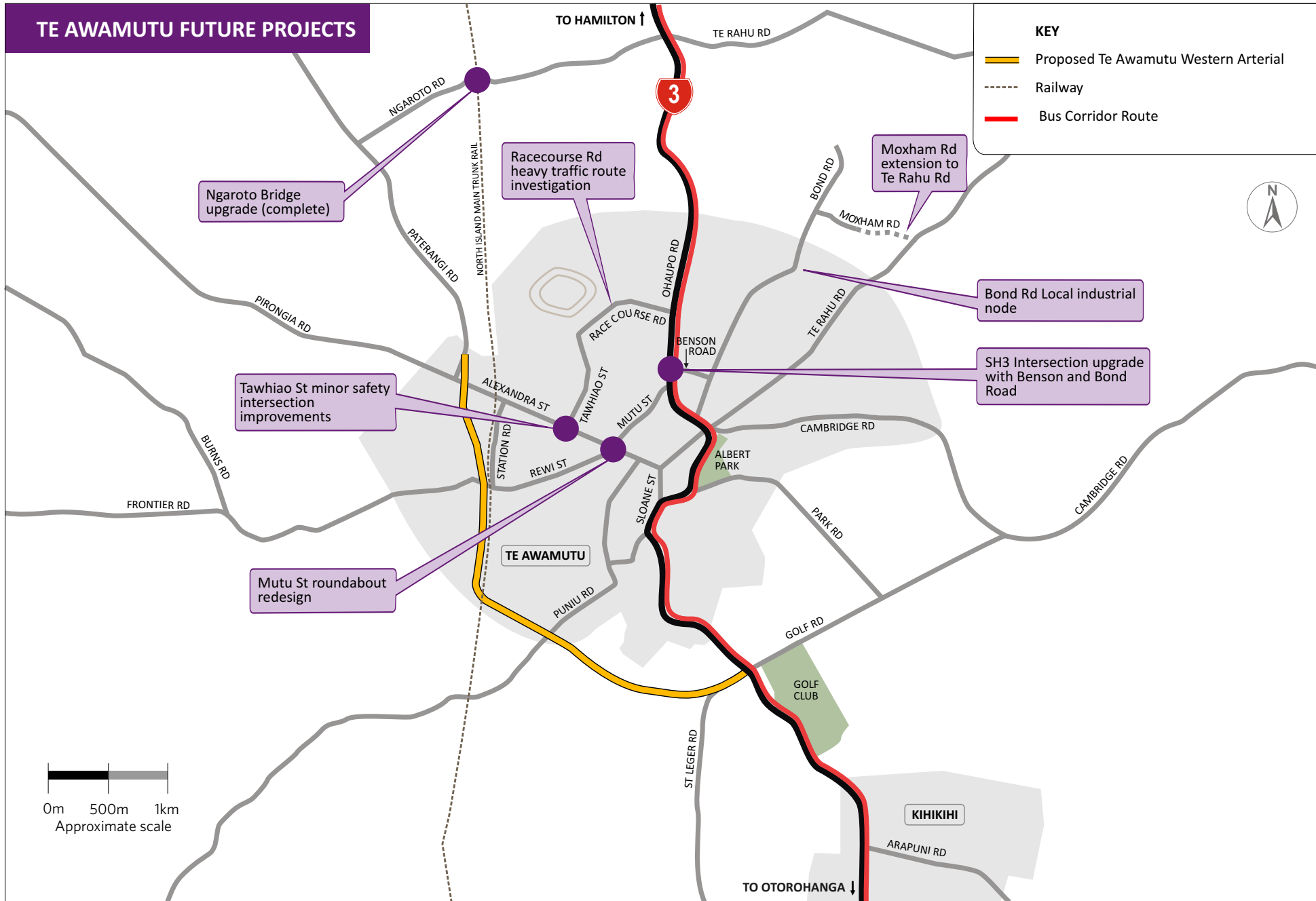
The packages and maps are shown in the following maps. The maps assist in showing the projects that will be coordinated to achieve the outcomes in the Integrated Transport Strategy.



