

Submission by

Hamilton City Council

ARATAKI – WAKA KOTAHI NZ TRANSPORT AGENCY'S 2021-2031 10-YEAR VIEW OF THE LAND TRANSPORT SYSTEM

17 February 2020

1.0 KEY SUBMISSION POINTS

- 1.1 Hamilton City Council (HCC) notes this is an initial engagement document and looks forward to the update in April 2020, prior to the final version being published in August 2020.
- 1.2 HCC supports Arataki's six Key Drivers, noting the significant population growth in the Auckland-Hamilton-Tauranga 'golden triangle', highlighted by the Hamilton to Auckland Corridor Project involving multiple stakeholders.
- 1.3 We also note and support the observation over the increasing influence of climate change on transport decisions.
- 1.4 HCC would like to see recognition that alternative funding tools will be required to meet all of the various land transport needs.
- 1.5 HCC supports Arataki's five Step Changes and Hamilton being identified as a major urban centre. We welcome the opportunity to have the Transport Agency as a partner in growth planning.
- 1.6 HCC supports the Levers and Interventions the Transport Agency can use - in particular the Intervention Hierarchy which has been a feature of Access Hamilton from the outset when first adopted in 2010
- 1.7 HCC supports the National Summary and looks forward to partnering with the Transport Agency and others on some of the activities proposed at a national level, including the Good Practice Guide, Roads and Street Framework, Innovative Streets and a Mode Shift Plan for Hamilton.
- 1.8 Overall, HCC supports the Upper North Island Summary and the recognition given to the Hamilton to Auckland Corridor Plan, but notes that the emerging Hamilton-Waikato Metro Spatial Plan identifies significant growth challenges on all north, east, south and west boundaries of Hamilton i.e. it is not all about North Hamilton to Auckland - there are significant growth pressures in Waikato and Waipa District Councils around the City Boundary.
- 1.9 The Upper North Island Summary needs to better reflect the importance of the connection between Taranaki and the Waikato through SH3 and the Southern Links project. The large employment and industrial activities on the West of Hamilton would be significantly enhanced by these transport connections. The Hamilton to New Plymouth linkages should be added to the table of Strategic Areas of Focus and the Southern Links transport network project be highlighted as a key enabler.

- 1.10 Overall, HCC supports the Waikato Summary and appreciates the support provided by the Government and the Transport Agency for the Hamilton to Auckland Corridor work.
- 1.11 HCC requests that the Significantly Reduce Harm and Tackling Climate Change areas of focus be upgraded from medium to high and that the Expressway completion to Piarere, Southern Links and Ruakura Spine Roads and Hamilton City Metro Improvements are added under Focus of Effort for 2018-21.
- 1.12 HCC requests that commentary on ensuring that urban development in Hamilton remains on the western side of the Waikato Expressway in order to maintain efficient inter-regional connections is removed.

2.0 INTRODUCTION

- 2.1 HCC welcomes the opportunity to provide early feedback on **Arataki** – Waka Kotahi NZ Transport Agency’s 2021-2031 10-year view of what is needed to deliver on the Government’s current priorities and long-term objectives for the land transport system.
- 2.2 On 30 June 2017 HCC made a submission to the Transport Agency’s ‘Draft Long-Term Strategic View’ - refer **Appendix 1**.
- 2.3 HCC’s 30 June 2017 submission:
 - Acknowledged the Transport Agency’s focus at that time on those parts of the country that reflected current government priorities of facilitating economic growth and productivity, enabling urban development and supporting regional economic development.
 - Requested more emphasis be placed on the role of rail to better align with the Waikato Regional Land Transport Plan, and in particular to expand the focus on rail freight to include passenger transport.
 - Requested (in regard to inter-regional journeys), to put a stronger focus on Southern Links and the State Highway 3 connection to Taranaki.
 - Requested recognition of the Access Hamilton programme of works to provide a balanced transport system for Hamilton that is safer and provides reliable access to new growth areas.
 - Maintains access for existing activities to support economic development, and which promote mode shift and enables multi-modal transport choice.

3.0 SPECIFIC COMMENTS - INTRODUCTION

- 3.1 HCC notes that **Arataki** is made up of place-based summaries (one national, three pan-regional and 14 regional) that tell a land transport system story. These are framed by **five step changes** where a need for change is seen in order to deliver the long-term outcomes for the land transport system. The step-changes are in response to **six key drivers** which are trends that influence the choices we make today and in the future. All of these inform what the Transport Agency needs to do across **six levers**, either directly or in partnership with others, to deliver the governments objectives for the land transport system.
- 3.2 We also note that this is an initial engagement document and that it will be updated following the results of this sector engagement and agreed responses. We look forward to the update in April 2020 prior to the final version being published in August 2020.

