

# Submission form

## Have your say!

***We would like to know your views on the DRAFT Regional Land Transport Programme 2012-2015.***

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

**Freepost: Waikato Regional Council  
Attention: Transport Policy  
Waikato Regional Council  
Private Bag 3038  
Waikato Mail Centre  
HAMILTON 3240**

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

Submissions can also be emailed to [transport@waikatoregion.govt.nz](mailto:transport@waikatoregion.govt.nz) but 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 Programme.

Please note that submissions are to be received by Waikato Regional Council by **4pm on Monday, 20 February 2012.**

Submissions will be heard over one or more days from 8 March 2012. 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 Programme is available for viewing at local libraries, city and district council and Waikato Regional Council offices.  
The summary of the programme and the full programme are also available on Waikato Regional Council's website [www.waikatoregion.govt.nz](http://www.waikatoregion.govt.nz) or by ringing Waikato Regional Council's Freephone on 0800 800 401.

## **Submissions close at 4pm on Monday, 20 February 2012**

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

*Denemaine.*

Signed \_\_\_\_\_

## Your submission

- If you are referring to a particular page, please indicate the page number next to your comments.
- Please write your submission clearly in black ink, as it will be photocopied.
- 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 Transport Programme 2012-2015 (“RLTP”). 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, Waikato Regional Council as well as the New Zealand Transport Agency and Tāngata Whenua.

The FPIC would like to commend the Waikato Regional Transport Committee on developing the RLTP. The document is well thought through and contains very clear priorities.

Future Proof supports the region’s key transport priorities identified in the RLTP. In particular we support the continued prioritisation of the Waikato Expressway. This project is critical to the Waikato region from an economic development and integrated planning perspective. Future Proof is also very supportive of the priority to ‘maintain what we have’. It is critical that the sub-region maintains its local roading network and State highways and continues to provide a minimum level of service for public transport as well as walking and cycling.

Future Proof also strongly supports RLTP statements around the importance of continued investment in public transport. The Future Proof Strategy is predicated on achieving a more compact urban form and an integrated approach to land use and transport. Public transport is an essential part of the Strategy given its aim 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 shares the Regional Transport Committee’s concerns about funding constraints for public transport.

The Future Proof Strategy identifies the RLTP as a key implementation tool.<sup>1</sup> The Strategy is to be primarily implemented through the RPS, RLTS and RLTP, long term plans and district plans. One of the key approaches of the Future Proof Strategy is to achieve integration between Long Term Plans, Regional Policy Statement, Asset Management Plans, the Regional Land Transport Strategy, Regional Land Transport Programme, regional and district plans.<sup>2</sup> It is particularly important that the Future Proof Strategy, the Regional Policy Statement (“RPS”), the Regional Land Transport Strategy (“RLTS”) and the RLTP are all in alignment. It is our view that the RLTP gives effect to the RLTS as well as supporting the Future Proof Strategy and the RPS through its integrated planning approach as outlined in section 3.1.

The Future Proof Strategy contains an action for the Regional Transport Committee and the Waikato Regional Council to ensure that projects to support the implementation of Future Proof are included in the RLTP. This promotes alignment between land use and the transport infrastructure necessary to support it. The draft RLTP does this through projects such as the Waikato Expressway and associated works, public transport services and infrastructure, walking and cycling facilities and transport planning activities (in particular regional land use and transport integration and the public transport strategic network review). This submission has requested that two new activities be added to transport

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<sup>1</sup> Future Proof Strategy 2009 at pages 11 and 15

<sup>2</sup> Future Proof Strategy 2009 at page 89

planning. These activities relate to the need for a regional transport funding study and a Hamilton to Auckland land use and transport corridor study.

Overleaf we have provided some key areas of the draft RLTP 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.

