

Ngā mahi e tūtohutia ana mō te rohe o Waikato The work we're proposing for the Waikato region

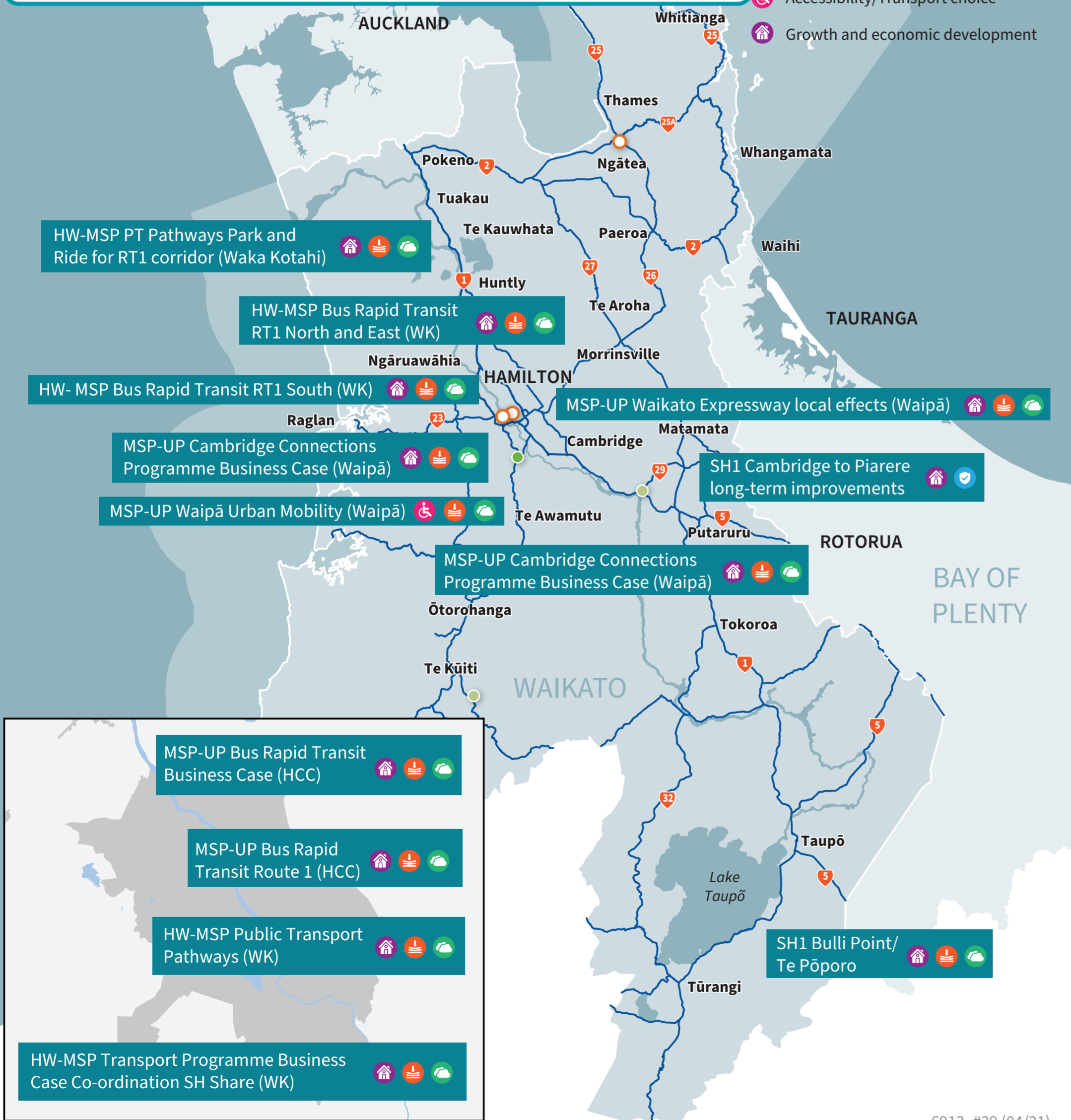
This map shows some of the key transport projects that we are asking the government to fund over the next three years. Addressing the safety, resilience and environmental concerns at Bulli Point / Te Poporo SH1 alongside Lake Taupō is a key priority, recognising the regional and national economic and safety benefits that this will bring.