CAMBRIDGE AND LEAMINGTON PROPOSED CYCLE ROUTES



TE AWAMUTU FUTURE PROJECTS

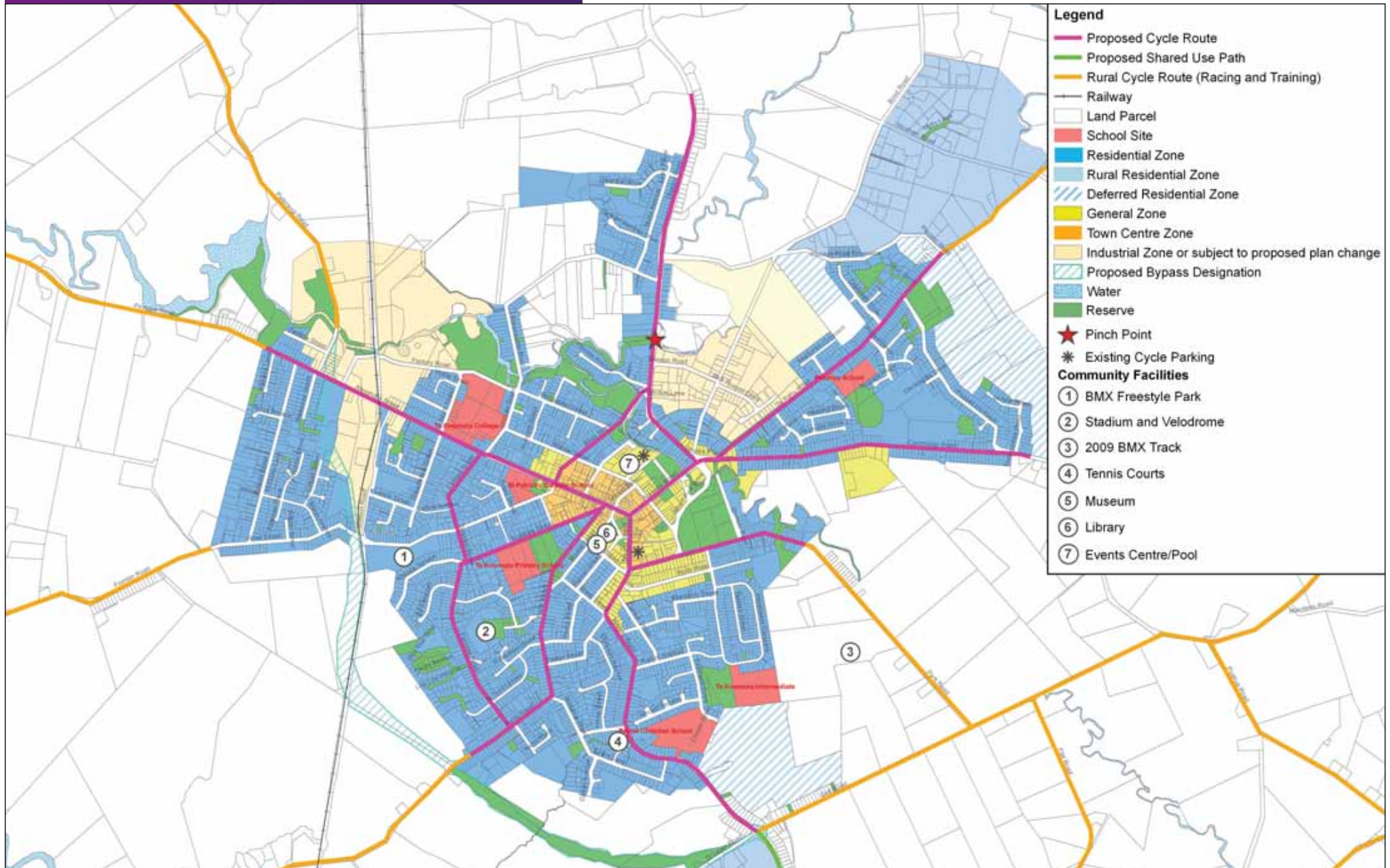


KEY

- Proposed Te Awamutu Western Arterial
- Railway
- Bus Corridor Route

0m 500m 1km
Approximate scale

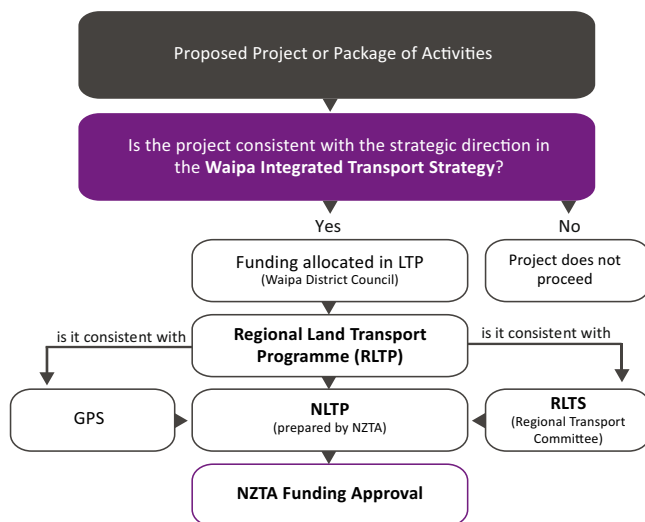
TE AWAMUTU PROPOSED CYCLE FACILITIES





Funding

NZTA has signalled an expectation for the sector to move to be more strategy-led, meaning that individual projects are demonstrated to link with higher level strategic objectives. This strategy will provide the strategic direction for all transport activities in the Waipa District. Figure 11 below demonstrates how this strategy will fit into the current planning and funding process.



The Government Policy Statement on Land Transport Funding (GPS) (May 2009) sets the government’s investment direction and priorities for the financial period 2009/10 to 2014/15, with indicative figures for 2015 – 2019.

The GPS is focussed on the government’s priority of national economic growth and productivity through generating better value for money from the government’s investment across all land transport activity classes and enhancing the economic efficiency of individual projects. This has implications for how transport funding has been allocated through the RLTP, specifically;

- increased improvements for new and improved State highways and Roads of National Significance (RONS)
- a reduction in funding available for walking and cycling, passenger transport and local road improvements (some of the increased funding for RONS is from reallocating funding for other transport activities).

Other than NZTA funding, district sources of transport funding are through rates, and other sources such as development contributions, and some cost recovery processes.

The Council has an annual budget of approximately \$8.5 million for road and transportation capital projects. Council’s 2006-2016 LTCCP makes no specific provision for spending on cycling facilities. It is expected that funding will

