

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 26 JUNE 2018** commencing at **9.00am**.

Information and recommendations are included in the reports to assist the committee in the decision making process and may not constitute Council's decision or policy until considered by the committee.

1. APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF STATUS OF AGENDA

Representatives from Waikato Regional Council will be in attendance from 9.00am to discuss item 5.1.

3. DISCLOSURES OF INTEREST

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GJ Ion
CHIEF EXECUTIVE

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	22 May 2018
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the minutes of the Infrastructure Committee meeting held on Tuesday 22 May 2018.

2. RECOMMENDATION

THAT the minutes of the meeting of the Infrastructure Committee held on Tuesday 22 May 2018 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

INF minutes 22 May 2018

MINUTES for a meeting of the Infrastructure Committee of the Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 22 MAY 2018** commencing at **9.01am**.

Present:

Cr DW Fulton (Chairperson)
 His Worship the Mayor Mr AM Sanson *[from 9.26am]*
 Cr A Bech
 Cr JA Church
 Cr S Henderson
 Cr SD Lynch
 Cr RC McGuire
 Cr FM McNally
 Cr EM Patterson
 Cr JD Sedgwick
 Cr NMD Smith

Attending:

Mr B MacLeod (Raglan Community Board Chair)
 Mr G Ion (Chief Executive)
 Mr I Cathcart (General Manager Customer Delivery)
 Mr T Whittaker (General Manager Strategy & Support)
 Mrs LM Wainwright (Committee Secretary)
 Mr K Pavlovich (Acting Waters Manager)
 Mr P McPherson (Acting Programme Delivery Manager)
 Ms A Hampton (Parks & Reserves Manager)
 Mr G Dela Rue (Acting Roding Manager)
 Ms M Smart (Property Officer)
 Members of staff

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Fulton/Sedgwick)

THAT an apology be received from Crs Gibb, Main and Thomson;

AND THAT an apology for lateness be received from His Worship the Mayor Mr AM Sanson.

CARRIED on the voices

INF1805/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Lynch/Church)

THAT the agenda for a meeting of the Infrastructure Committee held on Tuesday 22 May 2018 be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 6 which shall be considered with the public excluded;

AND THAT all reports be received;

AND FURTHER THAT the Chair of the Raglan Community Board be given speaking rights for the duration of the open section of this meeting.

CARRIED on the voices

INF1805/02

DISCLOSURES OF INTEREST

Cr McNally advised members of the Committee that he would declare a non financial conflict of interest in item PEX 2.3 [*Lots 1-3 DPS 81963, Huntly*].

CONFIRMATION OF MINUTES

Resolved: (Crs McNally/Sedgwick)

THAT the minutes of a meeting of the Infrastructure Committee held on Tuesday 27 March 2018 be confirmed as a true and correct record of that meeting.

CARRIED on the voices

INF1805/03

REPORTS

Approval of Proposed Pokeno Developer's Dines Group Name List
Agenda Item 5.1

The report was received [*INF1805/02 refers*] and discussion was held.

Resolved: (Crs Smith/Church)

THAT the following Proposed Pokeno Developer's Dines Group Name List be referred to the Pokeno Community Committee for their feedback:

- Chiverton Road,
- Horton Road,
- John Bouskill Avenue,
- Coatbridge Terrace,
- Frankfield Road,

- Bathgate Court,
- Noble Lane, and
- McLean Street.

AND THAT the Committee's response be placed on the June Council agenda for approval.

CARRIED on the voices

INF1805/04

Service Delivery Report for May 2018
Agenda Item 5.2

The report was received [*INF1805/02 refers*] and discussion was held.

His Worship the Mayor Mr AM Sanson entered the meeting at 9.26am during discussion on the above item.

EXCLUSION OF THE PUBLIC

Agenda Item 6

Resolved: (Crs Patterson/Bech)

THAT the report of the Chief Executive be received;

AND THAT the public be excluded from the meeting to enable the Committee to deliberate and make decisions on the following items of business:

Confirmation of Minutes dated Tuesday 27 March 2018

REPORTS

- a. **Finalisation of a cost share agreement for enhanced wastewater and stormwater infrastructure**

This resolution is made in reliance on section 48(1)(a) and 48(2)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by sections 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part(s) of the proceedings of the meeting in public are as follows:

Reason for passing this resolution to withhold exists under: **Ground(s) under section 48(1) for the passing of this resolution is:**

Section 7(2)(b)(ii)(i)

Section 48(1)(3)(a)(i)(d)

b. Raglan Food Waste Shortfall

This resolution is made in reliance on section 48(1)(a) and 48(2)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by sections 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part(s) of the proceedings of the meeting in public are as follows:

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(b)(i)(ii)

Section 48(1)(3)(d)

c. Lots 1 – 3 DPS81963, Huntly

This resolution is made in reliance on section 48(1)(a) and 48(2)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by sections 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part(s) of the proceedings of the meeting in public are as follows:

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2) (a)(b)(ii)(i)(j)

Section 48(1)(3)(d)

d. Lease or Sale of part Les Batkin Reserve, Tuakau

This resolution is made in reliance on section 48(1)(a) and 48(2)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by sections 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part(s) of the proceedings of the meeting in public are as follows:

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(a)(b)(ii)

Section 48(1)(3)(d)

CARRIED on the voices

INF1805/05

Resolutions INF1805/06 – INF1805/11 are contained in the public excluded section of these minutes.

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	12 June 2018
Prepared by	KC Bredesen Business Support Team Leader/PA
Chief Executive Approved	Y
Reference #	Inf 2018 (26/06/2018)
Report Title	Draft Regional Public Transport Development Plan - Presentation by Waikato Regional Council

1. EXECUTIVE SUMMARY

This report is to advise the Committee that representatives from the Waikato Regional Council will be in attendance at the Infrastructure meeting on 26 June 2018 to present the Draft Regional Public Transport Development Plan.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received.

3. ATTACHMENTS

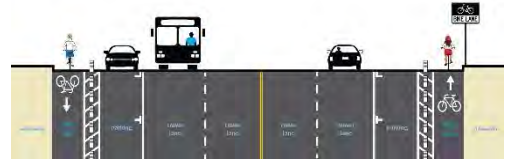
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REGIONAL PUBLIC TRANSPORT PLAN 2018-2028

Discussion Document

For the Review of Waikato Regional Public Transport Plan

May 2018



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1. Introduction

1.1 Purpose of this discussion document

Waikato Regional Council is undertaking a review of the Waikato Regional Public Transport Plan (RPTP or the Plan). The RPTP guides the development and management of public transport services within the region.

The current RPTP was adopted in 2015 and is required to be updated to ensure the Plan is aligned with national and regional transport policy, and in particular the new 2018-21 Government Policy Statement on land transport, the updated 2018-48 Regional Land Transport Plan and other key strategic planning work such as the Access Hamilton Strategy review.

The purpose of this discussion document is to facilitate feedback from key stakeholders on matters that should be considered by Waikato Regional Council when preparing the RPTP. This discussion document is informed by the RPTP Strategic Case, and is the first part of the RPTP preparation process - the next phase will involve preparing a draft Plan, which will be issued for full public consultation in August 2018.

1.2 Stakeholder consultation

The RPTP must be prepared in accordance with the Land Transport Management Act 2003 (LTMA). The LTMA requires that the RPTP takes into account a wide range of national and regional policies and strategies. The LTMA also requires Waikato Regional Council to consult with a wide range of stakeholders and the public. In particular, section 125 of the LTMA requires that when preparing a draft RPTP, Waikato Regional Council must consult with the following key stakeholders:

- Regional Transport Committee
- All territorial authorities in the region
- the Ministry of Education
- NZ Transport Agency
- KiwiRail
- Public transport operators in the region.

Waikato Regional Council is seeking feedback from these key transport stakeholders and other partners on this discussion document. Over June 2018, Waikato Regional Council staff will undertake a roadshow to a number of territorial authorities and key operators in the region. The feedback will be used to assist in preparing the draft RPTP.

Waikato Regional Council is particularly interested in your response to the consultation questions as listed in this discussion document but would also welcome feedback on any other matters in relation to the RPTP.

Please send your feedback to Tracey Deane at Tracey.deane@waikatoregion.govt.nz by **27 June 2018**.

1.3 Document structure

This discussion document is divided into a number of sections which reflect those intended to be included in the draft RPTP when prepared.

Stakeholder feedback is particularly sought on the proposed integrated network structure identified in Section 5, and the policy framework for the RPTP as outlined in Section 6.

1.4 RPTP development process from here

We will be taking the steps set out in the following table to prepare the draft RPTP. The timetable provides for the final RPTP to be adopted in December 2018.

Phase	Key actions	Date
Stakeholder consultation on discussion document	Discussion document approved by the RPTP Development Subcommittee for stakeholder feedback	18 May 2018
	Stakeholder consultation on Discussion Document in accordance with section 120 of the LTMA (including roadshow engagement with councils)	May-June 2018
	Stakeholder feedback on the discussion document closes	22 June
Draft RPTP development and public consultation	Prepare draft RPTP	May-July 2018
	RPTP Development Subcommittee endorse draft RPTP	30 July 2018
	WRC Strategy and Policy committee approve draft RPTP for public consultation	7 August
	Public consultation and hearings	15 Aug-end Oct
Adoption of new RPTP 2018-28	Prepare final RPTP	Sep-Nov
	WRC Strategic and Policy committee approve final RPTP	4 December
	WRC adopt the final RPTP 2018-21	14 December

2. Background

2.1 Purpose of the RPTP

The Regional Public Transport Plan provides a means for the Waikato Regional Council, public transport operators and other key stakeholders to work together in developing public transport services and infrastructure.