4.0 ARATAKI’S SIX KEY DRIVERS

- 4.1 The six Key Drivers of **Arataki** are external factors that will influence New Zealand and the land transport system over the next 10 years. They are:
 - Demographic Change.
 - Climate Change.
 - Technology.

- Customer Desire.
 - Changing Economic Structure.
 - Funding and Financing Challenges.
- 4.2 HCC supports the six Key Drivers, noting the significant population growth in the Auckland-Hamilton-Tauranga ‘golden triangle’ area which has been highlighted by the significant and ground-breaking Hamilton to Auckland Corridor Project that involves multiple stakeholders.
- 4.3 HCC also notes and supports the observation over the increasing influence of climate change on transport decisions.
- 4.4 HCC notes that under the Funding and Financing Driver, the notion of prioritising investment is promoted but not the notion of finding new and innovative funding and financing tools. This is viewed as a gap in the thinking and opportunities such as congestion pricing and tolling, for example, should be given consideration moving forward.
- 4.5 HCC would like to see recognition that alternative funding tools will be required to meet all of the various land transport needs.

5.0 ARATAKI’S FIVE STEP CHANGES

- 5.1 The five Step-Changes of *Arataki* are:
- Improve urban form.
 - Transform urban mobility.
 - Significantly reduce harms.
 - Tackle climate change.
 - Support regional development.
- 5.2 HCC supports the Step Changes required.
- 5.3 HCC supports Hamilton being identified as a major urban centre and welcomes the opportunity to have the Transport Agency as a partner in growth planning.
- 5.4 HCC notes the omission of reducing environmental harm (outside of controlling air emissions).
[The obligations imposed by the Waikato River Settlement to enhance the environment is significant for transport agencies and needs to be addressed as a step-change in the way it has been carried out in the past.]
- 5.5 HCC support the use of a subset of investment performance measures for the NLTP to measure how various activities impact step changes but notes:
- We would like to see more emphasis in the ‘Significantly Reducing Harms’ step change action and inclusion of measures relating to the physical health benefits and emissions (as proposed in the Benefits Framework Technical Paper included in the IDMF review documentation).
 - The Temporal Availability of Road measure needs to be reflective of the movement and place function of the road and not specifically whether it is urban or rural. It is assumed that this measure would relate to unplanned closures e.g. crash or weather related.

6.0 SIX LEVERS THE TRANSPORT AGENCY CAN USE IN PARTNERSHIP WITH OTHERS

- 6.1 The six Levers that the Transport Agency can use in partnership with others are:
- Policy and Regulatory Settings.
 - Spatial and Place-Based planning.
 - Network Design, Management and Optimisation.
 - Investment in Infrastructure and Services.
 - Economic Tools (pricing and incentives).
 - Education, Engagement and Awareness.

6.2 HCC supports the Levers and Interventions, and in particular the Intervention Hierarchy which has been a feature of Access Hamilton from the outset when first adopted in 2010.

7.0 ARATAKI'S NATIONAL SUMMARY

7.1 HCC supports the National Summary and looks forward to partnering with the Transport Agency and others on some of the activities proposed at a national level, including the Good Practice Guide, Roads and Street Framework, Innovative Streets and a Mode Shift Plan for Hamilton.

7.2 HCC would like to reinforce that the principle responsibility for land use planning lies with local government and that while integrated planning of the land transport system is critical, local government has other priorities and other matters that it needs to consider.

7.3 HCC supports evolving the One Network Road Classification to a One Network Framework and looks forward to working together to build on the work we have completed in Hamilton in the creation of a Network Operating Framework with the Transport Agency and Waikato Regional Council.

7.4 HCC notes the lack of focus on environmental management and would like to see this recognised as a step change.

7.5 HCC notes that under "Tackle Climate Change" – "Mitigation" it is stated that the Transport Agency's initial focus to transform urban mobility will be in Auckland, Wellington and Christchurch. HCC would like Hamilton added as a focus area, given that Arataki (under Waikato Summary) identifies the Waikato as having the second highest carbon emission profile in the country and recent NIWA reports identify Hamilton's transport infrastructure as significant contributors.

7.6 HCC supports the Transport Agency's observation that there is a need to also maintain appropriate levels of service across the land transport system.

8.0 UPPER NORTH ISLAND

8.1 HCC supports the Upper North Island Summary and the recognition given to the Hamilton to Auckland Corridor Plan.

8.2 HCC notes that the emerging Hamilton-Waikato Metro Spatial Plan, which is a significant project under the Corridor plan, identifies significant growth challenges on all north, east, south and west boundaries of Hamilton and it is not all about North Hamilton to Auckland. There are significant growth pressures in Waikato and Waipa District Councils around the City Boundary.

