

# Submission form

## **Have your say!**

**We would like to know your views on the DRAFT Regional Land Transport Strategy.**

Please use this form to write your submission and send it to:

**Freepost - Environment Waikato  
Attention: Transport Policy  
Environment Waikato  
PO Box 4010  
HAMILTON EAST 3247**

Or Fax your submission to: **07 859 0998**

Submissions can also be emailed to [transport@ew.govt.nz](mailto:transport@ew.govt.nz). However please make sure you include the information and contact details requested on the submission form.

All submissions received will be acknowledged and be considered in the development of the final Regional Land Transport Strategy. Please note that submissions are to be **received** by Environment Waikato by **4pm, Friday 17 December 2010**.

Submissions will be heard over one or more days in the week of 14 February 2011 (subject to confirmation). The number of days required will depend on the number of submitters who indicate they wish to be heard. Please indicate whether you wish to present your comments to the Hearing Committee in person. If you indicate you wish to present your submission in person, you will be contacted to confirm the time and date of your appearance in front of the Hearing Committee.

The full DRAFT Regional Land Transport Strategy is available for viewing at local libraries, district council offices and Environment Waikato offices. The summary of the strategy and the full strategy are also available on Environment Waikato's website [www.ew.govt.nz](http://www.ew.govt.nz) or by ringing Environment Waikato's Freephone on 0800 800 401.

## **Submissions close at 4pm on Friday 17 December 2010**

Please include the following information as part of your submission.

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***Please tick the box if you would like to speak at a hearing:***

Yes

*Guillaume.*

Signed \_\_\_\_\_

**Your submission**

- Please write your submission clearly in black ink as it will be photocopied.
- Please clearly indicate which section or page number of the RLTS you are referring to in your submission
- Add extra pages if required.

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This is a submission by the Future Proof Implementation Committee (“FPIC”) in support of the draft Waikato Regional Land Transport Strategy 2011-2041 (“RLTS”). The FPIC is the governance group responsible for implementation of the Future Proof Growth Strategy. FPIC includes representatives from the Future Proof sub-regional councils of Hamilton City, Waipa and Waikato Districts, Environment Waikato as well as NZTA and Tangata Whenua.

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The FPIC would like to commend the Regional Transport Committee on producing such a comprehensive and well thought through draft Strategy. The integration of land use and transport is a common theme running through the Future Proof Strategy so it is important that both Future Proof and the RLTS are in alignment. It is our view that the draft RLTS supports the land use pattern as set by Future Proof and the Proposed Regional Policy Statement.

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Overleaf we have provided some key areas of the draft RLTS that Future Proof are in support of as well as making some suggested changes or additions to the draft document. We hope that they are helpful.

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## Future Proof Submission

RLTS Reference	RLTS Section / Topic	Future Proof Submission
General	Growth management and Future Proof Growth Strategy references	Future Proof commends the draft RLTS on the links it has made throughout the document to the relationship between land use and transport planning and in particular the importance of growth management strategies in setting land use patterns. The references throughout the document to the Future Proof Strategy are strongly supported as it is essential that Future Proof and the RLTS are in alignment.
General	Alignment with the Proposed RPS	Future Proof supports the alignment with the Proposed RPS in the draft RLTS. The Proposed RPS implements key aspects of the Future Proof Strategy such as the settlement pattern, urban limits and development staging.
Chapter 1, section 1.2, page 4	Policy Context for the RLTS	Amend the first paragraph as follows: <i><u>"The RLTS is required by the LTMA to be consistent with any national land transport strategy and relevant national policy statement, regional policy statement or regional plan. The RLTS is also required to take into account the Government Policy Statement on Transport Funding (GPS) the National Energy Efficiency and Conservation Strategy and any relevant national transport strategies district plans."</u></i> This is the correct wording of section 75 of the LTMA.
Chapter 3, section 3.3.1, page 19	Outcome for Integration	Future Proof strongly supports the integration outcome in the draft RLTS. This is fundamental to the Future Proof Strategy and the relationship between land use and transport planning.
Chapter 4, pages 23 - 25	Strategic Approach for the Strategy	Future Proof supports the preferred strategic approach which underpins the draft RLTS. The strategic corridors and the managing demand and encouraging alternative modes of transport aspects of the strategic approach in particular align well with the Future Proof preferred scenario of a compact / concentrated settlement pattern.
Chapter 4. section 4.4.2, pages 25 - 26	Role of Cycling	Suggest specifically referencing the importance of land use planning to achieving an increase in cycle travel. The following sentence could be added after paragraph 5 (second column) on page 25: <i><u>"...and travel behaviour change programmes. The relationship between land use planning and cycling will also be a key factor in terms of increasing the use of cycling. Land use planning can encourage cycling through live, work</u></i>