continue to be consistent with the funding allocation in the LTCCP. However the strategy has identified projects with no funding which require future funding (e.g. cycling projects). Any reprioritisation of projects will be undertaken as part of the Long Term Council Community Plan and Regional Land Transport Programme process.

15.2 Alternative Funding Sources

Development Contributions

Under the Local Government Act 2002 council is required to have a Development Contributions Policy in place. Council are able to require development contributions to assist with infrastructure required for new development.

Clause 6.6 in the Waipa development contributions policy specifies that 100 percent of roading and transport growth capital expenditure will be funded by development contributions.

Funding partnerships

There may be joint funding opportunities available between Council, Regional Council and health providers e.g. Funding of community van services.

Monitoring and Measuring Outcomes

Monitoring is critical for measuring that the strategy outcomes are achieved. It is envisaged that the strategy cover a period of 30 years. The strategy will be reviewed every 6 years consistent with the Waikato Regional Land Transport Strategy review. Future strategy reviews will also be timed to inform the LTCCP and RLTP preparation and RLTS progress reports required every 3 years.

It is envisaged that there will be annual reporting on the key indicators identified for the strategy, except where data is not collected annually, for example census data (only collected 5 yearly). Waipa District Council will be responsible for coordinating the monitoring of the strategy, using a range of data sources from other agencies.

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

1. Implementation of the strategy – ensuring that all actions in the implementation plan of the strategy are completed.
2. Measuring strategy outcomes: monitoring to ensure the strategy actions are achieving the intended outcomes.
3. Updating the strategy to take account of any significant variations or changes.