We have an opportunity to build a more resilient transport network for Coromandel communities (SH25 and SH25A) that will be better able to withstand weather events. Other priorities include long-term improvements to SH1 Cambridge to Piarere and a tranche of activities to improve public transport and urban mobility (walking, cycling, micro-mobility) in the Future Proof sub-region. Both regionwide and targeted Road to Zero safety improvements are also a priority that will make the Waikato's roads safer.

The RLTP also supports important projects outside the Waikato, for example supporting rail improvements in Auckland to make it faster and easier to move freight and passengers by train to and from Auckland. This programme of transport activities, alongside the policies and actions identified in the RLTP, will help us to achieve the land transport system we want for the region.

MAP 4 CONTRIBUTION OF REGIONALLY SIGNIFICANT ACTIVITIES TO OBJECTIVES

- LEGEND**
- Resilience
 - Climate change
 - Safety
 - Accessibility/Transport choice
 - Growth and economic development



Tuhinga Tauira Mahere Waka ā-Rohe o Waikato 2024-2054 Draft 2024-2054 Waikato Regional Land Transport Plan

Kei te whakahou Mātou i te mahere We're updating our plan

The Waikato is in the heart of the upper North Island economic and transport system. Our road and rail corridors are used to connect urban centres and to move freight to and from the Ports of Auckland and Tauranga, Waikato inland ports and logistics hubs and through the rest of the North Island. And, of course, our land transport system is used by the people of the Waikato in their everyday lives, whether they're getting from A to B by car, public transport, foot or bike.

The Waikato Regional Land Transport Plan (RLTP) sets out how we want to see our land transport system developed over the next 30 years. It was last updated in 2021, but a lot has changed since then. The need to respond more urgently to climate change and resilience issues, as highlighted by the 2023 weather events and the role of the RLTP in meeting nationally required transport emissions targets. We are continuing to see rapid growth and development in parts of the region, particularly around the Hamilton-Waikato metro area (Futureproof sub-region). This is putting pressure on our transport networks. We are still seeing an unacceptable number of road deaths and serious injuries throughout the region, and that must be addressed. Over the past three years, transport planners have been busy looking at how to improve land use and transport options for our people and communities.

RLTPs need to be reviewed every six years. A draft RLTP, prepared by the Waikato Regional Transport Committee – comprising elected members from the region's district, city and regional councils, Waka Kotahi NZ Transport Agency and KiwiRail – is now out for consultation. The draft RLTP outlines the key issues the Regional Transport Committee wants to focus on. The plan also sets out the region's objectives and priorities for land transport, and the significant transport improvement activities that we are asking central government to invest in.

Homai ōu whakaaro Have your say!

We want your feedback on the draft plan, so please take the time to make a submission. You can read the draft RLTP and make your submission online or via email at transport@waikatoregion.govt.nz

Don't have access to a computer or internet? Copies of the draft RLTP are available at libraries and councils across the region. You can post your submission to: Transport Policy and Programmes, Waikato Regional Council, Private Bag 3038, Waikato Mail Centre, Hamilton 3240.

What we'd like your views on:

- Do you agree with the high-level vision and objectives for land transport in the Waikato region?
- Have we adequately identified the most pressing transport issues the region is facing over the next 3-10 years?
- Do we have our strategic land transport priorities right?
- Will the strategic policy templates in section 3 of the RLTP deliver on our vision and objectives?
- Do our prioritised significant transport activities reflect our strategic transport priorities and outcomes we are seeking for land transport in the Waikato region?

