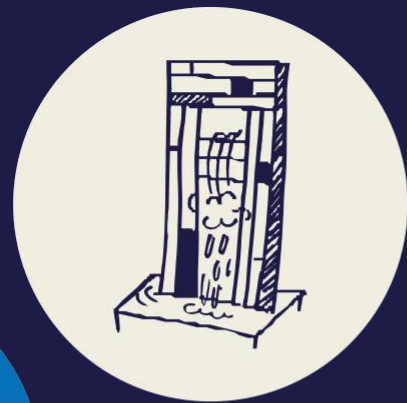


HAMILTON CITY COUNCIL STAFF FEEDBACK

Draft Waipa District Transport Strategy 2021–2051

Waipa District Council



22 March 2022



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- A city that's easy to live in
- A city where our people thrive
- A central city where our people love to be
- A fun city with lots to do
- A green city

The topic of this submission is aligned to the priority 'A city where our people thrive'.

As a city we want to have safe routes for people to move around our city, alongside efficient transport connections to connect Hamilton to other places.

Council Approval and Reference

This feedback by Hamilton City Council staff was approved by Hamilton City Council's Chief Executive on 22 March 2022.

Hamilton City Council Reference D-4084906 - Feedback # 682

It should be noted that the following feedback is from staff at Hamilton City Council and does not necessarily represent the views of the Council itself.

Key Messages

1. Overall Hamilton City Council staff are supportive of the direction and content of the **Draft Waipa District Transport Strategy 2021-2051**.
2. Hamilton City Council is undertaking its own refresh of its transport strategy (**Access Hamilton**) and there is a significant level of commonality between key strategic directions, noting that Hamilton City Council's Strategy is in draft form and subject to change.
3. Hamilton City Council and Waipa District Council are both members of the Future Proof partnership and it is positive to see such alignment in strategic transport directions, with particular emphasis on addressing transport emissions and the wider effects of climate change, promoting public transport and walking and cycling, undertaking integrated transport and land use planning and making the most of our existing infrastructure assets in a way that encourages modal shift.
4. We would suggest that a significantly greater focus on the Airport Precinct and vicinity from an access and connectivity and wider growth perspective is included in the final Waipa District Transport Strategy 2021-2051, similar to the emphasis placed on the two major urban centres in the district.
5. We have made some suggestions from a technical and data/technology perspective that are based on our own experiences and would encourage Waipa District Council to consider these in the finalisation of its Transport Strategy.

Introduction and Specific Comments

6. Hamilton City Council staff would like to thank Waipa District Council for the opportunity to provide feedback to the **Draft Waipa District Transport Strategy 2021-2051** (Draft Waipa Transport Strategy).
7. Overall, we are supportive of the direction and content of the Draft Waipa Transport Strategy, noting that the new Transport Strategy is in-line with the Government Policy Statement on Land Transport Funding and Waka Kotahi's intervention hierarchies promoting integrated planning, managing demand and making best use of the existing infrastructure prior to considering any investments in new infrastructure.
8. This direction is generally consistent with ongoing transport strategy and climate strategy development within Hamilton City Council, which seeks to be consistent with central government direction where aligned with local direction. The Draft Waipa Transport Strategy has significant alignment to our own Access Hamilton Refresh which is currently being developed.
9. The policies of the Draft Waipa Transport Strategy are very much in-line with Hamilton's policies. However, as Waipa is a rural district as opposed to a compact urban city, there are naturally some differences, but these are complimentary to each other. There are no conflicts in policy direction or proposals between the two authorities' strategies.
10. The Waipa Transport Strategy has programmes that focus in on Cambridge and Te Awamutu, as well as maintaining a district-wide focus. Given the importance of the Airport Precinct from an employment, access and business perspective (with some key access issues to resolve in the short-term), we would suggest that Waipa District Council consider giving a much stronger spatial focus to this area and would welcome the opportunity to continue working collaboratively with Waipa District Council to address this complex matter.

Vision Statement and Transport Objectives

11. The Draft Waipa Transport Strategy's Vision Statement is *"People and freight in Waipa have access to an integrated, safe, sustainable transport system that provides a range of travel choices"*.
12. This broadly aligns with the current **Access Hamilton** Vision of *"Hamilton's transport network enables everyone to connect to people and places in safe, accessible and smart ways"*.
13. The Draft Waipa Transport Strategy consists of the following five Objectives, also referred to as 'Areas of Focus':
 1. Responding to Climate Change.
 2. Managing Growth.
 3. Design and Optimisation of the Transport Network.
 4. Road Safety.
 5. Access to Transport Options.
14. These objectives align with the Draft Access Hamilton Refresh principles (currently subject to refinement) of:
 1. Environmental Responsibility.
 2. Supports Quality Growth and Urban Development.
 3. Thriving Business and Economic Growth.
 4. Enjoyable and Liveable City.
 5. Safe Transport System.
 6. Choice and Inclusivity.