8.3 HCC requests that the Upper North Island Summary better reflects the importance of the connection between Taranaki and the Waikato through SH3 and the Southern Links project. The large employment/industrial activities on the West of Hamilton would be significantly enhanced by these transport connections. The Hamilton to New Plymouth linkages should be added to the table of Strategic Areas of Focus and the Southern Links transport network project be highlighted as a key enabler.

8.4 HCC requests that the Waikato Airport be included in the Upper North Island Strategic Connections diagram, noting that the significance of the Waikato Airport is being recognised in the Corridor Plan work.

8.5 The connection between Auckland and Tauranga via SH2 should be recognised as "Nationally Significant" for tourism only – not tourism and freight (as shown in the plan), in order to be consistent with current strategies for this area including the ONRC, and comments included elsewhere in the documents. The main freight corridor for both road and rail is SH1 from Auckland to Hamilton and then SH29 from Hamilton (Piarere) to Tauranga.

9.0 WAIKATO SUMMARY

9.1 HCC supports the Waikato Summary.

9.2 HCC appreciates the support provided by the Government and the Transport Agency for the Hamilton

to Auckland Corridor work.

- 9.3 HCC requests that commentary on ensuring that urban development in Hamilton remains on the western side of the Waikato Expressway in order to maintain efficient inter-regional connections is removed.

[This matter is being examined further in the Hamilton to Auckland Corridor project and in particular as part of the Hamilton-Waikato Metro Spatial Plan. The Transport Agency should not pre-judge the outcome of this work, particularly as the Transport agency is a key partner in the development of the Hamilton-Waikato Metro Spatial Plan. HCC recognises the importance of maintaining the efficiency of the Expressway but does not believe that this would preclude development east of the Expressway. The role of the Expressway is also to enable development and the expansion of the Ruakura precinct, including east of the expressway, is a key element in realising iwi economic development aspirations.]

- 9.4 HCC requests that more emphasis is put on the very poor safety record in the Waikato. For example, no areas for 'Significantly Reducing Harm' are shown on the front-page diagram and the rating given is 'Medium'. This doesn't reflect the commentary elsewhere in **Arataki** on the Waikato safety record.
- 9.5 HCC requests that consideration be given to upgrading "Tackling Climate Change" from medium to high. HCC accepts that Hamilton is unlikely to have a high requirement for Adaption being an inland city in particular but given that Hamilton is being identified as having high carbon emissions the importance of Mitigation must be high.
- 9.6 HCC agrees with Transforming Urban Mobility as high and supports any initiative that will remove barriers to increasing public transport mode share.
- 9.7 HCC also requests that completion of the Expressway from Cambridge to Piarere be added, particularly given the poor safety record.
- 9.8 HCC requests that the Southern Links project be added to the 2018-21 Focus of Effort as a project in pipeline alongside the Peacocke Arterials which are underway. Significant land purchase is required in this 3-year period to ensure that the Southern Links Corridor is ready to implement.
- 9.9 HCC requests that the Ruakura Spine Road project be added to the 2018-21 Focus of Effort as a project in pipeline alongside the completion of the Waikato Expressway.
- 9.10 HCC welcomes the intended focus on the Hamilton Cycle Network in the next 3-years and looks forward to progress.
- 9.11 HCC requests that Hamilton metro improvements be also included as a focus to acknowledge the significant congestion and safety issues that exist in the busy city metro network.

10.0 FURTHER INFORMATION

- 10.1 Should Waka Kotahi NZ Transport Agency require clarification of the above points, or additional information, please contact Chris Allen (General Manager Development) on 07 838 6748 or 021 224 7939, email chris.allen@hcc.govt.nz in the first instance.

Yours faithfully



Richard Briggs
CHIEF EXECUTIVE

APPENDIX 1



Private Bag 3010
Hamilton 3240
New Zealand

TEL 07 838 6699
FAX 07 838 6599
EMAIL info@hcc.govt.nz
hamilton.govt.nz

Submission by Hamilton City Council

NZ TRANSPORT AGENCY'S DRAFT LONG TERM STRATEGIC VIEW

30 June 2017

1 INTRODUCTION

- 1.1 Hamilton City Council (HCC) appreciates the opportunity to comment on the Draft Long Term Strategic View released recently by the New Zealand Transport Agency (NZTA).
- 1.2 Overall, HCC supports the development of a shared strategic view of the transport system that will allow the sector to work more effectively together to shape the future of the nation's transport system.
- 1.3 HCC notes that Draft Long Term Strategic View states that feedback received will be used to develop a more refined version, which is anticipated to be released in August 2017.
- 1.4 Given this, HCC anticipates having a further opportunity to provide feedback on the August 2017 version, particularly as the Waikato was not included in the section 'Regional Economic Development Areas' in the current Draft Long Term Strategic View (refer Section 2.5).