Indicator	Frequency and Source of Data	Integrated Land use	Road Safety	Network Management	Freight	Travel Choices	Passenger Transport	Walking and Cycling
Road Vehicle Kilometres Travelled (VKT) in urban areas per capita	VKT data from RAMM database (Annually)	✓				✓	✓	✓
Mode share of walking and cycling	Census data (5 yearly)	✓						✓
Journey to work data - within Waipa District - to Hamilton City	Census data (5 yearly)	✓				✓	✓	✓
Number of Fatal and Serious crashes in Waipa District per 10,000 VKT.	CAS data (NZTA) (Annually)		✓	✓				
A footpath on one side of the street.	RAMM Database	✓	✓			✓	✓	✓
Number of road related fatalities (by type) compared with the annual five year average (2004-2008)	CAS data (NZTA) (Annually)		✓	✓				
Community satisfaction with the maintenance and safety of roads	Community Satisfaction Surveys (annual) - reported on through 'State of the District Report'.		✓	✓				
Community satisfaction with footpaths	Community Satisfaction Surveys (annual) - reported on through 'State of the District Report'.					✓		✓
Community satisfaction with the provision of cycle ways	Community Satisfaction Surveys (annual) - reported on through 'State of the District Report'.					✓		✓
Passenger Transport patronage	EW statistics						✓	
Residents' rating of whether public transport is convenient	Community Satisfaction Surveys (annual) - reported on through 'State of the District Report'.						✓	

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Appendix A

Other Key Policies and Strategies

19.1.1 New Zealand Transport Strategy

Consistent with the Land Transport Management Act 2003 (LTMA), the NZ Transport Strategy (NZTS) sets a vision for transport in New Zealand to 2040, which is: 'People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system'. The following specific objectives are identified;

- Ensuring environmental sustainability
- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health.

19.1.2 Waikato Regional Land Transport Strategy (Strategy review)

The Waikato Regional Land Transport Strategy (RLTS) outlines how the Waikato Region will prioritise, manage and fund land transport throughout the region up until 2016. The strategy outlines key transport issues for the region and sets specific objectives, policies and methods for addressing these.

The RLTS examined four strategic options to achieve the objectives for land transport in the Waikato:

- High roading option
- Strategic corridors option
- High travel demand management and alternatives to roading option
- Environment, energy, health and safety option

The preferred scenario was a composite of all four options, recognising that one option does not fit all the varying transport needs in the Waikato region.

The Waikato RLTS is currently under review. The 2009 discussion document for this review identifies six proposed outcome areas and the Regional Transport Committee endorsed in principle the high level priority challenges to take forward to the next stage of the RLTS review. These are:

- Managing the high growth in inter-regional freight movements.
- Population and employment growth in the Future Proof sub-region.
- Optimising the opportunities presented by the Waikato Expressway.
- Addressing poor road safety record.
- Improving access to services for rural communities.
- Improving accessible journeys in urban areas.
- Energy efficiency and security of supply.
- Continuing to improve land use and transport integration.
- Funding security over the life of the strategy.

19.1.3 Future Proof Sub Regional Growth Strategy

Future Proof is a growth strategy for the Hamilton, Waipa and Waikato sub-region. It has been developed jointly by Hamilton, Waipa and Waikato Councils, and Environment Waikato. Tangata Whenua are a partner in the project, and input has also come from the NZ Transport Agency and a number of other groups and organisations.

The strategy partners (including Waipa District Council) have signed a Memorandum of Agreement: Future Proof Implementation to "establish the principles and approach to implementation, monitoring and review between the parties in order to facilitate cooperation, collaboration and coordination of growth management responsibilities in the Future Proof sub-region" (Future Proof Partners, 2009, 171). A key action in the Future Proof Strategy is the set up of Transportation Group which will provide ongoing input into Future Proof implementation, and in particular, the integration of transport and land use.

Three possible settlement patterns were looked at in the Future Proof development and consultation process. The preferred option is a combination of compact settlement in the medium term and more concentrated settlement in the long term. The strategy has been prepared to support this option.