This Plan sets out the priorities and needs for public transport services and infrastructure in the Waikato region, in accordance with the provisions of the Land Transport Management Act 2003 (LTMA).

The RPTP describes the public transport network that Waikato Regional Council proposes for the region, identifies the services that are integral to that network over the next 10 years, and sets out the objectives and policies that apply to those services.

The Plan builds on the strategic direction for transport outlined in the Government Policy Statement on Land Transport 2018-21 and the Waikato Regional Land Transport Plan 2018-28.

2.2 RPTP Review process

The Plan review process has been undertaken by the Waikato Regional Public Transport Plan Development Subcommittee (RPTPD Subcommittee) in close collaboration with the NZ Transport Agency, territorial authorities, the Ministry of Education, the Waikato District Health Board, the University of Waikato, the Waikato Institute of Technology, and other key stakeholders from the access and mobility sector.

The RPTPD Subcommittee constitution and members are:

Organisation	Names
Waikato Regional Council	Cr Russ Rimmington (Chair) Cr Hugh Vercoe (Deputy Chair)
Hamilton City Council	Cr Dave Macpherson Cr Leo Tooman Cr Geoff Taylor (alternate)
Territorial Authority Funders	Cr Toby Adams (Hauraki District Council) Cr Dynes Fulton (Waikato District Council) Cr Grahame Webber with Cr Judy Bannon as alternate (Waipa District Council)
NZ Transport Agency	Andrew McKillop, Megan Kettle and Cole O'Keefe

The 2017-18 review of the RPTP is following the NZTA Business Case process, with the purpose of reviewing the current plan and bringing it up to date with changes in the transport policy context, in particular the new 2018-21 Government Policy Statement on land transport, the updated 2018-48 Regional Land Transport Plan, and progress with other key strategic work such as the Access Hamilton Strategy review.

More specifically, the review followed the principles of the NZTA Business Case Approach to determine:

1. The core PT problems that need to be addressed in this RPTP
2. The consequence of not addressing these problems
3. Expected benefits/outcomes that can be realised from addressing the problems
4. Whether the existing policy framework is still fit for purpose and/or any different policy intervention is required.

A Strategic Case for the RPTP review was compiled based on the outcomes of discussions on the above, and is available on Waikato Regional Council website. The Strategic Case forms an important part of the RPTP review process, and it helps to guide a range of strategic and policy matters contained in this Discussion Document.

2.3 Our current public transport system

The Waikato region has the fourth largest contracted bus service in New Zealand behind Auckland, Christchurch and Wellington. Waikato Regional Council contracts out the provision of public transport in the region. In Hamilton city, Waikato Regional Council rates residents to provide PT services. In the rest of the region, funding is provided from Territorial Authorities for PT services in their districts.

Bus patronage in the region rose from 1.7 million trips in 2002/03 to over 4 million trips in 2016/17. The past two years saw a decline in patronage, consistent with other regions across New Zealand, however patronage has begun to increase again over the last six months.

The existing public transport bus network in the Waikato region can be broadly classified into three categories – Hamilton urban, satellite commuter and rural regional services, as show in Figures 2-1 and 2-2 below.

Figure 2-1: current Hamilton urban public transport network

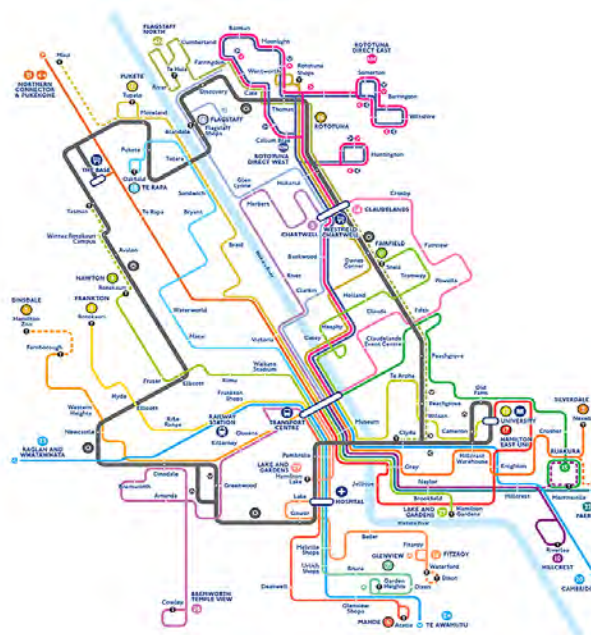
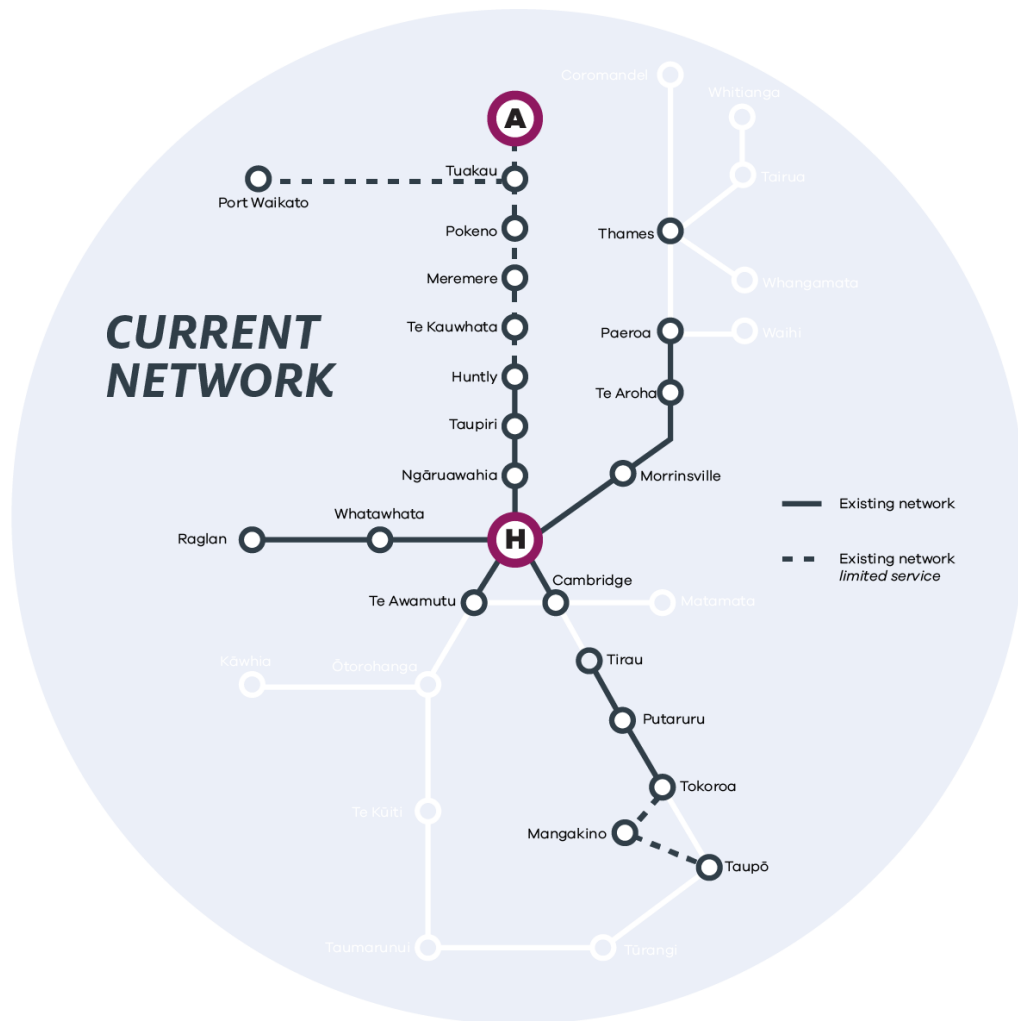


Figure 2-2: Current regional public transport services



Services within Hamilton account for over 90 per cent of the region’s public transport services, and is comprised of 27 routes with most operating Monday to Saturday. There are 14 key routes that operate on Sundays and public holidays. All public buses within the region are wheelchair accessible.

Bus services are provided between Hamilton and a number of towns within the Waikato, including: Huntly, Ngaruawahia, Raglan, Te Awamutu, Cambridge, Morrinsville, Te Aroha and Paeroa.

Outside of Hamilton and surrounding towns, services also provide connections for Taupo, Tokoroa, Mangakino, Meremere, Te Kauwhata, Mercer and Tuakau. Limited bus services are also provided between Tuakau/Port Waikato and Pukekohe, managed by Auckland Transport.

Waikato Regional Council also manages the Total Mobility Scheme within the Waikato region. The scheme currently operates in Hamilton, Taupo and Tokoroa. The scheme provides subsidised taxi travel for people with disabilities.

The Waikato region is similar to most cities around the world where passenger fares do not cover the full cost of providing public transport services. Subsidies are required to ensure the ongoing

operation of public transport. The total gross cost of public transport contracts in the region is approximately \$25 million per annum and is funded through:

- Fares from users
- Government subsidies from the National Land Transport Fund
- Local share collected through rates.

3. Key issues for public transport in our region

3.1 Key problems

Over 2017, the Regional Public Transport Plan Development Subcommittee in conjunction with key stakeholders from the health and education sectors had undertaken a strategic assessment for the review of the Regional Public Transport Plan. The outcomes of the strategic assessment have been summarised into the RPTP Strategic Case, which outlines three key problems relevant to public transport and the Waikato region, and the potential benefits of addressing them.

