

**Submission by****Hamilton City Council****WAKA KOTAHI INVESTMENT PROPOSAL 2021-31****8 December 2020****1.0 SUMMARY OF KEY POINTS AND RECOMMENDATIONS**

- 1.1 HCC strongly supports Strategic Response WKT SR3 for the implementation of the Hamilton-Waikato Metro Spatial Plan and the Mode Shift Plan to deliver mode shift through integrated land use and transport planning and asks Waka Kotahi to confirm that adequate funding is allowed for in the Proposed Investment Management Activities to enable them to fully participate and contribute.
- 1.2 HCC thanks Waka Kotahi for the work their regional staff have undertaken on the Mode Shift Plan and looks forward to aligning the partner programmes of work to achieve mode shift.
- 1.3 HCC believes however that a transformational response to achieving mode shift is required, particularly in order to be able to contribute meaningfully to the governments call to action associated with their declaration of a climate emergency on 2 December 2020, and that the Investment Proposal is not aligned with a transformational shift.
- 1.4 HCC seeks the support of Waka Kotahi to jointly advocate to government for better alignment of GPS 2021 with the increased importance of climate change and also in regard to the opportunity that exists right now for transformational investment in mode shift with the assistance of stimulus funding.
- 1.5 HCC supports Waka Kotahi *“using various levers to galvanise a shift to a low carbon, safe and healthy land transport system”* and requests a briefing from Waka Kotahi staff on this subject, including initiatives being pursued and progress of those initiatives.
- 1.6 HCC requests as a matter of urgency that as part of the scope of the Waikato Expressway, or as a new activity in the 2021-24 Investment Proposal, that Waka Kotahi considers the section of SH1 from the Waikato Expressway through to the Cobham/Wairere Drive interchange as a multi modal transport corridor.
- 1.7 HCC requests Waka Kotahi involvement and investment in the Ruakura Eastern Transport Corridor, which is critical to the ongoing development of the Ruakura Inland Port, and critical to ensure that the Ruakura transport network complements the mode shift plans under development.
- 1.8 Section 8.0 of this submission provides HCC’s comments on each of the non-state highway activities proposed by Waka Kotahi for inclusion in the NLTP. HCC requests Waka Kotahi involvement in developing a tangible national plan setting out detailed local government transport targets that will need to be achieved to meet climate change goals set by government.
- 1.9 HCC supports the submission from the Waikato Regional Council on behalf of the Waikato Regional Transport Committee.

## 2.0 INTRODUCTION

- 2.1 Hamilton City Council (HCC) supports the overall intent and direction of Waka Kotahi Investment Proposal 2021-31 (referred to throughout this submission as the Investment Proposal).
- 2.2 The Investment Proposal sets out the programme of activities that Waka Kotahi propose for inclusion in the 2021-24 National Land Transport Programme (NLTP), to give effect to the Government Policy Statement on Land Transport (GPS) 2021.
- 2.3 The Investment Proposal also outlines Waka Kotahi's investment approach for state highway maintenance and improvements, and nationally delivered programmes, such as national road safety education and advertising, research programmes and the national ticketing system.
- 2.4 The direction of GPS 2021 and its four strategic priorities are supported by HCC. The four strategic priorities are:
  - Better Travel Options.
  - Safety.
  - Improving Freight Connections.
  - Climate Change.
- 2.5 HCC also supports the wider range of outcomes that GPS 2021 looks to the NLTP to contribute to, including:
  - Developing a safe and reliable heavy rail network.
  - Improving multimodal options to move people and freight.
  - Meeting housing demand.
  - Improving urban form.
  - Reducing greenhouse gas emissions from transport.
- 2.6 On 17 February 2020, HCC made a submission to *Arataki; Our Plan for the Land Transport System 2021-31* (refer [here](#)) and made the following key points:
  - HCC supported the five step changes outlined (improve urban form, transform urban mobility, significantly reduce harm, tackle climate change and support regional development) and the emerging recognition of Hamilton as a major urban centre.
  - Supported the recognition given to the Hamilton-Auckland Corridor Plan and the emerging Hamilton-Waikato Metro Spatial Plan.
  - Requested recognition of Hamilton as a focus area for transforming urban mobility under the section on "tackling climate change" given that the Arataki summary identified the Waikato as having the second highest carbon emission profile in the country with NIWA reports identifying Hamilton's transport infrastructure as a significant contributor.
  - Requested better recognition be given to the significant growth challenges on all north, east, south and west boundaries of Hamilton and not just north Hamilton to Auckland.
  - Requested better recognition of the importance of the freight connection between Taranaki and the Waikato through State Highway 3 and the Southern Links.
- 2.7 The Investment Programme needs to align with the direction developed and being reviewed in the Waikato Regional Land Transport Plan around the following three priority transport issues, which are underpinned by a stronger focus on resilience to climate change, planning

for new technology and a continued focus on value for money:

- Access and Mobility.
- Road Safety.
- Strategic Corridors and Economic Development.