## Future Proof Submission

RLTP Reference	RLTP Section / Topic	Future Proof Submission
General	Integration / growth management and Future Proof Growth Strategy references	Future Proof commends the draft RLTP on the links it has made in the document to the relationship between land use and transport planning. The references in the document to the Future Proof Strategy are strongly supported as it is essential that Future Proof, the RPS, RLTS and the RLTP are in alignment.
Chapter 1, Section 1.2, pages 2 - 3	What the Regional Land Transport Programme delivers on	Future Proof <b>supports</b> the acknowledgement of funding constraints on pages 2 and 3, and the effect that this may have on public transport services in particular. We agree that public transport has an essential role to play in terms of economic growth and prosperity. Public transport is an important component of the Future Proof Strategy as this mode of transport helps to support achieving a more compact urban form and an integrated approach to land use and transport. The reference to the importance of public transport to the Future Proof growth area in the first paragraph on page 3 is supported. It may be worthwhile including a footnote to explain what the 'Future Proof growth area' refers to in this paragraph, ie the territorial area of Waikato District, Waipa District and Hamilton City.
Chapter 2, Section 2.1, Figure 1, page 6	Figure 1: The Relationship between the RLTP and national and regional policy related to transport planning	Figure 1 indicates in brackets where particular documents are statutory in nature. The diagram should note under 'National Strategic Context' that the National Energy Efficiency and Conservation Strategy is a statutory document under the Energy Efficiency and Conservation Act 2000. It should also be noted, under 'Regional Councils and Territory Authorities' Long Term Plans', that these are statutory documents under the Local Government Act 2002.
Chapter 2, section 2.2, page 8	The Waikato Regional Land Transport Strategy	Future Proof <b>supports</b> the reference to the State highway 1/29 route as being the strategic long term corridor connecting Auckland and the Waikato with the Bay of Plenty region. This route is an important part of the infrastructure supporting the Upper North Island growth area.
Chapter 3, page 9	Regional Challenges for the Regional Land Transport Programme	Future Proof <b>supports</b> the high priority challenges, and in particular the challenges of future population growth and demographic change and need to integrate planning of urban form, infrastructure and

		funding.
Chapter 3, section 3.1, page 10	Integrated land use and transport planning	In the third paragraph of section 3.1 add Tāngata Whenua to the list of Future Proof partners as follows: “...Future Proof Strategy developed collaboratively by Hamilton City Council, Waikato and Waipa District Councils, Waikato Regional Council, <del>and</del> the NZ Transport Agency and Tāngata Whenua...”
Chapter 3, section 3.1, page 10	Integrated land use and transport planning	Further material could be added to this section to strengthen the section on integrated land use and transport planning. The following paragraph around the Future Proof approach to integrated planning could be added:  The settlement pattern for this area has been guided by the Future Proof Strategy developed collaboratively by....in 2009. <u>Future Proof takes a strategic, integrated approach to long term planning and growth management. The Future Proof Strategy identifies 50 year land supply needs in the sub-region and sequences its release and development according to its ability to be serviced by appropriate infrastructure, particularly transport. This is set out in the Future Proof settlement pattern.</u>
Chapter 3, section 3.2, pages 12 – 13	Economic development: People and freight	Future Proof <b>supports</b> the reference to labour market growth trends indicating a need to target transport investment in the Future Proof sub-region. There is a significant amount of regional employment concentrated in the Future Proof sub-region and this is forecast to continue. It is important that transport investment keeps pace with this growth.  Future Proof also supports the identification of the Ruakura inland port facility and adjacent land uses. Ruakura is a key employment growth node in the Future Proof Strategy and the area presents a unique opportunity for an inter-modal terminal / logistics hub as well as a research innovation centre. It is these features that contribute to the Waikato region’s competitive advantage in agricultural research and as a transport hub supporting upper North Island economic development.