The problems identified in the Strategic Case are broadly consistent with the problem and benefit statements developed by the Regional Transport Committee for the updated Regional Land Transport Plan 2018-48, and in particular address elements of the RLTP Problem 1 around high growth, and Problem 3 around people's accessibility to essential services and employment.

Problem 1: High population growth and increasing dependency on cars is causing congestion in our towns and city, hampering economic development and community wellbeing.

Our towns and city are experiencing both higher than expected population growth, and increasing dependency on cars instead of more efficient travel such as public transport, which has implications for health, land use, the environment, and economic and community wellbeing.

Significant population growth in parts of the region is increasing transport demand. Waikato people are also increasingly using their cars. Meanwhile, urban design continues to prioritise cars over other modes, perpetuating people's preference to use private cars. Hamilton city in particular is experiencing increasing congestion because of this population growth and increasing use of cars. As a result, there is evidence that our health and wellbeing are worsening because of the increased use of cars.

Problem factors:

- Significant population growth in parts of the region is increasing transport demand
- Waikato people are using their cars more often and travelling longer distances
- Land use planning continues to prioritise cars over other modes, making the network less efficient
- Increasing congestion because of population growth and increasing use of cars, particularly in Hamilton
- Our health and wellbeing are worsening due to the adverse impacts of the congestion.

Problem 2: Lack of suitable transport options is limiting access to essential services and employment, impacting on economic and social viability of communities.

The region currently has a lack of publicly available and accessible transport options with appropriate routes, frequencies, and times, in particular for rural populations in Waikato. The problem includes the lack of coordination between transport providers, how available services are communicated to communities, and the affordability of services, both for funders and for users.

Essential services and employment opportunities are limited, in particular in rural areas. For most people living outside of the main urban areas, there is a need to travel to access essential services. Transport options to take people to essential services and employment are also limited

A lack of coordination between transport services may result in reduced benefits for providers and their communities. The limited availability of essential services, employment and transport options results in higher costs for people who live outside of main urban areas, reduced opportunities for participation in their communities, and therefore reduced health and wellbeing of these communities.

Problem factors:

- Transport options to access to essential services and employment are limited, particularly in rural areas
- Lack of coordination between transport providers is resulting in reduced value for money from public expenditure and less effective services for communities
- The limited availability of essential services, employment and transport options results in higher costs for people who live rurally, reduced opportunities for participation in their communities, and therefore reduced health and wellbeing of these communities.

Problem 3: Poor perceptions and journey experiences are a barrier to growing Public transport patronage, resulting in reduced value for money spent on transport infrastructure and services.

There are currently problems with public perceptions and experiences using public transport in our region. Research from 2016 to identify why patronage in Hamilton in particular was falling revealed a high level of overall user satisfaction with functional aspects of the bus network. However, the study also highlighted the two key reasons noted below as to why public transport use had declined.

The most important challenge is that public transport is not currently perceived as less affordable or more convenient than the private car use. Bus travel is also not currently seen as safe or pleasant by non-users.

Problem factors:

- Bus travel is not currently seen as safe or pleasant by non-users
- Public transport is not currently perceived as an affordable or more convenient alternative to the use of a private car.

3.2 Benefits of addressing the problems

The benefits of addressing the problems identified equate to our long term vision for the Waikato region, which is twofold:

Benefit One: A transport system that increasingly:

- **provides capacity for population growth and economic development**
- **enhances the health and wellbeing of our people, particularly transport disadvantaged¹**
- **makes our cities and towns more liveable**
- **is affordable for users and funders.**

A key benefit of moving people more efficiently and effectively is the corresponding improvement in community wellbeing, particularly in our urban areas. Decreasing the priority of planning for cars while increasing public transport priority will also result in more attractive places to live and efficient use of land.

Benefit Two: People having increased choices in how they get to where they need and want to be.

There is strong evidence that there are significant economic, social and health benefits to enabling people to travel independently and safely around their local community using an affordable and flexible transport mode. Communities that move around also interact with each other and are strengthened in the process.

Key policy focus areas to work towards this long term vision are outlined in the future public transport system section of the Plan.

¹ Transport-disadvantaged (as defined in the Land Transport Management Act) means people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare, and shopping).

4. Delivering an improved public transport system in the region

4.1 Our vision

Delivering an improved transport system is critical to achieving the national strategic priorities of improving road safety, improving transport access, and contributing to environmental and value for money outcomes.

Our long term vision for the Waikato region is to have a transport system that increasingly moves people more efficiently and affordably, influencing the way land is used to increasingly enhance the attractiveness and liveability of our urban areas. We also want people to have increased suitable transport choices in how they get to where they want to be.

Realising our vision would require a different approach for the network design and planning to increase 'people throughputs' and move people more efficiently and effectively across the network. This will involve decreasing priority of planning for cars while providing for increased public transport solutions.

As public transport takes up less room per person to move people than single occupancy vehicles, more people can be moved using less space, creating increasing efficiencies for the network. Economies of scale will allow for public transport to become more affordable, attracting increased demand for more public transport (and correspondingly pedestrian)-friendly environments. Environments which prioritise people over cars are more attractive to residents, and contribute to greater perceptions of safety and wellbeing, and therefore liveability of urban areas.

Addressing poor perceptions and journey experiences of public transport and the quality of facilities and services will increase use of public transport in the region. Greater participation in public transport will remove motor vehicles from roads. Increased use of public transport therefore has environmental benefits, in particular reducing congestion and increasing traffic flow efficiency.

Increasing traffic flow efficiency also carries economic benefits as goods and services are able to get to their destinations more quickly and predictably.

There are many obvious benefits to population health through increased participation in active transport modes and getting more people, more active, more often.

Providing good transport choices can immensely improve the liveability of an area. There is strong evidence that there are significant social benefits to enabling people to travel independently and safely around their local community using an affordable and flexible transport mode. Communities that move around also interact with each other and are strengthened in the process.

The ability to take public transport to locations such as school, town and recreational facilities contributes to engagement in activities and to the vibrancy of a community. There is also evidence to suggest that pedestrians will linger for longer in shopping centres and thus potentially spend more. Pedestrians also tend to make use of their local neighbourhood shops.

Increased participation in public transport will therefore have economic, environmental, and health benefits that have flow on effects for the community.

4.2 Strategic responses

To address the problems identified for public transport in the Waikato region, and work towards the long term vision, a list of 'strategic responses' have been developed by the RPTPD Subcommittee and key stakeholders, and these are:

1. **Move** from a coverage based network to a mass transit oriented network in Hamilton and surrounds over time
2. **Increase public transport mode share** through targeted travel behaviour change initiatives
3. **Connect regional towns** via improved public transport services
4. **Within regional towns, encourage demand responsive services** for the first and last miles
5. **Improve end to end journey** experiences and monitoring thereof
6. **Plan and implement** transport solutions with transport disadvantaged at the forefront of our thinking.

These strategic response are discussed in more detail as follows.

Strategic Response 1: Moving from a coverage based network to a mass transit-oriented network in Hamilton and surrounds over time

Population growth within the Waikato is most acute within Hamilton and the neighbouring Waikato and Waipa Districts. Population growth combined with high rates of low occupancy private motor use is causing increased levels on traffic congestion. This in turn:

- constrains our ability to accommodate further growth and development,
- places constraints on the productivity of our existing economy
- impacts our individual and collective wellbeing
- makes our city and towns less liveable

Hamilton City's transport strategy (Access Hamilton) anchors a strategic direction to increase public transport mode share as a mechanism to accommodate further growth and help manage the adverse impacts of increasing traffic congestions. Access Hamilton also recognises that significant numbers of people commute into Hamilton each day and the need to increase public transport mode share is a sub-regional issue.

Strategic Response 1, proposed to be anchored in the updated RPTP, acknowledges the direction set out in Access Hamilton and recognises that we cannot build our way out of traffic congestion. Continually adding capacity to roads to accommodate more cars is neither practical nor affordable in the long term. Even if it was affordable, the approach contributes to urban sprawl, reduces the liveability of our urban environments and contributes to other adverse environmental impacts.

Evolving our current public transport network from a coverage based system to mass transit oriented system over time will enable us to move a lot more people efficiently and affordably with a much lower demand for valuable urban land compared to car dominated system.

Importantly, the strategic response also recognises that we do not need a comprehensive mass transit system today. Rather the system needs to evolve and be progressively developed year on year over the next 50 years as the city and surrounds grow and develop.

This approach recognises that conditions do not currently exist to enable significant increases in the public transport use and creating such conditions requires infrastructure and land use interventions that can have long lead times and significant price tags.

In essence the strategic response seeks to make progressive gains in public transport mode share over the coming years while building a foundation that makes it possible to implement mass transit solutions as and when they are needed in the longer term.

This RPTP Discussion Document has outlined a new network structure and policy provisions to give effect to Strategic Response 1, and these are discussed in sections 5 and 6.2.

Strategic Response 2: Increase public transport mode share through targeted travel behaviour change initiatives

This strategic response is made up of three key areas for intervention: information and promotion, direct travel behaviour change interventions, and pricing intervention. The objective is to improve visibility of travel options and attractiveness of public transport.

The information and promotion component of this option involves improving the visibility of travel options for people in the Waikato. It includes making known the comparative costs of different modes of travel, and providing real time information to assist with journey planning.