2.8 HCC also supports the Waikato Regional Council's submission to the Investment Proposal.

### 3.0 GENERAL MATTERS

#### 3.1 Overview

3.2 It is difficult to understand at a project level what is proposed in the Investment Proposal given the generality of the stated programmes. HCC notes the statement that the State Highway Activity Management Plan (SHAMP) will *"be published in the next few weeks"*. This document would appear to have the information that is required to make informed decisions and HCC requests that future Investment Proposals are timed to align with the SHAMP.

#### 3.3 Working Together

3.4 HCC supports the Waka Kotahi intent to continue to work closely with their partners on the Hamilton-Waikato Metro Spatial Plan and other key initiatives that support the sustainable growth of Hamilton.

3.5 Given the lack of detail, HCC can only assume that funding is allowed under "Proposed Investment Management Activities" to allow Waka Kotahi to fully participate in the Spatial Plan work and requests that allowances are made to enable Waka Kotahi to contribute as an equal partner to the implementation of these plans and initiatives.

#### 3.6 Strategic Responses

3.7 Waka Kotahi has indicated the its 5 Strategic responses to the GPS 2021 priorities for the Waikato Region (Table 1 of the Waikato Summary).

3.8 HCC strongly supports Strategic Response 3 (WKT SR3) to support the implementation of the Hamilton-Waikato Metro Spatial Plan and the mode shift plan to deliver mode shift through integrated land use and transport planning.

3.9 HCC would like to note that Version 1 of the Hamilton-Waikato Metro Spatial Plan has now been completed (subject to consultation proposed through the Future Proof Update in 2021) and this needs to be reflected throughout the Investment Proposal.

3.10 One of the key transformational moves identified in the Hamilton-Waikato Metro Spatial Plan is *"A radical transport shift - a multi-modal transport network connecting the metro area and facilitating a radical shift to using public transport through the establishment of a rapid and frequent public transport network shaped around where and how communities will grow"*. Implementing this vision will require significant investment from all Plan partners and HCC seeks to ensure that Waka Kotahi has funding allocated in line with this priority.

3.11 Strategic Response 1 (WKTSR1) refers to reliable freight connections along state highways between Hamilton and a number of major centres (Auckland, Tauranga, Taupo and New Plymouth). HCC assumes that this includes both rail corridors and road corridors given the importance of the North Island Main Trunk and the East Coast Main Trunk lines that hub in Hamilton.

3.12 HCC would like to see a commitment to the ongoing development of the Hamilton to Auckland Passenger rail start-up service. HCC strongly supports the governments and Waka Kotahi's commitment to date but notes that continued support will be particularly important as the country works through COVID-19 impacts, including the easing of growth in passenger

transport demand over the short-term as outlined in the Investment Proposal.