		<i>and play initiatives, compact settlements and requiring new developments to make provision for cycling.”</i>
Chapter 4, section 4.4.3, pages 26 - 27	Role of Public Transport	Suggest adding some wording around the importance of linking growth management areas and the provision of public transport, especially areas with higher densities. The following could be added to the first group of bullet points under ‘Urban Centres’ on page 26: <ul style="list-style-type: none"> <li>• <u>“Linking growth areas identified in growth management strategies with public transport infrastructure and services.”</u></li> </ul>
Chapter 5, section 5.2.2.4, page 36	Key Regional Challenges	Suggest adding the following potential sources to the alternative funding list: <ul style="list-style-type: none"> <li>• <u>Fuel taxes</u></li> <li>• <u>Extra local / regional funding</u></li> <li>• <u>Landowner / developer cost sharing contributions</u></li> </ul>
Chapter 5, section 5.3, pages 45 – 46	High Priority Regional Challenges	Future Proof supports the eight priority regional challenges. Of particular relevance to Future Proof are the challenges of future population growth and demographic change, promoting opportunities to optimise the investment in the Waikato Expressway, improving urban design and layout to provide for accessible journeys and the need to integrate planning of urban form, infrastructure and funding.
Chapter 6, section 6.2, pages 49 -50	The Importance of Integrated Land Use Planning	Future Proof strongly supports section 6.2. Suggest adding the following to paragraph 2 (second column) on page 49: <u>“...The region’s district land use policies and sub-regional growth strategies are an integral part of the RLTS, as outlined in section 1.2 of the strategy. A number of these land use policies and sub-regional growth strategies are being implemented through the RPS.”</u>  If possible a diagram to show the priority order of interventions discussed at the top of page 50 would be useful.
Chapter 6, section 6.4.1, page 52	Guiding Principles	Support the guiding principles - P.P1, P.P2, P.P4 and P.P6 in particular P.P1 and P.P2 as these emphasise the importance of integrated land use and transport planning.
Chapter 6, section 6.4.2, page 53	Regional Policies and Actions	Strongly support integrated land use and transport planning as a priority focus area.
Chapter 7, section 7.2, pages 55-58	Priority Focus: Integrated Land Use and Transport Planning	Future Proof supports the integrated land use and transport planning policies.

		<p>In particular, Future Proof supports actions A7.1, A7.6, A7.8, A7.9, A7.10, A7.11</p> <p>Future Proof also supports the initiative in action 7.12 for the RTC to advocate for regional spatial planning.</p>
Chapter 7, section 7.4, pages 60-64	Priority Focus: Access, Mobility and Public Health	Future Proof supports the land use planning references in this section. The way that developments are planned, where land use is located and the type of land use policies promoted can have a strong influence on access, mobility and public health.
Chapter 8, section 8.3, pages 72 - 77	Region-Wide Policies for Strategic Road and Rail Corridors	Support the strategic corridors approach, including the policies for road and rail and the identification of nationally regionally and sub-regionally significant road corridors.
Chapter 8, section 8.4, page 79	Actions for Inter-Regional Corridors	Future Proof would like to be involved with or kept closely informed about action A8.2 (investigating the region's next top priority state highway project post the completion of the Waikato Expressway), action A8.4 (the role and management of the bypassed sections of SH1)
Chapter 9, section 9.5, pages 98 - 100	Regional Travel Demand Management Implementation Measures	<p>The Future Proof Strategy is predicated on achieving a more compact urban form and an integrated approach to land use and transport. The Strategy aims to encourage more sustainable modes of travel by ensuring that land use is planned in such a way that these modes are supported. Future Proof would like to see stronger direction from the RLTS in terms of the travel demand management measures and promoting sustainable transport modes in particular.</p> <p>Our preference would be for the RLTS to include specific modal shift targets for urban areas. We note that there are modal shift targets for Hamilton which are somewhat hidden in chapter 16 on targets and monitoring. We suggest that the targets relating to modal shift also be included in the Travel Demand Management chapter. There will also need to be work undertaken in order to determine how these targets will be met, for example what level of service will be required to reach these targets, how much this will cost, and how it will be funded.</p>
Chapter 11, pages 105-112	Implementing the Strategy in the Future Proof Sub-region	Future Proof strongly supports this chapter, in particular the description of the Future Proof Strategy. We also support the inclusion of Map 18 as it provides a useful overview of land use and transport and represents this in a spatial sense. Future Proof suggests the following in relation to Map 18:

		<ul style="list-style-type: none"> <li>▪ There is a need to ensure that the map and inset table align with the Proposed RPS and any changes to it.</li> <li>▪ That the growth management areas of Peacocke and Rototuna be labelled on Map 18.</li> <li>▪ That the urban limits around Hamilton City are shown on the map.</li> <li>▪ That the 'potential future road corridor' item in the key be matched more clearly with what is on the map (ie the key shows it as just being red).</li> </ul> <p>Future Proof strongly supports the use of the Proposed RPS Future Proof growth areas / urban limits map. This provides a strong linkage between all three documents.</p> <p>We support section 11.2, in particular paragraph 2 on page 110 which links the Waikato Expressway with the Future Proof Strategy.</p> <p>Future Proof also supports the demand management approach for the Future Proof sub-region as set out in section 11.3.</p>						
Chapter 11, section 11.4, pages 113-126	Strategic Sub-regional Packages	<p>Future Proof supports the strategic sub-regional transport packages that align with the Future Proof settlement pattern.</p> <p>We suggest adding a brief description of each strategic package (even just in very general terms). At the moment it isn't clear exactly what these packages are made up of. An example of a description could be:</p> <table border="1" data-bbox="1077 940 2045 1217"> <tr> <td data-bbox="1077 940 1267 975"><u>FP.03</u></td> <td data-bbox="1267 940 2045 975"><b>Hamilton Cross City Connector</b></td> </tr> <tr> <td data-bbox="1077 975 1267 1114"><u>Description</u></td> <td data-bbox="1267 975 2045 1114"><u>Cross City Connector (Boundary Rd/Whitiora Bridge/Five Cross Roads)</u> <u>Mill St Intersections</u> <u>Massey St Cycleway</u></td> </tr> <tr> <td data-bbox="1077 1114 1267 1217">Objectives</td> <td data-bbox="1267 1114 2045 1217">Improved connectivity between Waiere Drive (refer FP02), the Western Corridor (FP.04) and the northern end of the Hamilton City Centre (FP.12)</td> </tr> </table>	<u>FP.03</u>	<b>Hamilton Cross City Connector</b>	<u>Description</u>	<u>Cross City Connector (Boundary Rd/Whitiora Bridge/Five Cross Roads)</u> <u>Mill St Intersections</u> <u>Massey St Cycleway</u>	Objectives	Improved connectivity between Waiere Drive (refer FP02), the Western Corridor (FP.04) and the northern end of the Hamilton City Centre (FP.12)
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Objectives	Improved connectivity between Waiere Drive (refer FP02), the Western Corridor (FP.04) and the northern end of the Hamilton City Centre (FP.12)							
Chapter 16, pages 151 - 154	Targets and Monitoring	<p>Future Proof would like to see the targets contained in chapter 16 moved up further in the document. We suggest that they be included in chapter 7 with the regional policies and actions. In this way the priority focus areas</p>						

		and the policies can be tied in with specific targets to achieve those outcomes. The actions are then the doing component / proposed approach for achieving those policies and targets. Setting and achieving targets is a key part of strategy implementation. The RLTS targets should be integrated with the policy framework. Monitoring of progress towards achieving these targets is still essential and this should be covered in chapter 16.
Chapter 16, page 154	Targets and Monitoring	Future Proof supports the regional targets for integration. In particular we note target 6.2 which needs to be monitored as part of the Waikato RPS and Future Proof Strategy implementation.