Direct travel behaviour change interventions include advocating for disincentives for school drop off/pick up, and supporting corporate travel planning to favour the use of public transport.

The pricing intervention involves assessing the price of fares so they are affordable and a realistic alternative to private motor vehicles, and in particular looking at pricing for families.

Benefits of this option are that increased numbers of people convert to active travel modes, benefiting health and decreasing congestion.

This RPTP Discussion Document has set out the relevant policies in section 6.2 (Fares and Ticketing) and section 6.3 (Marketing and Promotion) that aim to improve the attractiveness of public transport.

Strategic Response 3: Connect regional towns via improved public transport services

This strategic response covers provision of regular public transport services, connecting key regional towns with employment and essential services. The response includes prioritising investment to target communities of greatest need. The overall objective of this strategic response is to enhance community wellbeing by enabling access to education, healthcare and social opportunities.

Because Total Mobility is funded by Territorial Authorities, this strategic response involves these authorities reviewing and considering the availability of Total Mobility in their districts.

Since many people who qualify for subsidies through the Total Mobility scheme also rely on footpaths for local participation, the strategic response also includes targeted improvements to connections between the places people live, and public transport services (ie bus stops). The response requires coordination between regional and local councils where public transport services are provided, so that improvements can be prioritised and their impact monitored and valued.

This RPTP Discussion Document has set out the relevant policies in sections 5 (Integrated public transport network framework) and 6.1 (Targeted services).

Strategic Response 4: Within regional towns, encourage demand responsive services for the first and last miles

Strategic Response 4 provides for investigating the viability of demand-responsive services (DRS) to provide coverage where population density is low and/or during periods of low demand. As detailed in Problem Two above, essential services and employment opportunities are currently limited in rural areas, as are transport options to take people to these places. For more urban areas, public transport options become more limited in after hours or weekend periods, disadvantaging those reliant on this transport to access essential services and employment.

The provision of DRS in areas of low demand will also provide useful information to assist with future network planning, including a better understanding of user demand by time of day and travel patterns. Investigating locally specific demand/needs will allow the DRS to be tailored in each area to provide a flexible, integrated and customer-centric transport option.

Operational and vehicle technology will also be a key element of a success DRS, and Council will be working closely with the NZ Transport Agency and other technology providers to identify appropriate technology to support the implantation of DRS.

An overall objective of this option for services provided in Districts other than Hamilton City would be to move from a currently dispersed and unconnected network, to one where centres or hubs around the region have regular public transport services, and smaller services can be leveraged outwards from these hubs.

The new network layers proposed in this Discussion Document would include the introduction of demand responsive services, and this is discussed in more detail in section 5.2.

Strategic Response 5: Improve end to end journey experiences and monitoring thereof

Bus users' current perceptions of bus services are very high, but there is room for improvement, particularly in the parts of the journey that provide access to public transport. To improve these journey experiences and overall monitoring, this strategic response includes improving service

reliability, actual and perceived safety for public transport users, and access to and quality of bus stops. The benefits are that journeys to and from transport services are improved and measured.

Specific actions that address this strategic response are:

- integrating transport modes so that people’s journeys are more seamless and easy to understand and do
- promoting payment options off-bus so that buses are not delayed by passengers paying by cash and requiring change, nor needing to top up stored value cards
- planning and building park and ride facilities so that people who live further away from public transport routes can still easily access their nearest connection
- using CCTV to monitor behaviour on and around public transport for accurate monitoring
- Addressing any behaviour issues with action so people understand that poor behaviour is not tolerated
- Promoting monitoring and improvement of footpath accessibility to bus stops and the quality of bus shelters, acknowledging the importance of the whole journey which includes travel to and from bus stops and waiting for the bus in all seasons.
- Overall monitoring of users which includes diversity of users during trip and arriving at destinations, and assessing against diversity of demographic groups living in catchment areas. Analysis of this monitoring should also consider access to vehicles and socioeconomic deprivation.

This RPTP Discussion Document has set out the relevant policies in sections 5 (Integrated public transport network framework), 6.2 (Fares, ticketing and farebox recovery), 6.4 (Tendering and contracting) and 6.5 (Monitoring and review).

Strategic Response 6: Plan and implement transport solutions with transport disadvantaged at the forefront of our thinking

Waikato Regional Council believes there are a range of personal or locational attributes that are likely to restrict accessibility and/or mobility due to physical ability, financial circumstances or distance. These include:

- Age (young or old)
- Lack of income
- Inability to drive and/or access to a vehicle
- Disability
- Residential location remote from basic community activities or essential services.

Taking these attributes into account, the following groups are considered to be more likely to be “transport disadvantaged” in the Waikato region:

- People with disabilities
- People without a driver licence or access to a vehicle
- Children or elderly
- People with low income and/or living in ‘high deprivation’ neighbourhoods

- People living in isolated communities with no easy transport access to essential services.

The RPTP will address the needs of transport disadvantaged in a number of ways.

A key response to address the needs of the transport disadvantaged in the Waikato region, and work towards the long term vision, is to plan and implement a comprehensive public transport system with transport disadvantaged at the forefront. We will do this by ensuring that the impact on different passenger types is taken into account when prioritising services and infrastructure improvements.

Council will also increasingly target service to assist public transport to meet different needs. We need to ensure that public transport is able to be used by everyone. This means exploring initiatives for specific groups to ensure inclusive and equitable access to public transport. This entails supporting transport initiatives that target the transport disadvantaged, that is, people in rural areas, those with no drivers' licence where no other transport option exists, and people with disabilities. While a substantial amount of this objective will be covered by the implementation of demand responsive services, some specific additional initiatives are required, and these include:

- I. Identify service delivery attributes and trade-offs such as pricing and travel speed by persona and define target system design criteria
- II. Tailor service design to specific customer needs to the extent practicable and affordable
- III. Identify and implement universal features for improving journey experiences both on and off public transport
- IV. Integrate and coordinate public transport infrastructure and services so that people's journeys are more seamless and easy to understand and do
- V. Improve actual and perceived safety for public transport use
- VI. Improve access to and quality of bus stops
- VII. Improve access to public transport information
- VIII. Ensure consideration is given to those who are transport disadvantaged

These initiatives will be considered as part of the RPTP development to assist the transport disadvantaged. Further detail on specific policies aimed at the transport disadvantaged are set out in section 6, including network design, vehicle specifications, fares and total mobility services.

Section 4 consultation questions:

- Do you have any comments on the Strategic Responses discussed in section 4.2, and in particular how these will contribute towards the long term vision?
- Do you have any comments on how the needs of the transport disadvantaged are being considered in the RPTP?

5. Integrated public transport network framework

The following section sets out an integrated network structure to be included in the RPTP that provides certainty in relation to provision of public transport in the short term while enabling a transition to a mass transit oriented system over the longer term.

The new integrated transport network seeks to anchor a network design philosophy for the region and includes a layered service approach and service level guidelines, and signals core infrastructure requirements.

5.1 Network design objectives and principles

Good network planning and design is essential for public transport success. To achieve the strategic responses identified in section 4.2, the Council proposes to establish an integrated public transport network framework to guide the development of the public transport network over time.

In doing this, the overall **objectives** of the framework are to:

- Deliver an integrated public transport network that caters for different mobility needs
- Ensure consistent journey experiences and levels of services based on the role and function of services and supporting infrastructure
- Guide the prioritisation of public transport infrastructure, services and systems
- Support the integration of land use to unlock housing and urban development opportunities.

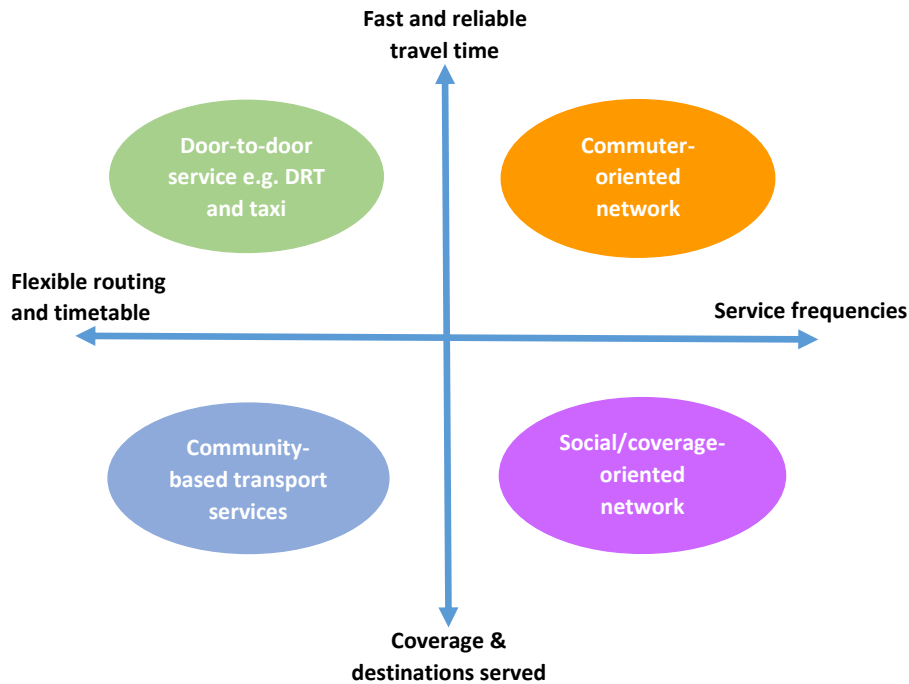
To achieve these objectives, the following underpinning **principles** have been identified to ensure the public transport network is designed to:

- Provide safe, efficient and reliable public transport services
- Provide great customer/journey experience and to encourage travel behaviour change
- Support integration between modes and systems
- Provide transport choices, particularly for the transport disadvantaged
- Ensure optimal use of public transport resources and public subsidies
- Support technology and innovation.