- 3.13 HCC strongly supports Strategic Response 5 (WKTSR5) being the safety response around Road to Zero Infrastructure and Speed Management Programme.
- 3.14 HCC questions why the only specified delivery pathway for all of the Strategic Responses is “Regional maintenance, operations and renewals”.
- 3.15 HCC asks Waka Kotahi to confirm the range of “Delivery Pathways” available to it to implement its strategic responses to the gaps in the Waikato Transport system, and in particular to confirm there are more than just operational funding pathways.
- 3.16 Included in the Strategic Responses is also the SH1/SH29 Intersection improvement at Piarere as part of government’s support for regional economic development through the New Zealand Upgrade Programme.
- 3.17 HCC was very disappointed that this was the only project in the Waikato to be part of the New Zealand Upgrade programme but is even more disappointed to see that Waka Kotahi is proposing a longer time period for the delivery of this project than indicated when announced.
- 3.18 The announcement in January this year indicated that the project design will be undertaken in 2020, the consenting in mid-2021, with a construction start in early 2022. The Investment Programme now indicates that the pre-implementation phase will be delayed to the 2024-27 period, meaning that construction is not even likely to commence until later in the 2024-27 period.
- 3.19 HCC submits that Waka Kotahi confirms the governments earlier commitment to a construction start for the SH1/SH29 Intersection improvement in early 2022, at the latest.
- 3.20 **Network Management Levels of Service**
- 3.21 **Page 11** - The activity class funding ranges in GPS 2021 have been developed considering: *Maintaining the existing land transport system (across roads, rail, active modes and public transport) at current levels of service (such as for safety and resilience) in line with forecast demand.*
- 3.22 HCC supports this intent but questions whether the current levels of service are sufficient to achieve the goals set out in GPS and is therefore very supportive of Waka Kotahi actively exploring and delivering on opportunities to improve these levels of service.
- 3.23 **Page 15** - *We know that a well-maintained state highway network provides the foundation for road safety and improves the availability and value of mode choices for moving people and freight. We plan to deliver the most reliable state highway network we can within the available funding.*
- 3.24 HCC strongly supports the approach of ensuring that the existing transport network is well maintained but is concerned that without an increased level of investment, that this basic premise will not be achieved and that there will be impacts on safety in particular.
- 3.25 Deterioration of the levels of service on the network within the city has been noticeable in the last 3 years. The quality of pavement and surfacing continue to cause safety concerns for all users, but especially for those on motorbikes and bicycles.
- 3.26 **Page 33** – Waka Kotahi indicate that they have a focus on: *Working with our partners to manage traffic flows to increase throughput and utilization of existing infrastructure and services - which includes the transport operation centres (TOC’s) - managed in partnership with major urban councils and in an emergency, to provide urgent responses to transport network disruptions.*

- 3.27 HCC has provided network operation, maintenance and renewal services for the traffic signal system across the greater Hamilton network, including the state highways for a number of years. The development of a business case for the Hamilton TOC was undertaken in conjunction with Waka Kotahi and Waikato Regional Council and in the past three years significant resultant improvements have been made on the local road network.
- 3.28 Hamilton City is leading the way nationally with the use of SMART interventions, including new CCTV analytics tool for pedestrian, cyclist, and vehicle insights and continue to work closely with Waka Kotahi (both locally and nationally) to ensure that New Zealand wide opportunities are maximised e.g. The City partnered with a local tech company *Aware Group* to create an innovative system called 'TDAP' (Transport Data Analytics Platform).
- 3.29 The system, which launched earlier this year, combines live data sources to provide alerts to our transport operators when there are incidents detected on the road network.
- 3.30 Aware Group has recently been nominated as a finalist in the 2020 Microsoft Partner Awards, with TDAP being nominated for an award in the 'Optimising Operations' category.
- 3.31 The ability to achieve the same level of improvement on the State Highway network has been compromised by limited Waka Kotahi budgets, which have delayed the completion of basic activities such as traffic signals renewals and optimisation work.
- 3.32 HCC therefore strongly advocates for additional funding into this activity in the 2021-24 Investment Proposal.

#### 4.0 SAFETY ACTIVITIES

- 4.1 These are described as targeted speed and infrastructure treatments to reduce deaths and serious injuries as well as education and advertising programmes.
- 4.2 **Page 55** - HCC is very supportive of the change being undertaken to have Waka Kotahi manage the Safety Camera programme. HCC has been requesting provision of safety camera technology within the city for many years - with a specific focus on intersection safety improvements resulting from the installation of red light/speed cameras.
- 4.3 HCC support the proposed safety improvements at key intersections within the city and look forward to working closely with Waka Kotahi staff for the development and delivery of the improvement programmes scheduled in the Investment Proposal:
- SH1 Cobham/Normandy Avenue - we believe that a red light/speed safety camera would be a minimum safety improvement at this location.
  - SH1 Cobham /Grey Street - given the proximity to the Hamilton Gardens.
- 4.4 HCC requests Waka Kotahi look at the section of SH1 from the Cobham/Normandy Avenue intersection to Cobham/Grey Street, including the future duplication and realignment of Cobham Drive Bridge. Map 1 of the Investment Proposal indicates that this section of state highway has a high crash density.
- 4.5 HCC is also very supportive of the proposed safety improvements at the State Highway 3/Raynes Road intersection but asks that Waka Kotahi coordinate this work with the Peacocke programme of works being undertaken by HCC in partnership with Waka Kotahi.
- 4.6 HCC supports the transition to lower speeds where appropriate on state highways, not just around schools. For example, HCC has supported a current proposal by Waka Kotahi to reduce speeds on SH3:
- For new roundabout being built south of Dixon Road and due to open before Christmas 2020; and