Comparison of Waipa and Hamilton Transport Strategies

15. The Draft Waipa Transport Strategy compliments the Draft Access Hamilton Refresh direction as of March 2022. The Vision Statements of both councils are similar and both strategies are in-line with current Government Policy Statements and Regional guidance. There are no conflicts in proposed actions by either council in the two documents.
16. Hamilton City Council staff strongly support Waipa District Council's Draft Transport Strategy. Both councils are following Strategies that include the principles of:
 1. Environmental Responsibility.
 2. Supporting Quality Growth and Urban Development.
 3. Enabling a Thriving Business and Economic Growth.
 4. Enjoyable and Liveable City.
 5. Safe Transport System.
 6. Choice and Inclusivity.
17. Hamilton City Council looks forward to continuing to work with Waipa District Council on regional initiatives such as the Regional Passenger Transport Plan, the Hamilton-Waikato Metro Spatial Plan and Future Proof.
18. Hamilton City Council staff would also like to note the following specific points:
 - Page 34/35 of the Draft Strategy notes that *"Waipa District Council recognises its leadership role in greenhouse gas emissions reduction through promoting flexible working arrangements for staff and*

encouraging travel behaviour changes, transitioning to a lower emissions corporate fleet and procurement processes from service providers that promote lower emissions”.

- Given this, it may be prudent to have a specific Outcome under Objective 1 (‘Responding to Climate Change’ – page 34 of the Draft Waipa Transport Strategy) that focuses on Waipa District Council’s own transport emissions. This would assist with the Council’s own accountability and transparency in regard to greenhouse gas emissions.
- In addition, could Waipa District Council be doing more in relation to carbon and general emission reductions via their existing maintenance contracts, fleet management etc?
- Hamilton City Council and Waipa District Council need to work collaboratively on funding and implementing outputs of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case, particularly in relation to developing park and ride; ensuring freight and productivity considerations are recognised; micromobility opportunities; and increasing bus usage between Hamilton, Hamilton Airport, Cambridge, Te Awamutu and the smaller but growing communities such as Ohaupo and Pirongia.
- The Waipa economy is predominately focused on rural and food production and robust transport networks/supply chains are a large part of production costs. This aspect needs acknowledgment in Waipa’s finalised Transport Strategy.
- Technology is a focus area but could more be done in this space?
- Transportation is changing rapidly through artificial intelligence and automation. Road Controlling Authorities will need to embrace data and technologies in order to manage their networks effectively.
- Hamilton’s purpose of transport data collection is threefold:
 - To support strategic decision-making.
 - To enhance operations.
 - To better inform our customers.
- Transport data collection has not changed much in many years, and traditionally only the ‘easy’ modes are collected e.g., vehicles. We need to ‘fill in the blanks’ so that when transport decisions are being made, there is representative data across the modes, including the ‘trips not made’ due to infrastructure deficiencies.
- To get there, we need a strong emphasis on collecting data and understanding pedestrian, cyclist, and micro-mobility travel insights. In addition, freight and business interaction within the Waikato Region and with Hamilton City is also important data to have as part of the Transport Strategy and needs to reflect the strong focus assigned to this task in the Hamilton-Waikato Metro Spatial Plan.
- Our vehicle data collection needs to be expanded to include journey times and routes, including regional insights, rather than just road volumes.
- Modern technologies allow all this data to be collected, and when supported by artificial intelligence, it’s possible to develop estimates of mode-share demand across an entire network without the need for significant hardware deployment.
- There is a need to consider that the network resilience to impacts of climate change won’t just be required to deal with ‘natural hazards and extreme weather events’ (as suggested in one of the Outcomes under Objective 1 of the Draft Waipa Transport Strategy - page 35), but to general changes in the climate.
- For example, if the Waikato Region is going to experience longer, hotter summers in the future, how will the transport network be adapted to deal with this (thinking in particular about people walking, wheeling, or cycling in these conditions) and not just sudden/extreme events?

Further Information and Opportunity to Discuss Our Feedback

19. Should Waipa District Council require clarification of the feedback from Hamilton City Council staff, or additional information, please contact **Phil Haizelden** (Transport Strategy Principal - City Development) on 027 305 8941 or email phil.haizelden@hcc.govt.nz in the first instance.
20. Hamilton City Council staff would welcome the opportunity to discuss the content of our feedback with Waipa District Council in more detail.

Yours faithfully



Lance Vervoort
CHIEF EXECUTIVE

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @hamiltoncitycouncil

 07 838 6699

hamilton.govt.nz