5.2 Network design philosophy – a network solution that can cater for different user requirements

For public transport to become a more realistic and attractive alternative to the private car use, the network must ensure that it can cater for different user groups and their travel needs. However, different user requirements will often conflict and there is no one-size-fits-all network solution, as illustrated in the diagram below.

Figure 5-1: PT user requirements and corresponding network types



The challenge for the network design is therefore to come up with a network response that could make balanced trade-offs between various user requirements, efficient allocation of public transport resources and funding availability.

A key to achieving this goal is through the development of an integrated network with different layers of service that target to different user groups at different times of the day. This layered service approach is the cornerstone of this integrated public transport network framework and is set out in further detail below.

5.3 Layered service approach

The Council proposes to establish a new network structure with six service layers that contribute towards an integrated public transport system, with each layer designed to offer specific journey experience and service standards. The new layered network structure is shown in Table 5-1 below, along with further detail on the role and function of each layer.

Table 5-1: Proposed layered network structure for public transport services in Waikato

Service layer	Role and function	Key characteristics	Desired service levels
Urban Express	<ul style="list-style-type: none"> • A core bus network that connects key activity and employment centres within urban areas. • Provides fast, frequent, express services that offer travel time advantage over private vehicles • Influence future development patterns by encouraging more intensive urban development in the 	<ul style="list-style-type: none"> • Fast and direct routes with limited stops • High frequency • High capacity vehicles • Extensive hours of operation 	All day 7 days/week (6am-11pm). Frequency: <ul style="list-style-type: none"> • 5-15min weekdays • 15-30min evenings /

	key growth centres it serves		weekends
Regional Express	<ul style="list-style-type: none"> Provides fast and express services between urban centres and key sub-regional towns², and on corridors experiencing adverse effects of congestions. Provides an attractive and viable alternative to car travel at peak times, and provides regular and reliable off-peak travel options. 	<ul style="list-style-type: none"> Fast and direct routes with limited stops High frequency High capacity vehicles Extensive hours of operation 	<p>All day 7 days/week (6am - 9pm).</p> <p>Frequency:</p> <ul style="list-style-type: none"> 15-30min weekdays 30- 60min evenings / weekends
Urban Connector	<ul style="list-style-type: none"> Provides frequent and reliable services within urban centres that connect to Urban/Regional Express services Provides competitive travel times to private vehicles Provides network coverage to growth areas and key corridors not served by Urban/Regional Express services Supports more intensive housing development in areas served 	<ul style="list-style-type: none"> High speed High frequency Medium capacity vehicles Reasonably direct routes that balance speed and coverage Extensive hours of operation 	<p>All day 7 days/week (6am-9pm).</p> <p>Frequency</p> <ul style="list-style-type: none"> 30-min peak/day, 60-min evening
Regional Connector	<ul style="list-style-type: none"> Provides quality and reliable services between urban centres and key sub-regional towns Enables good access to employment, education and essential services May connects to Regional Express services to provide further coverage. Supports more intensive housing development in areas served 	<ul style="list-style-type: none"> Moderate speed and frequency Medium/low capacity vehicles Reasonably direct routes that balance speed and coverage Extensive hours of operation 	<p>Minimum All day 7 days/week (6am-9pm).</p> <p>Frequency:</p> <ul style="list-style-type: none"> 60-min weekdays, 120-min evenings / weekends
Community Connector	<ul style="list-style-type: none"> Providing basic services within or connecting to regional towns Enables basic access to employment, education and essential services Emphasises coverage and accessibility from low-density areas 	<ul style="list-style-type: none"> Low frequency with service levels dependant on demand and funding Medium/low capacity vehicles Moderate/low hours of service subject to demand 	<p>Minimum 1 return trip per weekday</p>
Demand Responsive Service	<ul style="list-style-type: none"> Provides demand responsive services in areas of low demand and/or a scheduled service is considered not feasible/practical Connects to express/connector services to provide additional network coverage 	<ul style="list-style-type: none"> Flexible door-to-door service May utilise taxis or mini vans as well as regular bus vehicles, dependant on cost and demand 	<p>Service levels dependant on demand and funding</p>

****Important note: the desired service levels set out in this table are only indicative, and are subject to further technical assessment and agreement with funding partners***

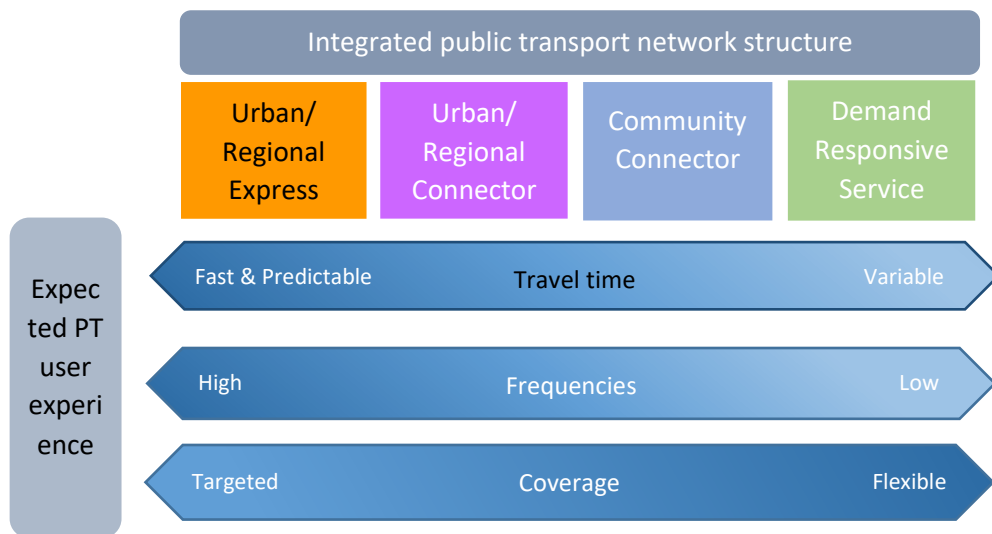
² Regional towns with population above 10,000 and growing

The proposed layered service approach outlined in this RTP responds to the network design objectives and principles by setting out an integrated network structure for the region’s public transport system that provides enhanced network coverage, journey experience and service levels. The layered service approach provides for the specification of consistent levels of service or standards that match with different user requirements/needs. It is also used to represent an interconnected hierarchy of services, where lower-order layers generally support services within higher-order layers to provide improved network coverage and frequencies.

For some rural communities or new growth areas, an extension of the scheduled public transport network may be an appropriate response. However in many cases, the costs of providing anything other than a basic service are likely to be prohibitive. In these situations, there may be opportunities to provide more flexible and cost-effective public transport options, such as community connector or demand responsive services. These services will supplement the existing Express or Connector network by providing additional network capacity or coverage, particularly in areas or during periods where demand is low.

Decisions about individual public transport service will require trade-offs to be made between various user requirements – travel time, frequency and coverage. Figure 5-1 shows how different types of public transport services lie on a continuum between these user requirements. The layered service approach and the guidance on network characteristics and service levels set out in Table 5-1 are designed to further assist with decision-making when these trade-offs need to be made.

Figure 5-1 Integrated public transport network structure and expected user experience



The main change from the current network pattern will be the much stronger focus on integration between services to cater for different mobility needs. This requires an equally strong focus on the development of convenient interchange facilities, particularly on the core Express public transport routes where they connect with Connector services.

Although some passengers will need to transfer between services to complete a particular trip, this will be minimised by the provision of good interchange facilities, integrated ticketing, and improved frequencies particularly for the Express bus routes.

5.4 Planning and delivery of supporting infrastructure

To support network structure, a number of public transport infrastructure improvements will be required, particularly to support the functions of the Express/Connector networks. It is envisaged that the proposed network structure will be incorporated into relevant local transport strategies and asset management plans (eg Access Hamilton Strategy and Mass Transit Plan) to help guide the ongoing investment of infrastructure. Particular guidance around future infrastructure requirements to support the new network structure is outlined in the table below.

Table 5-2 Guidance on future infrastructure requirement

Service layer	Infrastructure requirement
Urban Express	<ul style="list-style-type: none"> • Shared right of way with extensive PT priority measures, including bus lanes and signal priority in congested areas • High quality and accessible bus shelters and passenger facilities • High quality interchange facilities at key transfer stations • High quality
Regional Express	<ul style="list-style-type: none"> • Shared right of way with extensive PT priority measures, including bus lanes and signal priority in congested areas • High quality and accessible bus shelters and passenger facilities • Potential park and ride facilities within key regional centres
Urban Connector	<ul style="list-style-type: none"> • Shared right of way with PT priority measures, including signal priority in congested areas • Shelter and seating to be provided at major boarding stops and transfer locations
Regional Connector	<ul style="list-style-type: none"> • Shared right of way with PT priority measures, including signal priority in congested areas • Shelter and seating to be provided at major boarding stops and transfer locations
Community Connector	<ul style="list-style-type: none"> • Shelter and seating to be provided at major boarding stops and transfer locations

5.5 Implementing the new network structure

The new network structure outlined in this RPTP is intended to guide the provision of new services based on the role of public transport as set out in Table 5-1 and funding availability.