- SH3/Raynes Road – variable speed limit - to ensure safety of increased number of construction vehicles entering and exiting the Peacocke area.
- 4.7 Lower speed limits need to be supported by appropriate engineering to create self-explaining environments if the desired safety outcomes are to be realised. Refer [here](#)
- 4.8 Although the detail included in the plan is very high level, HCC would also request that consideration be given to the inclusion of the following intersections if they are not already included in the Low-Cost/Low-Risk programme:
- SH1 / Duke Street.
  - SH1 / Bandon Street.
  - SH1 Kahikatea Drive / Greenwood Street - Southern Links intersection.

## 5.0 BETTER TRAVEL OPTIONS ACTIVITIES

- 5.1 These are described as activities that improve public transport and active mode options, support town centre upgrades to enhance environment, align partners to develop and implement mode shift activities around key activity centres and where appropriate mass transit plans and support for their implementation, optimise throughput and high occupancy vehicles and finally include intelligent transport systems improvement programmes.
- 5.2 HCC believes that most of the Waikato Expressway projects contribute significantly to Improved Freight Connections (as per your description on page 55) and Safety. HCC notes that Waka Kotahi has identified the GPS priority for the Expressway projects as “Better Transport Options” in the Activity Schedules and as such need to consider the projects from a multi modal transport perspective.
- 5.3 HCC was concerned to hear at a recent briefing by Waka Kotahi that the work on the corridor heading into Hamilton City from the Southern Interchange was unlikely to meet the needs of the city nor be in line with the multi modal network being promoted by Waka Kotahi.
- 5.4 In relation to the Southern Interchange, HCC had considered the following to be part of the scope of the Waikato Expressway but if not, HCC requests the following activities be included in the Investment Proposal (if some of them are not already included in the Low-Cost Low Risk programme or the existing SH1 South East Hamilton Improvements):
- SH1 Corridor - Expressway to Cambridge/Cobham intersection – implementing the ‘Better Travel Options’ component identified in the business case for this corridor, including capacity for bus movements into and out of the city and reducing the severance of the local communities by improved walking and cycling options along and across the corridor.
  - SH1 Cambridge/Cobham intersection – upgrade to traffic signals to improve accessibility and safety for walking and cycling and to cater for bus movements.
  - SH1 Cobham Drive – pedestrian and cyclist facilities to access Hamilton Gardens in the vicinity of Nixon Street.
- 5.5 **Page 55:** HCC strongly agrees with the Waka Kotahi stated intent to provide better travel options and respond to climate change through targeted improvements to public transport access and priority on the network including the state highway network.
- 5.6 **Page 56:** HCC supports Waka Kotahi’s intent to work closely with the Hamilton-Waikato Metro Spatial Plan partners to successfully integrate transport with land use to maximise opportunities for mode shift and to invest in bus priority and walking and cycling measures on the state highway network within Hamilton to complement partner investment. HCC seeks to ensure that funding reflective of the commitment required to deliver on the desired outcomes of the Hamilton-Waikato Metro Spatial Plan is included in the Investment Proposal.

- 5.7 It is unclear from the description whether the Strategic Business Case development activity applies only to state highway development or to get the integration sought it is also to work with HCC on business cases for strategic local transport networks for growth areas in and around Hamilton. HCC requests Waka Kotahi involvement and investment in the following strategic transport projects that will provide the opportunity for mode shift through sound integration of land use and transport:
- Rotokauri Arterial Transport Network.
  - Ruakura Eastern Transport Corridor.
  - Northern River Crossing.
- 5.8 HCC would like to thank Waka Kotahi for the work they undertook with the Hamilton-Waikato Metro Spatial Plan Partners to develop the Mode Shift Plan (September 2020) which can be located using the following link:
- <https://www.nzta.govt.nz/assets/resources/keeping-cities-moving/Hamilton-Waikato-regional-mode-shift-plans.pdf>
- 5.9 HCC support the proposed state highway public transport infrastructure and walking and cycling activities within the city and look forward to working closely with Waka Kotahi staff for the development and delivery of the proposed improvement programmes:
- Hamilton Urban Improvements - bus stop hotspots.
  - Hamilton Urban Improvements - suburban cycle routes.
  - Walking and Cycling - low cost low risk.
  - SH1 Hamilton to Cambridge - cycle connection.
  - SH1 Cobham /Grey Intersection (given the proximity to the Hamilton Gardens).
- 5.10 HCC notes that the 2021-24 phase for Hamilton Urban Improvements – Suburban Cycle Routes is noted as PTY (property) and suspects that this should be IMP (implementation).
- 5.11 It is unclear what is included in “Bus stop hotspots”. HCC would like to see a programme of PT improvements - Low Cost Low Risk similar to Walking and Cycling and Road to Zero. This appears to be the intent with the reference to priority lanes in the vicinity of the Waikato Hospital.
- 5.12 **Page 58:** *‘Support the planned shift from a ‘coverage’ to frequency; bus network by implementing priority lanes in the south and around the Waikato Hospital’.*
- 5.13 HCC supports the planned shift in focus but believe that the focus should be on the outcome improving the level of service for bus services and not the methodology. The way of achieving this should be left to the investigation to determine as priority lanes at intersections in the south may actually reduce the level of service, which will not be known until the work is done.
- 5.14 HCC would like to see a commitment to the ongoing development of the Hamilton to Auckland Passenger rail start-up service. HCC strongly supports the governments and Waka Kotahi’s commitment to date but notes that continued support will be particularly important as the country works through COVID-19 impacts, including the easing of growth in passenger transport demand over the short-term as outlined in the Investment Proposal.