Future Proof provides an overall framework, however much of the strategy will be implemented through a range of other plans and strategies (such as district growth strategies, district plans, LTCCPs, regional plans and transport strategies).

This strategy will be guided by Future Proof direction and decisions, and identify any relevant Future Proof implementation actions.

19.1.4 Waikato Expressway Network Plan

The key purpose of this Network Plan is to support ongoing integrated planning and decision making for the Waikato Expressway RoNS. This includes integration of the Expressway with the local transport network, and associated sub regional network activities and infrastructure within the wider Waikato network and region.

The Network Plan is a NZ Transport Agency document with Waipa District Council one of the key stakeholders in the integration of activities that impact on the district's transport network.

Specific growth nodes directly relevant to the Network Plan include: Hautapu (industrial) &/or C8 Industrial, Cambridge North Residential, C1 Mixed use (Racecourse area), C2/C3 residential (to N and S of Cambridge Road) and Airport (including Titanium Park) / Mystery Creek.

Other areas of relevance to the Network Plan include the future form and function of SH21 and SH1 and the future role of rail and the role of the Hautapu Growth node.

19.1.5 Waipa 2050 Growth Strategy

Waipa 2050 is a strategy to guide growth in Waipa district for the next 40 years. It sets out a vision for Waipa in 2050 and how this will be achieved. Waipa 2050 supports the direction in Future Proof, but is specifically Waipa-oriented. The vision is 'uniting the people of Waipa for progress while sustaining the environment', and detailed 'visions' were developed for Waipa in 2050 in the areas of urban living, rural living, working, travelling, hard and soft infrastructure provision, rural land management, biodiversity and soil protection. The strategy focuses on how to accommodate anticipated growth in an integrated and sustainable manner.

The strategy process involved the evaluation of three growth scenarios. The outcome was a combination of elements from each of the three scenarios, but with a focus on the settlement pattern in Scenario 2 (compact urban areas and careful management of rural land resources), and the sustainable elements which are identified in Scenario 3.

Key to this is the concentration of most population growth in urban areas, and tighter control on rural subdivision (consistent with the Future Proof strategy approach). Based on the Waipa 2050 strategy, it is anticipated that by 2050, the urban/rural population split will be between 80:20 and 90:10.

19.1.6 Other Strategies

In addition to the key policies and strategies identified in this section, there are a number of other policies and strategies that are important for this strategy.

National Level

- NZ Road Safety Strategy 2020 – Safer Journeys

Regional Level

- Regional Policy Statement (under Review)
- Regional Passenger Transport Network Plan (under Review)
- Regional Walking and Cycling Strategy

Sub-Regional Level

- Southern Links
- Southern Sector Study
- Te Awamutu Western Arterial

District Level

- Waipa District Plan (Review)
- Long Term Council Community Plan (LTCCP)
- Waipa Walking and Cycling Strategy
- Town Centre Concept Plans
- Environment Strategy

Appendix B

District Plan Measures

The District Plan review needs to consider the following transport issues -

- How impacts on the transport network are assessed and when an Integrated Transport Assessment is necessary.
- How accelerated deterioration of the transport network is assessed for un-planned developments or activities (eg logging activities, quarrying operations, infrastructure developments).
- How settlement patterns will be controlled to ensure support for the objectives of the Integrated Transport Assessment, Structure Plans, Waipa 2050 and Waipa Integrated Transport Strategy, RLTS and RPS.
- How stormwater collection and management will be implemented to reduce adverse impacts on the transport network.
- How areas of existing development will be appropriately connected to areas of new development for transport connectivity and accessibility.
- How on site manoeuvring will be managed to protect pedestrian and cycling facilities near schools, public halls, places of assembly or public reserve.
- How vehicle access to sites will be managed on strategic roads (ie minor or major arterials) so that the efficiency of traffic movement along the route is maintained.
- How alternative modes (ie walking, cycling or passenger transport options) are encouraged in areas of new development or growth (E.g. cycle parking at key destinations).
- Identification of the road hierarchy within the District (reflecting land use, road function and consistency with RLTS Strategic Corridors).
- Parking requirements are appropriately balanced to ensure road side parking is not oversubscribed and therefore does not adversely affect the efficiency of the transport network, but that this does not discourage use of alternative modes e.g. Removal of minimum parking requirements in key urban centres allowing developers to choose how many car parks to provide subject to negotiation.
- Implementation of design outcomes – high quality places and good design outcomes.
- Inclusion of new growth areas, and the use of structure plans that provide for an appropriate range of transport options.
- Protection of rail corridors and the provision of future Park and Ride facilities.
- Appropriate levels of protection/access for key corridors (linked to roading hierarchy).
- Policies that facilitate mixed land use development where appropriate.
- Rules that ensure transport and land use activities are consistent with Urban Design, CPTED principles and District Code of Practice for Urban Land Development.
- Review of development guidelines/development manual to include provision for transport infrastructure in new areas (including walking, cycling and passenger transport).