The layered service approach will be used to allocate service types to existing services, as set out in Table 5-1 during future service reviews. During a service review, existing services will be reviewed and updated as appropriate. If current services do not meet the minimum service level guidelines for their service type this might indicate that service enhancements are justified (or *vice versa*) or alternatively might indicate a different service type would be more appropriate.

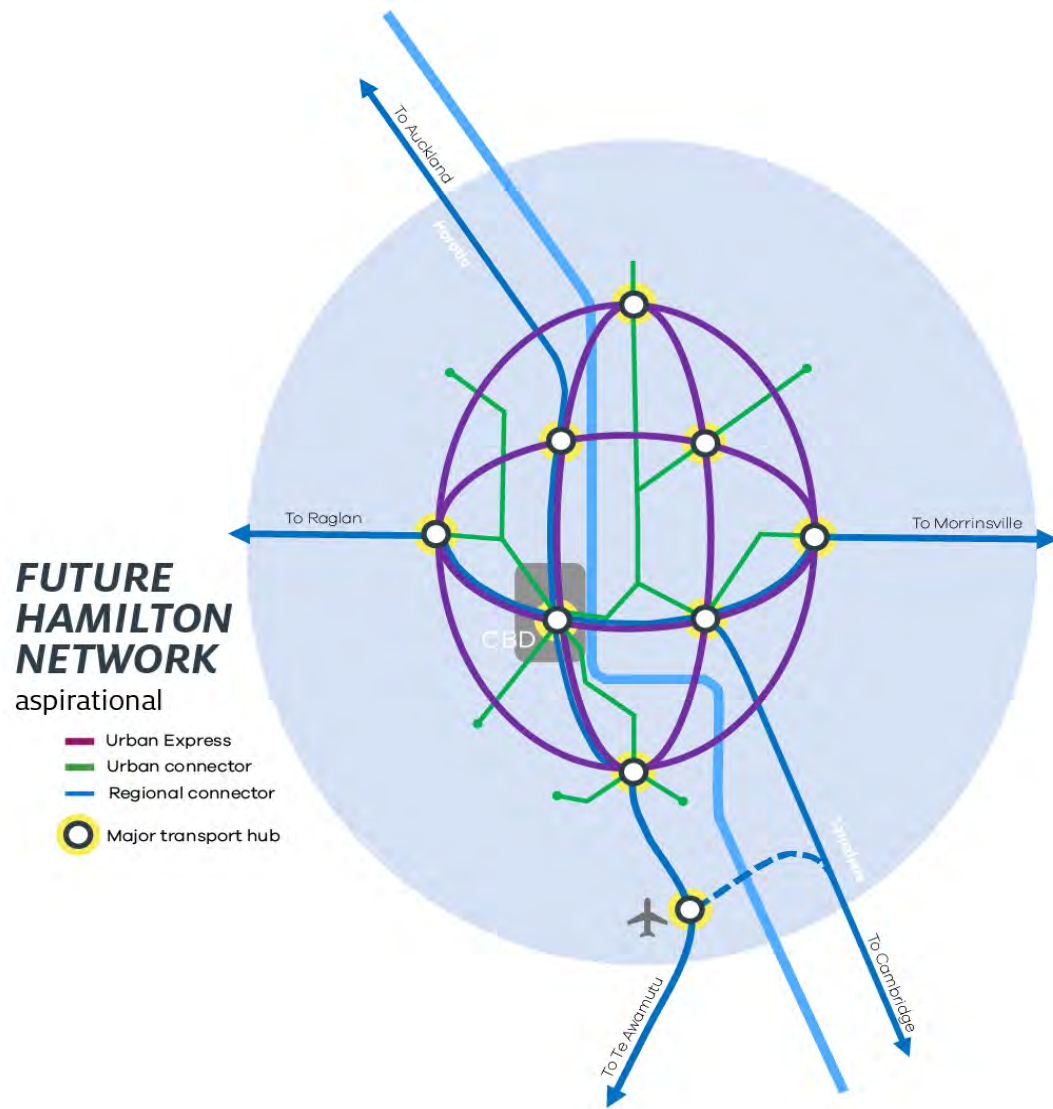
5.5.1 Future network concepts

The changes to the network structure outlined in this Plan represent a significant change in the way that public transport services are delivered in the region. At a high level, the Council has identified

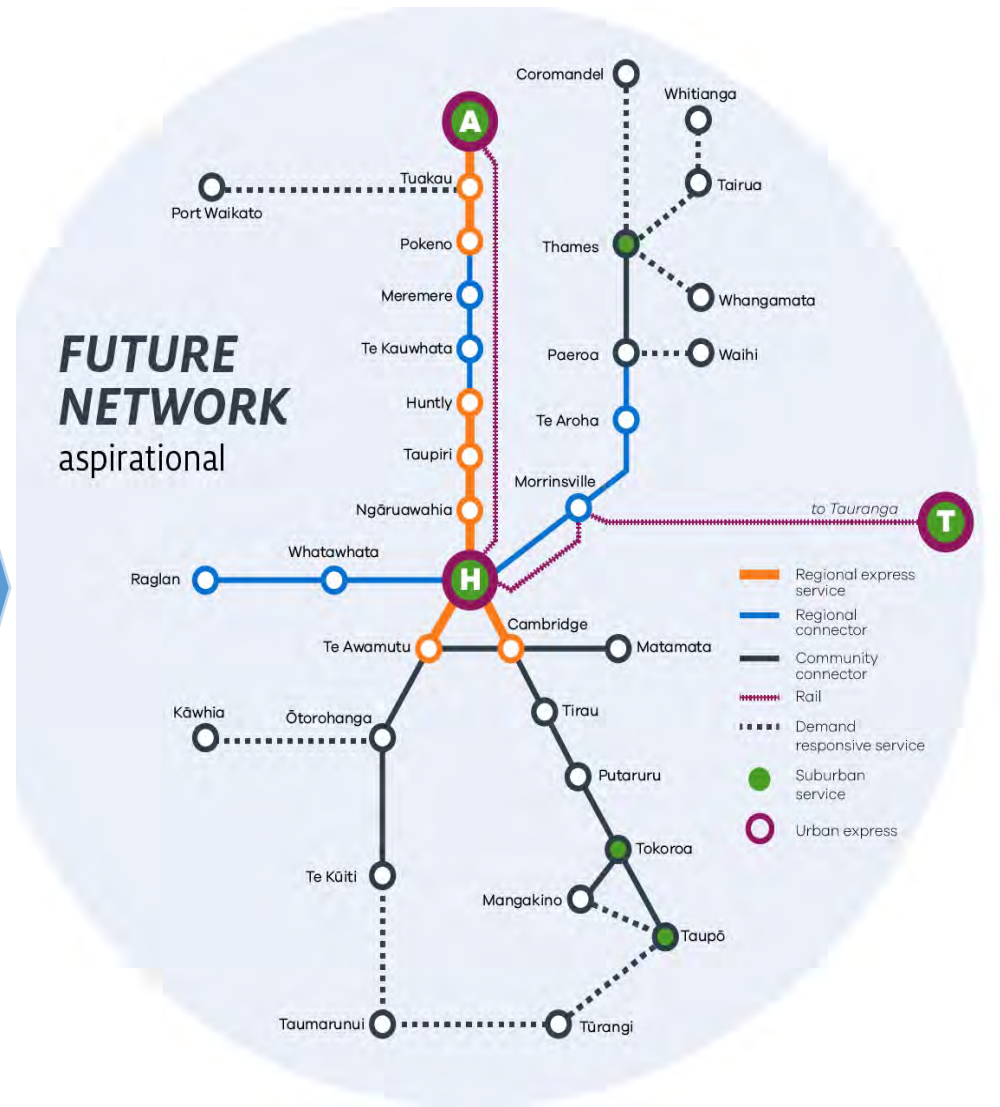
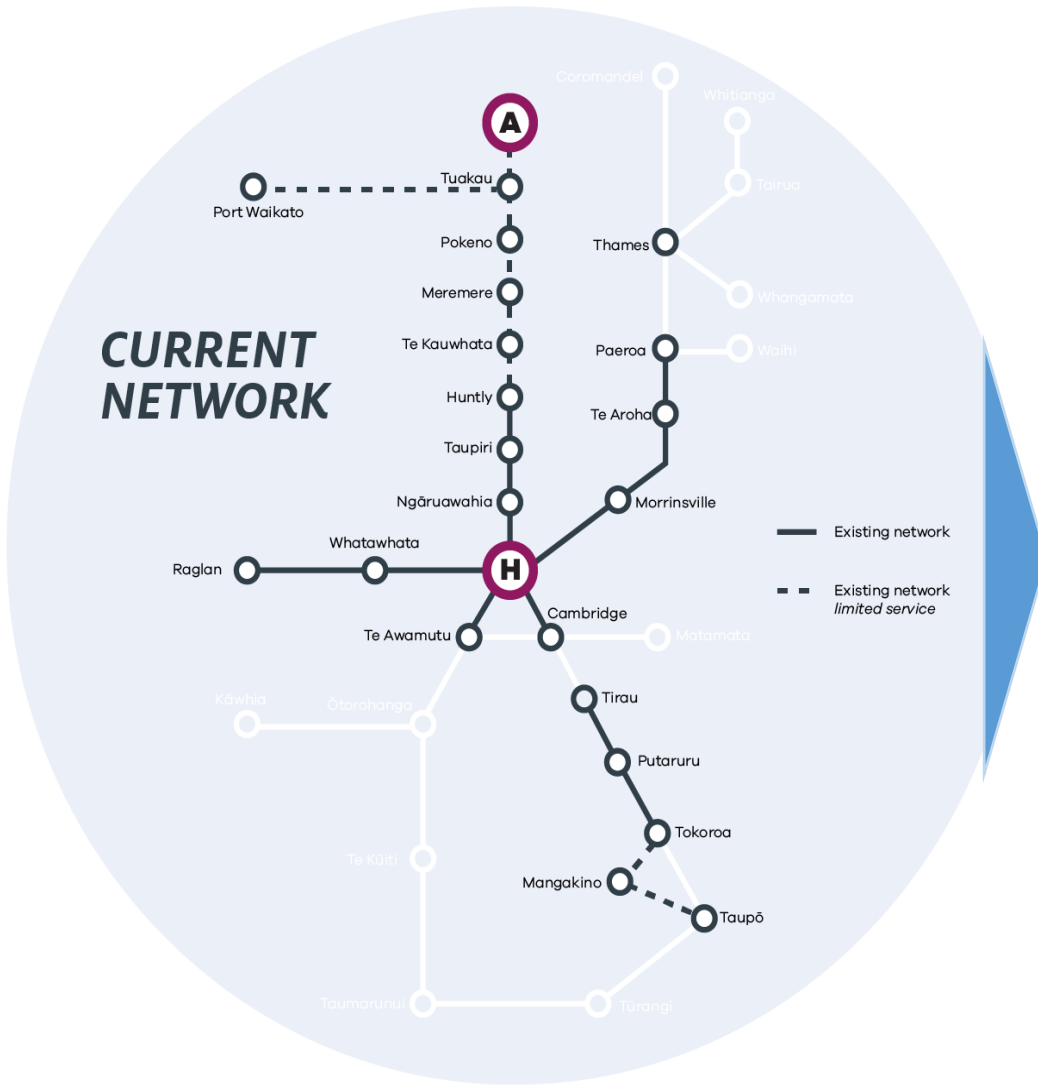
some broad network concepts to guide the development and evolution of the public transport network in the region over time.