## 6.0 IMPROVING FREIGHT CONNECTIONS

- 6.1 These are described as activities that develop key intermodal freight hubs, port and distribution centre connection improvements and that also allow the operation of efficient and reliable freight routes.

- 6.2 Once again it is unclear from the description whether the Strategic Business Case development activity applies only to state highway development or, to get the integration sought, it is also to work with HCC on business cases for strategic local transport networks for growth areas in and around Hamilton. HCC requests Waka Kotahi involvement and investment in the Ruakura Eastern Transport Corridor which is critical to the ongoing development of the Ruakura Inland Port.
- 6.3 HCC supports the SH1 Cambridge to Piarere long-term improvements project, noting once again that this is classed as a Better Travel Options project. HCC would like to see this work completed sooner as a logical extension to the Waikato Expressway and in keeping with its high RLTP priority ranking due to growing safety concerns. Notwithstanding this, HCC is pleased to see that Waka Kotahi is proposing a supporting project to the New Zealand upgrade project to undertake short term improvements in the 2021-24 period. HCC notes the omission of the preliminary phases of this project as a stated commitment.
- 6.4 HCC also supports the early construction of Southern Links but notes that only Property Purchase is programmed for the next 10 Years. HCC requests that Waka Kotahi funds a proactive property purchase in order to be able to mobilise this project quickly in the future.
- 6.5 The detail included in the plan is very high level, but HCC would also request that consideration be given to the inclusion of the following, if they are not already included in the Low-Cost Low Risk programme:
- Avalon Drive Bypass intersections (Crawford Street, Rifle Range Road).
  - Cobham Drive bridge duplication.
- 6.6 These sections are key congestion points on the network and result in decreased productivity for the freight task associated with the adjacent industrial and commercial activities – including the inland ports in and around the city (Crawford Street, Northgate in Horotiu, Ruakura).
- 6.7 **Page 17:** Waka Kotahi note the importance of making *“incremental or local improvements to solve bottlenecks or black spots and to get the full benefit of prior investments”*.

## 7.0 CLIMATE CHANGE

- 7.1 These are described as activities that manage resilience of key assets and support the development of a sustainability action plan to operational responses.
- 7.2 HCC notes that mode shift is an appropriate response to climate change and supports any initiatives that increase mode shift.
- 7.3 HCC notes that waka Kotahi intend to deliver *Toitu Te Taiao: our Sustainability Action Plan* and using various levers to *“galvanize a shift to a low carbon, safe and healthy land transport system”*.
- 7.4 There is very little information in the Investment Proposal, apart from a focus on mode shift, to indicate what funding Waka Kotahi has set aside to ensure the shift sought. HCC requests a specific presentation on this topic.
- 7.5 HCC notes that on 2 December 2020, the government declared a climate emergency and committed the public sector to achieving carbon neutrality by 2025, becoming an exemplar that sets the standard for all to meet 2025 targets. Cutting transport emissions is clearly one of the more significant contributions that the Waikato can make.
- 7.6 As indicate previously Arataki has identified Waikato as having the second highest carbon emission profile in the country with NIWA reports identifying Hamilton’s transport infrastructure as a significant contributor.