2 SPECIFIC COMMENTS

2.1 Introduction

- 2.1.1 HCC acknowledges the NZTA's focus on those parts of the country that reflect current government priorities of facilitating economic growth and productivity, enabling urban development, and supporting regional economic development.
- 2.1.2 The following comments are based on the four areas of strategic focus of the Draft Long Term Strategic View i.e.: Strategic Context; Inter-Regional Journeys; Growth Centres; Regional Economic Development Areas.
- 2.1.3 As a general note, HCC would like to see more emphasis placed on the role of rail to better align with our current 2015 Waikato Regional Land Transport Plan (RLTP).
- 2.1.4 A key action of the RLTP, under Access and Mobility, is to share information and where appropriate, investigate demand and infrastructure requirements for a passenger rail service between Tuakau and Auckland.

2.1.5 The RLTP also indicates that the role of rail in providing inter-regional passenger services will need to be examined again in the context of future land use and growth in South Auckland and North Waikato.

2.2 **Strategic Context: Upper North Island**

2.2.1 Although this section of the Draft Long Term Strategic View acknowledges the aspect of rail transport, the focus is on the movement of freight, with no mention whatsoever of rail passenger services.

2.2.2 The current Waikato Regional Land Transport Plan (RLTP) indicates that *“while not a short term priority for the Waikato region, the role of rail in providing inter-regional passenger services will need to be examined again in the context of future land use and growth in south Auckland and north Waikato, and in the broader context of determining future regional transport priorities following completion of the Waikato Expressway.”* (Page 76 – RLTP.)

2.2.3 HCC therefore requests that the section ‘Strategic Context: Upper North Island’ references the investigation of a passenger rail service between Hamilton and Auckland in the revised Long Term Strategic View.

2.3 **Inter-Regional Journey: Connecting the Upper North Island**

2.3.1 HCC requests that Hamilton’s Southern Links and the inter-regional journey to Taranaki be included. The RLTP has a strong focus on the SH3 connection to Taranaki.

2.3.2 As with the previous section, HCC requests that the section ‘Inter-Regional Journey: Connecting the Upper North Island’ references the investigation of a passenger rail service between Hamilton and Auckland.

2.4 **Growth Centre: Hamilton**

2.4.1 As noted in this section of the Draft Long Term Strategic View, Hamilton is the third fastest growing urban area in New Zealand (behind Pukekohe and Auckland), which in itself brings a host of transport related issues and challenges.

2.4.2 The Access Hamilton Programme 2017 sets out the basis for Hamilton’s transport planning and investment over the next 30 years and aligns with the existing Access Hamilton (2010 -2040) Strategy.

2.4.3 Investment in the preferred programme will provide a balanced transport system for Hamilton that is safer, provides reliable access to new growth areas and maintains access for existing activities to support economic development.

2.4.4 The Programme notes that we need to promote mode shift and enable multi-modal transport choice to achieve the investment objectives in the long-term and the programme includes sorting out how best to achieve that. The outcomes and benefits sought from the programme align with the national, regional and local strategies.

2.4.5 Given the significance of this Programme for the city, Access Hamilton needs to be acknowledged and outlined in the ‘Growth Centre: Hamilton’ section of the revised Long Term Strategic View.

2.4.6 In particular, HCC would like to see recognition of components of Hamilton's strategic transport network, including Southern Links, the Northern River Crossing and the major arterials required to allow the sub-regional network to function and to support growth.

2.5 **Regional Economic Development (RED) Areas**

2.5.1 HCC acknowledges the Waikato Region RED is not included in this version of the View and will be included in the second tranche.

2.5.2 When the Waikato Region RED is released, we would like the NZTA to involve the Regional Transport Committee and HCC to identify the role that transport can play in supporting economic development.

3 **FURTHER INFORMATION**

3.1 If the opportunity arose, HCC would like to speak to the NZTA Board on its feedback, and would welcome a visit from the Board.

3.2 Should the NZ Transport Agency require clarification of the points raised in this submission, or further information, please contact Jason Harrison (City Transportation Unit Manager) on 07 838 6904, email Jason.Harrison@hcc.govt.nz in the first instance.

Yours faithfully



Richard Briggs
CHIEF EXECUTIVE