Figures 5-2 and 5-3 show the future network concepts for Hamilton and surrounds, and across the whole region, noting that exact public transport routes are not yet specified.

Map 5-2: Future Hamilton urban network concept – aspirational only (For RPTP Development Subcommittee discussion)



Map 5-3: Current regional network (below left) and future regional network (below right)



5.5.2 Moving towards the new network concepts – policies and actions

The Council recognises that moving towards the new network concepts will take phased implementation over a long period of time. It will require detailed assessment of the existing network and route structure, as well as extensive engagement with relevant funding partners and affected communities to ensure that local needs are identified and taken into account.

It is expected that incremental changes to the network and infrastructure will lead us towards our objectives in a stepwise approach. To develop our network towards the future system, the Council has identified the following provisions that that will be applied.

Integrated land use planning

An important contributor to the successful delivery of public transport is a supportive land use planning framework. The nature and location of urban development can have a strong influence on the ability of the public transport system to provide effective and efficient travel options. Likewise, a carefully planned public transport system can positively affect land use, in particular intensification around public transport centres or hubs.

The policy in this section recognises the need to encourage a land use planning environment that is supportive of and encourages public transport. It also recognises the need for close working relationships between the council and its strategic partners to enable the public transport system to reach its potential.

Policy: *Promote a collaborative and integrated approach to the planning and management of public transport and land use to maximise opportunities for public transport.*

Action: The council will work collaboratively with transport partners to undertake strategic planning to assess new opportunities for public transport routes at the earliest stages of strategic growth planning initiatives.

Action: The council will work with strategic partners to ensure an integrated package of transport interventions, including public transport solutions, are investigated and implemented to ensure the long term protection of strategic corridors that have sufficient space to enable an evolution of mass transit modes over time.

Action: The council will promote public transport supportive land use practises through its participation in statutory and non-statutory land use planning processes, including district plan changes, designations, major resource consent processes and structure planning and growth strategies.

Action: The council will work with territorial authorities to support land use intensification at locations that are serviced by the Urban/Regional Express services.

Action: The council will work with territorial authorities to review parking strategies and pricing policies to effectively manage parking supply around transport interchanges to encourage public transport growth.

Infrastructure planning and delivery

Coordinated planning is an anchor philosophy that underpins the RPTP. Our objective is to allow for the allocation of space, enabling a footprint which allows mass movement over single occupancy vehicles that is flexible enough for future modal solutions enabled by developing technologies.

Road controlling authorities³ are generally responsible for planning and implementing public transport infrastructure, with the regional council primarily responsible for planning and contracting public transport services. Road controlling authorities are not bound by the RPTP. These circumstances highlight the need for coordinated planning of infrastructure and services by the relevant agencies.

The policies and actions in this section provide high level guidance for how the council and road controlling authorities, particularly Hamilton City Council, will work together to develop and implement an agreed framework for the provision of public transport services and infrastructure.

Policy: Encourage investment in public transport infrastructure and facilities that improve public transport attractiveness and that are accessible, safe, affordable and operationally efficient.

Policy: Ensure a coordinated approach to planning and delivery of public transport infrastructure and services, including in new development areas.

Policy: Ensure the following measures are taken into account when prioritising service and infrastructure improvements:

- Passenger impact assessment
- Provision of efficient and reliable access to key employment centres
- Reliability performance – on time performance of bus services on key public transport corridors
- Number of bus vehicle movements (peak and off peak)
- Impact on different passenger types (eg transport disadvantaged, shoppers, commuters, etc)
- Impact on other travel modes
- Economic and environmental impact assessments as appropriate.

Policy: Investment priorities for public transport infrastructure will be developed through the Network Operating Framework in Hamilton, and through service level agreements with territorial authorities in other parts of the region.

Policy: Promote the protection of land that may be appropriate for future public transport corridors, park and ride facilities and transport interchanges.

Hamilton city and surrounds

A Mass Transit Plan is being developed in Hamilton and will provide a sound basis for the Waikato Regional Council, Hamilton City Council and the NZ Transport Agency to work together and engage

³ Territorial authorities (eg Hamilton City Council) are responsible for local roads, while the NZ Transport Agency is responsible for state highways.

with stakeholders to identify and implement network priorities across all modes. The key ambition is to set aside dedicated space to be able to deliver future public transport objectives.

The Council proposes to use an improved approach to public transport provision, based on an integrated network structure as outlined earlier in section 5. The core of the new system will be an integrated network of fast and high-frequency all-day services, which will provide connections between key locations, including the city centre, key employment and activity hubs.

The Express service network will provide frequent services during the peak periods, and will operate on high capacity or mass transit corridors that provide strong and reliable links between key employment nodes and growth centres. The Express service network and its support infrastructure will support intensification and development at key locations, and this in turn, will provide certainty for developers, investors, businesses and residents.

The Express service network will be complemented by a range of other services, as outlined in Table 5-1. These include a network of urban connector services that provides connections between residential areas and the core Express service network, and demand responsive services to allow further network coverage in areas where population density is low, or during periods of low demand.

A network of integrated services as proposed in the RPTP will provide significant long term benefits for Hamilton and surrounds, including:

- Efficient use of infrastructure/corridors by improving people 'throughput' within the network
- Support for land use intensification along high capacity/mass transit corridors and centres as people choose to live and work in areas served by the Express and Connector services. As the frequency services tend to operate on key commuter routes, decongestion benefits are likely to result on these roads.
- A beneficial circle is created, where quality public transport supports land use intensification, which in turn support further increases in service frequency and capacity as demand grows over time.

To support the delivery of this network concept, the Council will work with Hamilton City Council, the NZ Transport Agency and relevant district councils to implement the following infrastructure improvement projects:

- 0-6 years – Undertake mass transit demonstration projects, creating the value proposition for more significant projects and future proofing
- 6+ years – Implement significant infrastructure and service improvements, transitioning towards a mass transit network
- 20+ years – Construct the system which provides for active modes as the preferred method of travel over the private motor vehicle, realising the long term vision

The Council has also identified the following policies and actions to guide the management of the existing network, and to support the transition towards the new network concept as depicted in Figure 5-2.

Policy: *Develop a network of integrated services in Hamilton urban area that meets the minimum levels of service as set out in Table 5-1, and to achieve a network coverage target of 100% of households within Hamilton have access to public transport options between the hours of 6am to 9pm.*

Action: Develop a core network of Urban Express services within Hamilton overtime, supported by public transport priority measures that enable travel time advantage at peak time.

Action: Provide network coverage into developing/lower density areas via the extension of urban connector and demand responses services that anchor on key hubs and activity centres.

Action: Develop a network of key transport interchanges and hubs on high capacity/mass transit corridors to facilitate convenient connections between public transport services and active transport modes.

Regional focus

The objective for public transport for our wider region is to enhance community wellbeing by providing integrated transport solutions within and between our regional towns. Moving towards our future system requires multiple organisations to undertake key actions in and around our city, and in our region.

We want to enable/support and leverage existing community transport initiatives and demand responsive services, and better coordinate funding and service provision across multiple entities. Currently, in addition to public transport services provided by the Waikato Regional Council, transport services are provided through Waikato District Health Board for outpatient services, University of Waikato to transport students from outlying towns to the Hamilton campus, and community transport services provide various shuttles for both health and recreation purposes in a number of locations. These services are provided independently of one another. Working together to identify potential opportunities to align and coordinate transport service provision will help to identify possible routes or times to trial coordinated services. Efficiencies in working together can then be identified and trialled, which may lead to more people being able to access more services, and/or more often.