- 7.7 While we appreciate, government has only just declared a climate emergency, HCC is concerned at the lack of focus in the Investment Proposal on progressing the GPS strategic priority around climate change and in particular developing a low carbon transport system.
- 7.8 HCC would like to see more investment by Waka Kotahi in addressing climate change through mode shift and other actions.
- 7.9 While the resilience of state highway assets in the City is not as problematic as in the rest of the Waikato, HCC supports funding into the resilience of some of our more vulnerable transport links in the Waikato.

## 8.0 NON-STATE HIGHWAY ACTIVITIES

- 8.1 **Page 22-27** - HCC notes the request for feedback on the non-state highway activities proposed for inclusion in the 2021-21 NLTP.
- 8.2 In addition to the Activities mentioned, HCC would like to see Waka Kotahi take a lead role in developing an evidence-based framework that includes tangible actions and targets required by region and district, to achieve the future that government has determined.
- 8.3 The following provides commentary on each of the established activities.

Activity	HCC Comment
National Ticketing Solutions	Support.
Tackling Unsafe Speeds	Strong support, especially in regard to the new 'highly visible, no surprises' approach to safety cameras.
National road safety education and advertising	Strong support - key component of the safe system approach to road safety and achievement of vision zero.
Travel mode choice engagement programme	Support.
Research programmes	Support a nationally led programme and involvement of sector representatives in determining the projects that have the greatest benefit.
Invest in transport innovation and involve third parties	Strong support and keen for greater involvement, noting the previous submission points in regard to TOC and other SMART initiatives.
Road Efficiency Group (REG)	Support but believe that the greater benefit is for the rural councils. Believe that there is a need to an additional sub-group to focus on the metro councils who have very different issues - especially with up and coming rollout of ONF.
Network Optimisation	Strong support and keen for greater involvement, noting the previous submission points in regard to TOC and other SMART initiatives.
Operational Network performance	Strong support and keen for greater involvement noting the previous submission points in regard to TOC and other SMART initiatives.

Transport operations sector shared systems	Strong support and keen for greater involvement noting the previous submission points in regard to TOC and other SMART initiatives.
Code of Practice for temporary traffic management	Support.
Public transport strategic planning capability	Support but need to ensure that the capability development is not only in Waka Kotahi - but also into the local authorities who make the day to day decisions.
Freight connections strategic planning capability	Support but need to ensure that the capability development is not only in Waka Kotahi - but also into the local authorities who make the day to day decisions.
Management of the infrastructure and speed management programme	Support and appreciate the assistance and support being provided.
Road to zero activities	Support and appreciate the assistance and support being provided by Waka Kotahi.
Walking and cycling national programme	Support and appreciate the assistance and support being provided by Waka Kotahi.
Asset Management Data Standard	Support - more efficient to do this at a national level and have a consistent set of tools.
Spatial/digital engineering	Support - good data management is increasingly becoming important.
Effective national scale benefits management	Support - more efficient to do this at a national level and have a consistent set of tools.
Household travel survey	Strong support - key data to help with understanding future infrastructure and service improvements.
Nationwide demand forecasting	Strong support - useful in development of future transport programmes and a consistent approach nationally.
Urban development capability and toolkit	Strong support.
On demand transport programme	Support noting that Waikato Regional Council is already looking at a programme of work in this area.
Mobility lab.	No comment.
Community resilience.	No comment.
Sustainability	Support given increasing focus that is going to be needed. Stormwater management is going to be a key issue for transport sector moving forward and having national leadership will be more efficient than each RCA trying to solve the problem.
Land transport security work programme	Appropriate activity to be nationally led by Waka Kotahi.

Digital infrastructure initiatives	Strong support and keen for greater involvement noting the previous submission points in regard to TOC and other SMART initiatives.
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## 9.0 FURTHER INFORMATION AND OPPORTUNITY TO DISCUSS OUR SUBMISSION

- 9.1 Should Waka Kotahi New Zealand Transport Agency require clarification of Hamilton City Council's submission, or additional information, please contact Robyn Denton (Network Operations and Use Team Leader, City Transportation) on 07 838 6910 or 021 971 127, email [robyn.denton@hcc.govt.nz](mailto:robyn.denton@hcc.govt.nz) in the first instance.
- 9.2 Hamilton City Council would welcome the opportunity to meet with representatives from Waka Kotahi New Zealand Transport Agency to discuss the content of our submission in more detail.

Yours faithfully



**Richard Briggs**  
**CHIEF EXECUTIVE**