Appendix C

Implementation Plan

Name	Description	Package (G1.2, PPFM)	Phase Name (G1.2, PPFM)	Ranking	Timing	Funding Categories	Total Costs	NZTA FAR Rate	Lead Agency
Integrated Land Use Planning									
Cambridge Town Centre Plan Review	Town Centre Plan review in line with the Cambridge Section of the Waikato Expressway, 'gateway' to Waipa District, and optimization of opportunities as a service town.	Cambridge	Plan Development	HH	2009/10 - 2011/12	NCF	\$50,000	75%	WDC
Corridor Management Plans for Old State Highway 1 and State Highway 1B	Investigation study to identify future function and form of SH1/SH1B, post expressway. Identification for increased active modes of SH1 and urban section of SH1B.	Cambridge	Plan Development	HH	2009/10 - 2011/12	NCF	\$50,000	75%	WDC
Waipa District Plan Review	District Plan review occurs every 10 years. In addition a number of key policy changes have taken place such as: <ul style="list-style-type: none"> The Waipa 2050 District Growth Strategy Town Plans for Cambridge, Te Awamutu, Kihikihī, Ohaupo and Pirongia Waipa District Council's Environment Strategy Waipa Integrated Transport Strategy 		Plan Development	HH	2009/10 - 2011/12	LTCCP	0	0%	WDC
Kihikihī CBD Streetscape improvements	Streetscape improvements to promote economic development, road safety, and walking and cycling.		Plan Development	HM	2015+	NCF	\$40,000	0%	WDC (improvements completed in conjunction with future road improvements)
Southern Links	Investigation of linkages with Southern Links project.		Plan Development		2015/16+	NCF			NZTA in conjunction with other partners
Road Safety									
Crash Reduction Study	Implementing engineering improvements to address high crash risk areas.		Strategy Development	HH_	2009/10 - 2011/12	RLTP	\$100,000	75%	WDC
Local Roads Minor Improvements	Minor safety improvements.		Design & Construction	HHH_	2009/10 - 2011/12	RLTP	\$3,494,000	58%	WDC
Waipa District Council Community Programmes	Road Safety education and school travel Plan Programmes.		Group Allocation	HHH_	2010/11 - 2011/12	RLTP	\$266,000 (*annually)	58%	WDC
Network Management									
Ohaupo Village Streetscape	Improvements completed in conjunction with State Highway improvements		December	__	2012/13 - 2014/15	NCF			WDC & NZTA
Racecourse Road investigation & associated Improvements: <ul style="list-style-type: none"> Tawhaiāo St-Alexandra Street safety improvements Upgrading Mutu Street/Alexandra Street 	Review of the proposed Racecourse Road scheme as a preferred heavy traffic route alternative to Alexandra Street and associated road improvements.	Te Awamutu	Investigation	MML	2012/13 - 2014/15	Next LTCCP	\$100,000	75%	WDC
Moxham Road extension	Extension of Moxham Road to Te Rahu Road (currently a section is paper road).	Te Awamutu	Design & Construction	MLL_	2012/13 - 2014/15	Next LTCCP	\$300,000	0%	WDC
SH3 Upgrade (Benson and Bond Road Industrial)	SH3 intersection upgrade with Benson and Bond Road.	Te Awamutu	Investigation	HML_	2012/13 - 2014/15	NCF		0%	WDC