Chapter 3, section 3.3, page 17	Access, mobility and public health	Future Proof <b>supports</b> the statement in the third paragraph on page 17 around the need for a balanced portfolio of transport investment across activity classes. It is important for the Waikato region and the Future Proof sub-region that all modes of transport receive investment.
Chapter 3, section 3.3.2, page 18	Regional programme response	Future Proof <b>supports</b> the statements around the government's public transport policy which appears to disadvantage the Waikato region and could result in reduced levels of service for public transport.
Chapter 5, section 5.1.6	The Waikato Expressway	Future Proof strongly <b>supports</b> the regional transport committee in according the Waikato Expressway transport package the highest priority. The statements around this package in section 5.1.6 are supported.
Chapter 5, section 5.1.8, page 35	Transport Planning	<p>Future Proof <b>supports</b> the transport planning projects outlined in this section, in particular we strongly support the Waikato/Bay of Plenty Network Plan and the Upper North Island Transport Plan. It is imperative that these planning activities receive adequate and timely funding given the increasing importance being placed on the Upper North Island growth area.</p> <p>Future Proof also supports the regional land use and infrastructure integration project, the updating of the Waikato Regional Transport Model to take account of the 2013/14 Census and the Public Transport Strategic Network Review. All of these projects are important to the implementation of the Future Proof Strategy.</p> <p>We would like to see all of these activities accorded <b>high priority</b> in the RLTP. In particular, we are of the view that the regional land use and infrastructure integration project should be given a higher priority than what it currently has.</p>
Chapter 5, section 5.1.8, page 35	Transport Planning	Future Proof is of the view that given the significant transport funding challenges that the region is facing, particularly for public transport, that there should be a transport planning activity to investigate alternative funding sources and develop a funding strategy. As Future Proof mentioned in its submission on the Regional Passenger

		<p>Transport Plan, there is an opportunity in new greenfields to consider the use of development contributions to help fund public transport infrastructure. We note that the RLTS identifies a Regional Transport Funding Study that is to be developed in conjunction with the NZTA.<sup>3</sup></p> <p>Future Proof submits that the following transport planning project be added to the RLTP:</p> <p><b>Regional Transport Funding Study</b>  <i>Study to consider alternative funding sources and develop a regional transport investment strategy. The study will identify and assess new funding from all available sources, including:</i></p> <ul style="list-style-type: none"> <li>▪ <i>Development contributions</i></li> <li>▪ <i>PPP's for major transport infrastructure</i></li> <li>▪ <i>Appropriate fare-box revenues from PT services</i></li> <li>▪ <i>Tolling</i></li> <li>▪ <i>Fuel taxes</i></li> <li>▪ <i>Other local/regional funding</i></li> </ul>
Chapter 5, section 5.2, page 38	Activities of inter-regional significance	<p>Future Proof <b>supports</b> the identification of the NZTA Waikato/Bay of Plenty Network Plan, the Upper North Island Transport Plan and the Waikato Regional Transport Model Census Update as activities which are of inter-regional significance.</p> <p>We also strongly support the activities identified in the 2016/17 – 2022/23 period as being regionally significance. All three of these are important from an Upper North Island growth area perspective.</p>
Chapter 6, pages 39-42	Funding Plan	<p>Future Proof is of the view that funding should be given much greater consideration given the transport funding issues that the region is facing. A studying into regional transport funding should be completed in order to fully understand the issues and investigate alternative funding sources. See submission point above relating to Chapter 5 which requests a new transport planning activity to undertake a regional transport funding study.</p>

<sup>3</sup> Waikato Regional Land Transport Strategy 2011-2041, at page 149

Appendix 2, page 70	Statement of how the RLTP achieves NZ Transport Agency objectives and aims for transport activities	Section 16(2)(a) of the LTMA 2003 requires the Regional Transport Committee to assess the RLTP against the requirements of section 14 of the LTMA. We note that Appendix 2 does this, however the section which makes this assessment is entitled 'Statement of how the RLTP achieves NZ Transport Agency objectives and aims for transport activities'. This should be 'Statement of how the RLTP achieves <i>LTMA</i> objectives and aims for transport activities.'
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