



Future Proof Implementation Committee
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FUTURE PROOF IMPLEMENTATION COMMITTEE SUBMISSION ON THE DRAFT REGIONAL LAND TRANSPORT PLAN

This submission is lodged by the Future Proof Implementation Committee (“FPIC”) on the Draft Waikato Regional Land Transport Plan (“RLTP”).

The FPIC is the implementation arm of the Future Proof Growth Strategy. The FPIC includes representatives from the Hamilton City Council, the Waipa District Council, the Waikato District Council, the Waikato Regional Council and tāngata whenua (Waikato-Tainui).

The FPIC strongly supports the RLTP as it is an important document for Future Proof Strategy implementation. Future Proof particularly supports the regional policy framework especially the objectives, policies and priorities relating to integration and forward planning.

The detailed matters of support as well as some areas where we have suggested amendments are set out in our submissions attached to this letter. The FPIC is willing to appear in support of its submission. If others make a similar submission, the FPIC would also be prepared to consider presenting a joint case with them at the hearing.

Yours sincerely

Ken Tremaine
Future Proof Implementation Advisor

SUBMISSION FORM

Please tell us what you think about our proposals. You are welcome to use the submission form here or send in your submission on a separate sheet. The council looks forward to receiving your feedback.

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Tick if you prefer to be contacted by email.

~~I~~we wish to present ~~my~~our group's comments to the council in person.

Yes No

Hearings are scheduled for 16-18 February 2015. You will be notified when to appear.

Signed:



Your submission

Note that your submission and any information you supply as part of your submission is considered public information and will be available in reports and documents relating to this process and may be published on our website at www.waikatoregion.govt.nz.

The Future Proof Implementation Committee's submission appears overleaf.

General Comments: This is a submission by the Future Proof Implementation Committee (“FPIC”) in support of the draft Waikato Regional Transport Plan 2015-2045 (“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 clear objectives and priorities.

Future Proof supports the six plan principles and transport objectives outlined in Section 3. We also support the region’s land transport priorities identified in Section 3.4. In particular we support the continued prioritisation of the Waikato Expressway and associated improvements. This project is critical to the Waikato region from an economic development and integrated planning perspective. Future Proof is also very supportive of the priorities to focus on strategic inter-regional road and rail corridors and optimising and growing public transport within Hamilton and between Hamilton and surrounding towns.

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.

The Future Proof Strategy identifies regional land transport planning documents as key implementation tools.¹ The Strategy is to be primarily implemented through the Regional Policy Statement, Regional Land Transport Strategy and Regional Land Transport Programme (which have now become the RLTP), long term plans and district plans. One of the key approaches of the Future Proof Strategy is to achieve integration between all of the documents.² It is particularly important that the Future Proof Strategy, the Regional Policy Statement (“RPS”), and the RLTP are all in alignment. It is our view that the RLTP supports the Future Proof Strategy and the RPS through its integrated planning approach as outlined in section 3.6.1.

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, Southern Links early investigations, public transport services and infrastructure, walking and cycling facilities and transport planning activities. Future Proof would like to see more emphasis placed on new growth areas / pressure points, particularly in the northern Waikato as well as areas like the Southern Growth Corridor (Peacocke, the Airport and surrounds, Tamahere).

Future Proof is also of the view that further work needs to be undertaken as a priority on alternative and creative funding sources for transport as well as achieving greater efficiencies in the transport system, in particular through value engineering.

¹ Future Proof Strategy 2009 at pages 11 and 15

² Future Proof Strategy 2009 at page 89

Future Proof would strongly support the development of a detailed implementation plan for the RLTP which sets out actions, responsibilities, timeframes and resourcing. By adopting this approach all the users of the RLTP are clear what its challenges are and how these will be addressed. The Regional Council will also be able to see whether it is meeting its obligations under the critical action areas, whether there is slippage and whether additional resourcing needs to be applied to ensure agreed targets are achieved.

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 comments to the draft document. We hope that they are helpful.

Future Proof Submission

| RLTP Reference | RLTP Section / Topic | Future Proof Submission |
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| General | Integration and forward planning 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, and the RLTP are in alignment. |
| Section 2: Strategic Context | Section 2.2 – Upper North Island Spatial Scale, Figure 4, pages 22 - 23 | Future Proof supports the Upper North Island Spatial scale section. It is very important that the Waikato's position within the Upper North Island is acknowledged and that this context is understood. Figure 4 which demonstrates spatially the interrelationships between the Waikato, Auckland, Northland and the Bay of Plenty is strongly supported. |
| Section 2: Strategic Context | Section 2.3.1 – Impacts of growth on land use, page 24 | This section is supported, in particular the reference to Future Proof and its agreed future land use pattern. The links to the Proposed RPS are also important as this gives statutory effect to the Future Proof settlement pattern. The reference to both Future Proof and the Proposed RPS providing a framework for integrated land use and transport responses and recognising the benefits of proactive growth management in urban areas is strongly supported. |
| Section 2: Strategic Context | Section 2.3.4 Affordability, Figure 12, pages 36 - 37 | The affordability issues facing ongoing investment in the transport system as articulated in section 2.3.4 are strongly supported. Affordability is a significant issue facing the Future Proof sub-region, particularly as some over the next 50 years some areas face strong growth while others are likely to have lower growth rates given an ageing population. There is a need to think carefully about transport investment decisions, how infrastructure is provided and alternative forms of funding. |
| Section 3: Regional Policy Framework | Section 3.2 Plan principles, page 46 | Future Proof supports the Plan Principles in section 3.2, in particular principle 1 relating to integrated transport and land use planning, principle 2 on the hierarchy of interventions and principle 6 relating to resilience and affordability. |
| Section 3: Regional Policy Framework | Section 3.3 – Land transport objectives, page 47 | Future Proof supports the six land transport objectives. These align with the LTMA and the GPS. The integration and forward planning objective helps to |