Name	Description	Package (G1.2, PPFM)	Phase Name (G1.2, PPFM)	Ranking	Timing	Funding Categories	Total Costs	NZTA FAR Rate	Lead Agency
Network Management <i>(Continued)</i>									
Cambridge – 3rd Bridge Stage 1: Investigation, designation & land purchase	Investigation study to determine future bridge requirements in Cambridge.	Cambridge	Investigation	MLM_	2012/13 - 2014/15	Next LTCCP	\$500,000	75%	WDC
Cambridge – 3rd Bridge Stage 2: Construction	Construction of bridge requirements in Cambridge.	Cambridge	Construction	MML_	2015/16 +	NCF		48%	WDC
Cambridge Road intersection upgrades: • Victoria St/Taylor St • Victoria St/Hamilton Rd	Road upgrades consistent with Cambridge Section of the Waikato Expressway and future growth.	Cambridge	Investigation	HHH_	2012/13 - 2014/15	Next LTCCP	\$150,000	48%	WDC
Cambridge Deferred Residential • Norfolk Drive intersection upgrade & associated roads	Infrastructure development for Cambridge North subdivision.	Cambridge	Plan Development	HM	2012/13 - 2014/15	LTCCP	\$4,700,000	75%	WDC
Road Rehabilitations	Road rehabilitations to assist with ongoing maintenance of the road network.		Construction	MMM	2010/11	LTCCP	\$3,600,100 (*annually)	48%	WDC
Road Reseals	Resealing sections of roads to extend the life of the road network.		Construction	MMM	2010/11	LTCCP	\$2,654,900 (*annually)	48%	WDC
Street Light Renewals	Upgrade streetlights to achieve 100% of LOS as measured by NZS 1158		Construction	MML	2012/13 - 2014/15	Next LTCCP	Stage 1: \$1,808,000 Stage 2: \$345,000	48%	WDC
New Street lighting in Te Awamutu/Kihikihi	Street lighting improvements		Construction	MML	2012/13 - 2014/15	Next LTCCP	\$280,000	48%	WDC
Street Lighting Provision			Implementation	MML	2010/11 - 2011/12	LTCCP	\$48,000	48%	WDC
Transportation Activity Management Plan (update)			Plan Development	HH	2011/12	RLTP	\$150,000	58%	WDC
Cambridge Bypass (2L) (SH1N)	Design of Cambridge Section of the Waikato Expressway	Cambridge	Design	HHH_	2012/13 - 2014/15		\$4,487,600		NZTA
Cambridge Bypass (2L) (SH1N)	Property purchases for the the Cambridge Section of the Waikato Expressway	Cambridge	Property	HHH_	2012/13 - 2014/15		\$37,897,501		NZTA
Cambridge Bypass (2L) (SH1N)	Construction of the Cambridge Section of the Waikato Expressway	Cambridge	Construction	HHH_	2012/13 - 2014/15		\$180,000,000		NZTA
Tamahere to Cambridge 4L	Design for the Tamahere to Cambridge four laning	Cambridge	Design		2009/10 - 2011/12		\$3,200,000		NZTA
Tamahere to Cambridge 4L	Property purchase for the Tamahere to Cambridge four laning	Cambridge	Property		2009/10 - 2011/12		\$6,558,016		NZTA
Tamahere to Cambridge 4L	Construction of the Tamahere to Cambridge four laning	Cambridge	Construction		2009/10 - 2011/12		\$77,612,000		NZTA
Cambridge Section of Waikato Expressway	Victoria Road Interchange	Cambridge	Construction	HMM_	2009/10 - 2011/12	RLTP	\$6,200,000	48%	NZTA & WDC (contribution)
Major drainage renewals			Design & Construction	HML	2010/11 - 2011/12	LTCCP	\$214,000 (*annually)	48%	WDC
Carpark renewals			Construction	MML	2010/11 - 2014/15	LTCCP	\$49,000 (2010/11) \$51,000 (2012/13) \$53,000 (2014/15)	0%	WDC