**Submissions close at 5pm on Monday,
4 March 2024.**

Vision

An integrated, safe and resilient regional transport system that delivers on the well-beings of our diverse Waikato communities

Headline Targets

Problems

Objectives

Priorities

Policies

Policy Implementation

Programme Implementation

Climate change

A 41% reduction in transport generated carbon emissions by 2035 (from 2018/19 levels), on the path to net carbon zero by 2050

Land use and transport planning has led to transport being a key contributor of greenhouse gas emissions which is exacerbating the effects of climate change

An environmentally sustainable, energy efficient and low-carbon transport system that delivers emissions reductions and enhances communities' long-term resilience to the effects of climate change

- Reduce transport emissions
- Transform towards an environmentally sustainable, low carbon transport system

- Policies to give effect to National Emissions Reduction Plan
- Reduce emissions from freight
- Deliver low emission regional PT
- Reduce adverse effects on environment

Collaborative stakeholder action to develop and implement climate change policy

MSP tranche of activities to encourage mode shift and reduce transport emissions

Resilience

1. By 2035, number/duration of unplanned State Highway closures is reduced by 10%
2. By 2035, number/duration of annual State Highway closures caused by natural hazards is reduced by 10%

The transport network is becoming increasingly vulnerable to climate change and other disruptions which is putting communities at risk and affecting the ability to maintain route security

An efficient and resilient land transport system that ensures communities have route security and access to essential services

- Maintaining the transport system
- Ensuring community access
- Building regional resilience

- Improve resilience and route security on key strategic corridors
- Plan for anticipated effects of climate change impacts
- Build community resilience

Collaborative stakeholder action to identify adaptation measures to improve regional resilience

- Resilience projects:
 - SH1 Bulli Point/Te Poporo
 - Hauraki-Coromandel rebuild
- Maintenance operations and renewals activities

Growth and economic development

No Target

Growth in the upper North Island and the Hamilton-Waikato metro spatial area is impacting on the efficient movement of people and freight

- An integrated transport system that supports compact urban form and planned future growth
- An efficient and resilient strategic corridor network that advances regional economic and social wellbeing

- Implementation of MSP programme business case
- Future Proof and optimise priority strategic corridors (road and rail)
- Resolve rail constraints and build rail capacity

Growth and economic development

- Integrated land use and transport policies
- MSP implementation
- Investing in rail
- Protecting the function of inter and intra-regional corridors

- Collaborative stakeholder implementation of MSP programme business case
- Advocacy to advance inter-regionally significant activities (road and rail)

- MSP tranche of activities to support growth and economic development
- Corridor improvement activities:
 - SH1 Cambridge to Piarere

Accessibility/Transport options

Double PT and active mode share by 2035 (from 2018 levels)

The transport system struggles to provide people with safe, reliable and equitable transport options to meet their social, cultural and economic needs

An integrated transport system that provides transport options for differing community access and mobility needs

- Shape urban form to grow mode shift and provide transport options
- Targeted intervention to recognise different transport and accessibility needs across the region

Accessibility/Transport options

- Policies to improve accessibility and travel choice
- Policies to embed and improve Te Huia inter-regional rail service
- Support for community transport initiatives

- Collaborative stakeholder action to implement MSP, Regional PT plan and Community transport
- Stakeholder action and advocacy for passenger rail

MSP tranche of activities to improve PT and transport options

Safety

A 40% reduction in deaths and serious injuries by 2030 (from 2018 levels)

System failures and user behaviours expose people to risk, resulting in the unacceptable occurrence of deaths and serious injuries

A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured

- Implement the Safe System approach for the Waikato region
- Focus on speed and infrastructure, education and behaviour change for high risk and vulnerable users, and enforcement

Safety

- Investment through Road to Zero Safe System approach
- Support collaborative regional approach

Regional collaborative stakeholder action to implement safety policy

Speed and Infrastructure Programme (SIP) implementation