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| | | promote Future Proof principles and key approaches. |
| Section 3: Regional Policy Framework | Section 3.4 – Our land transport priorities, page 48 | Future Proof supports the land transport priorities, in particular the continued prioritisation of the Waikato Expressway project. |
| Section 3: Regional Policy Framework | Section 3.6.1 – Integration and forward planning, pages 49 - 51 | <p>This section is supported, however additional references to the relationship between the northern Waikato and Auckland would be useful, for example (note that it may be more appropriate for the suggested text to be incorporated elsewhere in the Plan):</p> <p><u><i>There are important inter-relationships between the Waikato and Auckland. The northern Waikato is coming under increasing pressure as a result of its proximity to Auckland. Future Proof is focussing on achieving the following high-level outcomes:</i></u></p> <ul style="list-style-type: none"> ▪ <u><i>The need for a complementary land use pattern between Auckland and the Waikato.</i></u> ▪ <u><i>Defining the role of the freight hubs in both Auckland and the Waikato.</i></u> ▪ <u><i>Protecting productive rural land in the northern Waikato given its role as a food basket for the Upper North Island.</i></u> ▪ <u><i>The role of an expanded Pukekohe in relation to other nearby settlements in the Waikato District, namely Tuakau and Pokeno.</i></u> <p><u><i>State Highway 1 and the Waikato Expressway is the key route for the Waikato in terms of being able to get freight into and out of Auckland and to the Port. It is vital that the two region's work together to ensure that this route remains as efficient as possible and that it isn't compromised by land use.</i></u></p> <p><u><i>Ongoing work is occurring between the Auckland Council, Waikato District Council and Future Proof to try and achieve alignment between the two regions and to manage growth sustainably.</i></u></p> <p>The key priorities for the next 10 years are supported, however Future Proof</p> |

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| | | <p>would like to see the Southern Growth Corridor added into these priorities.</p> <p>The policies are also supported but we would like to see reference to individual growth or development strategies incorporated:</p> <p>Policies</p> <p>P2 – Ensure the transport system is managed and developed in a way that is consistent with the relevant built environment provisions in the Proposed Regional Policy Statement, <i>and relevant growth or development strategies.</i></p> |
| Section 3: Regional Policy Framework | Section 3.6.4 – Affordability, pages 58 - 60 | <p>The section on affordability is supported. Future Proof supports the priorities to investigate co-investment opportunities and alternative sources of funding. This is an important task given the pressures that are on traditional funding sources and the transport infrastructure needs that exist. This priority needs to be implemented as soon as possible. There should be an implementation plan to support this task and a detailed project plan developed. Future Proof would welcome the opportunity to assist with and be part of this project.</p> <p>The medium to longer term priority to <i>Continue to seek efficiencies in the land transport system</i> should be moved to a priority within the next 10 years and expanded on as follows:</p> <p><u><i>Consider how to achieve efficiencies in the land transport system, in particular how to reduce costs through value engineering, a review of standards and procurement. Alternative methods of providing transport infrastructure could also be looked at.</i></u></p> |
| Section 3: Regional Policy Framework | Section 3.6.5 – Access and mobility, Public transport, pages 61 - 64 | <p>While Future Proof understands the funding constraints currently facing public transport and the importance of prioritising Hamilton and its satellite towns, we are concerned that the RLTP needs to be taking account of new growth areas such as Pokeno and Tuakau while adequately planning for these areas to ensure they have public transport options in place.</p> |
| Section 4: Strategic Corridors | <p>Section 4.3 – Inter-regionally significant corridors</p> <p>Section 4.4 – Regionally significant corridors</p> <p>Section 4.5 – Strategic arterial corridors</p> <p>Pages 70 - 89</p> | <p>This section of the Plan is supported including the policies and activities outlined for each corridor classification.</p> |

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| Section 5: Funding | Section 5.3 – 10-year forecast of revenue and expenditure, pages 95 - 96 | This section is supported, in particular the highlighting in section 5.3 that expenditure on new and improved infrastructure in the region will drop significantly following completion of the Waikato Expressway. Further discussion should be included in this section on the importance of the affordability priorities / actions around achieving greater efficiencies and alternative funding sources. |
| Section 7: Delivering the Regional Land Transport Plan | Section 7.5 – Monitoring the Plan, page 107 | It is important to ensure that the Key Performance Indicators for each objective are all measurable and that there is data available in order to monitor the policies. There is quite a significant monitoring regime outlined in Section 7.5 and the WRC will need to ensure that this can be delivered on. |
| Section 7: Delivering the Regional Land Transport Plan | Section 7.6 – Direction for the next plan, page 108 | This section is strongly supported by Future Proof. It provides clear direction on what the likely challenges and priority areas are likely to be for the next Plan and what the RTC will need to focus on. This is important given that by the time of the next RLTP the region's number one priority transport project in the Waikato Expressway will have been completed. The region needs to start thinking about what the region requires strategically over the next 10 – 20 years. |
| General | | Future Proof would strongly support a detailed implementation plan which supports the RLTP policies and implementation measures. This implementation plan should contain timeframes, responsibilities and resourcing. It would be preferable for this to be incorporated into the RLTP so that implementation is not detached from strategy. |