Name	Description	Package (G1.2, PPFM)	Phase Name (G1.2, PPFM)	Ranking	Timing	Funding Categories	Total Costs	NZTA FAR Rate	Lead Agency
Network Management (Continued)									
Associated Improvements			Construction	MMM	2009/10	LTCCP	\$515,000 (*annually)	48%	WDC
Seal Extension			Construction	MML	2010/11 - ongoing	LTCCP	\$250,000 (*annually)	0%	WDC
Freight Transport									
Strategic Freight Routes Study	A study to identify preferred routes for HCV's under the Vehicle Dimension and Mass Amendment Land Transport Rule.		Strategy Development	HH_	2010/11 - 2011/12	LTCCP	\$50,000	100%	WDC
Stock Effluent Disposal	Regionally agreed contribution to stock effluent disposal facilities in accordance with Stock Truck Effluent Strategy (Draft) for Waikato Region.	Regional wide	Design & Construction	HML	2010/11		\$10,000 (*annually)	100%	Environment Waikato
Influencing Travel Choices									
Parking Management Plans	Parking management plans for Cambridge & Te Awamutu (long-term)	Cambridge & Te Awamutu	Plan Development	MML	2015/16 +	NCF	\$60,000	75%	WDC
Passenger Transport									
Cambridge Park & Ride Facilities	New Cambridge Park & Ride facilities.	Cambridge	Investigation	HML	2015/16 +	NCF		100%	WDC with support from EW
Promotion of passenger transport services	Promotion of new contracted bus services.		Education	HML	2010/11	NCF	\$10,000 (2010/11) \$5,000 (2011/12+)	100%	EW
Provision of passenger transport infrastructure (stops, signs, shelters)	New & upgrade of bus infrastructure		Construction	HML	2012/13 - 2014/15	NCF	\$20,000 (*annually)	100%	WDC
Walking & Cycling									
New footpaths, K & C and crossing improvements in: • Cambridge • Te Awamutu • Kihikihiki • Pirongia • Ohaupo	Provide footpaths on at least 1 side of every residential street plus crossing improvements.		Construction	MMM	2012/13 - 2014/15	NCF	\$1,440,000	58%	WDC
Urban cycle routes in: • Cambridge • Leamington • Te Awamutu • Kihikihiki • Pirongia	As per Waipa Walking & Cycling Strategy		Design & Construction	HML	2012/13 - 2014/15	NCF	\$50,000 (*annually)	58%	WDC
Rural Cycle Routes	Signage & elimination of pinch points		Investigation	HMM	2012/13 - 2014/15	NCF	\$30,000 (*annually)	58%	WDC
Victoria Bridge Footpath Renewal	Subject to detailed design upgrade footpaths to improve pedestrian, cyclist and mobility access.	Cambridge	Design & Construction	MMM	2012/13	LTCCP	\$1,000,000	0%	WDC
TOTAL COSTS (* Note: only Year 1 project costs included)							\$335,935,783		

KEY LTCCP = Long Term Council Community Plan RLTP = Regional Land Transport Programme NCF= Not Currently Funded

Appendix D

Other related Groups and Packages

The Waikato Expressway Network Plan (Draft November 2010) identifies a number of the groups/packages of activities consistent with the Waipa Integrated Transport Strategy.

The groups of activities are indicative in nature and require further work to develop the scope of each of these projects. They include the following packages:

- Group 01 – SH39 Corridor
- Group 06 – Cambridge Area
- Group 10 – Minor Road Improvements
- Group 12 – Expressway Connectivity
- Group 13 – SH1 (South of Cambridge) and SH29
- Group 15 – SH21 and Airport Area
- Group 16 – State highway Revocation – Waipa DC

Addressing the above points is considered beyond the scope of the Network Plan, however these will be progressed on a group-by-group basis with the stakeholders. With Waipa Integrated Transport Strategy the relevant projects have been identified in the implementation plan of this strategy. Where eligible funding sources have been identified with the relevant LTCCP and/or NLTP.