To support the delivery of the network concept for the region, the Council will work with Hamilton City Council, the NZ Transport Agency and relevant district councils to implement the following infrastructure improvement projects:

- 0-3 years – Demonstrate the viability of a core public transport network between town centres, supported by demand responsive services
- 3-6+ years – embed, grow, mature, and deploy successful models in more places and with more partners
- 10+ years – Continue the system so that the region is well-connected and accessible.

Relevant actions include key organisations wider than the Regional Council, local councils and NZ Transport Agency working together to find areas of mutual objectives, and therefore how they could

Policy: Council will partner public and private entities with shared objectives to better coordinate service delivery and achieve greater value for money spent on transport.

Through planning and investment in regional public transport to support this policy council will undertake the following actions:

Action: Develop inter-regional links with Auckland to provide travel time certainty and help reduce adverse effects of congestion on the state highway network.

Action: Work with territorial authorities to progressively plan and fund a network of scheduled public transport services, connecting regional towns and enabling access to employment opportunities and essential services

Action: Prioritise regional service improvements to communities of greatest need first

- a. Territorial Authorities will review and consider the availability of Total Mobility in their districts.
- b. Since many people who qualify for subsidies through the Total Mobility scheme also rely on footpaths for local participation, Territorial Authorities will also consider targeted improvements to connections between the places people live, and public transport services (ie bus stops).

Action: Partner with others to develop, support and/or deliver demand-responsive services to provide coverage and service within regional towns and to connect to scheduled inter-town services.

- a. Investigate establishing a shared coordination framework across various service providers and funders of community transport services, health and education shuttles.
 - i. For example, the council will work with the University of Waikato to transport students from regional areas into the Hamilton Campus.
- b. Develop a coordination/shared solution pilot between these providers/funders to determine the feasibility of any longer term coordination.
- c. Consider provision of grants/funding to support community initiatives, to provide better rural commuter connections, and to provide ongoing governance and support through shared human resources between local government and the health sector.
- d. Where appropriate, provide targeted services that can be tailored to specific community needs or to cater for peak travel demand, such as for school transport.

each contribute to funding and/or service provision.

Passenger Rail

The growth of Auckland and Hamilton, coupled with high land and house prices in these cities and the comparatively lower prices within the Waikato and Waipa districts, is increasing the number of people who access the transport corridor between Hamilton and Auckland.

This population growth is also putting significant pressure on the transport corridor because of the number of residents that commute between Hamilton, the North Waikato and South Auckland. A lack of integration between land use and transport planning, particularly in new residential developments along the transport corridor, has led to suburbs, villages and towns being developed that are predominantly car focused. Limited public transport options are leading to behaviour changes, and an increase in the number of people that use their private vehicle for short trips and commuting.

In Hamilton high reliance on private vehicles is putting pressure on the transport network and impacting on ease of access to the network, and how people get in, around and out of the city. In the North Waikato people do not have access to appropriate services such as education and health care, or employment opportunities, and there is a lack of public transport options. People in these communities therefore travel by car to Hamilton or Auckland to access services and/or employment opportunities.

These problems may increase further with future population growth. For example, in the South of Auckland, areas such as Pukekohe, Drury, Paerata, and Takanini are expected to contain 42,000 new homes by 2045. In the North Waikato, an additional 8,000 new houses will be built in Tuakau, Te Kauwhata and Pokeno. While in Hamilton, greenfield areas in Rototuna, Rotokauri, Ruakura, and Peacocke will provide infrastructure for the development of approximately 9,600 new homes.

The preferred option to address these problems is to operate an inter-regional passenger rail service between Hamilton and Auckland. A passenger rail service between Hamilton and Auckland supports

Policy: *Support the planning and provision of passenger rail service to enable growth, housing and economic development opportunities.*

Action: Subject to the outcomes of investigations and funding, introduce a 'start-up' passenger rail service between Hamilton and Auckland.

Action: Support the extension of passenger rail services between Hamilton and other regional centres.

Action: Make provision for the upgrade of rail infrastructure to improve service reliability, capacity and efficiency.

Action: Investigate and plan for a more frequent and express passenger rail service, connecting Auckland, Hamilton and Tauranga.

the Government's interest in investing in inter-regional commuter rail services to support housing and employment opportunities.

Improving journey experiences

We aim to retain and grow patronage by ensuring people have positive experiences on public transport in our region.

Bus users' current perceptions of bus services are very high, but there is room for improvement, particularly in the parts of the journey that provide access to public transport.

We need to ensure that public transport is able to be used by everyone. This means exploring initiatives for specific groups to ensure inclusive and equitable access to public transport. This entails

Policy: Council will increasingly target service design to assist public transport to meet different needs.

Individual operational policies will be specified based on the strategic policy direction set out in this section.

To support this policy, specific actions are to:

1. Identify service delivery attributes and trade-offs such as pricing and travel speed by persona and define target system design criteria
2. Tailor service design to specific customer needs to the extent practicable and affordable
3. Identify and implement universal features for improving journey experiences both on and off public transport
4. Integrate and coordinate public transport infrastructure and services so that people's journeys are more seamless and easy to understand and do
5. Improve actual and perceived safety for public transport use
6. Improve access to and quality of bus stops
7. Improve access to public transport information
8. Ensure consideration is given to those who are transport disadvantaged.

supporting transport initiatives that target the transport disadvantaged, that is, people in rural areas, those with no drivers' licence where no other transport option exists, and people with disabilities. While a substantial amount of this objective will be covered by the implementation of demand responsive services, some specific additional initiatives are required.

Section 5 consultation questions:

- Do you agree with the proposed layered service approach in section 5.3 and the layers within the approach?
- Do you support the infrastructure requirements outlined in section 5.4 for each service layer?
- Do you have any comments on the proposed future network concepts and the underpinning policies and actions set out in section 5.5?

6. Public transport policies

This section sets out the policies and actions that assist to deliver the objectives for public transport as outlined in this document, and will guide the management and development of public transport in the region.

The policies are grouped by key policy areas:

- 6.1: Targeted services
- 6.2: Fares, ticketing and farebox recovery
- 6.3: Information and promotion
- 6.4 Tendering and contracting
- 6.5 Monitoring and review

6.1 Targeted services

School services

Overview

Access to education is an essential service critical to the wellbeing and prosperity of our communities. School travel is a key element in access to education, and is an important component of public transport for three key reasons:

1. School students are a core user group whose use of public transport generates economies of scale that enable the council to offer a better service delivery for users
2. Accommodating more education journeys via walking, cycling and public transport can offer significant benefits in terms of health and wellbeing, minimising congestion and reducing reliance on cars
3. Safe and reliable access to education via public transport can also deliver indirect benefit for families by making it easier for caregivers to participate in employment and other activities.

The council's **objectives** in the provision of public transport which carries school students are:

- To enable independent access to education opportunities and increase the proportion of education based trips being undertaken via active modes and public transport
- To cater for as much school transport as possible as it frees up the network for other purposes and enables broader social and economic benefits, for example by allowing children to independently and safely travel to and from school which in turn may enable caregivers to access employment
- To accommodate school transport in a way that ensures a positive journey experience for all user groups where appropriate
- Providing affordable transport choices through school children receiving concessions.

There are multiple school travel service providers in the Waikato region:

- The council
- The Ministry of Education
- Schools themselves
- Commercial services.

Within Hamilton, bus travel to schools is primarily delivered by public bus services administered by the council. Outside of Hamilton, bus travel to schools is primarily covered by commercial services or the Ministry of Education where there are no alternatives provided by the council. The council is not involved in school services that are procured commercially between individual schools and bus operators.

The Ministry of Education has a policy of being a transport provider only where suitable public transport does not exist. The council therefore must carefully consider the implications for school travel and capacity on the public transport network when expanding or changing services, as this can trigger a withdrawal of Ministry of Education-provided services. Withdrawal of these services can have a significant impact on the regional public transport network where there is insufficient capacity on existing public transport services in the peak time to accommodate additional school children. To service this demand would potentially require new services being put on during peak times. The school services are also currently fully funded by the Ministry of Education, providing a free service for students. Transfer to public transport services will result in students being charged on a 'user pays' basis in accordance with the council's concessionary fare scheme.

Policy: *The council will work with the Ministry of Education to better integrate the delivery of publicly funded bus services, in accordance with the following principles:*

- *Any initiatives must result in a better value for money from a whole of government perspective, rather than a transfer of costs from one public entity to another*
- *Any initiatives must be informed by prior consultation with key stakeholders, including affected schools*
- *Any initiatives must result in a safe and practical transport solution for school children.*

The public transport network is optimised to cater for as many groups as possible. As a preference, the network will accommodate for school children as much as possible on scheduled services.

Policy: *Where possible, Waikato Regional Council will provide for school travel on the public transport network. This may require school students to transfer between different services.*

School travel is also a unique component of public transport. Currently about a third of patronage on the Waikato public transport network is undertaken by people under the age of 15, and a significant proportion of this travel is associated with school travel. Catering for increasing demand can be relatively expensive as it generates the need for additional buses and drivers that are only required for short durations in the mornings and afternoons at peak school travel times. Encouraging active modes and making best use of existing public transport resources is important in order to maximise value for money from public funding and to help keep passenger fares as low as possible over time.

In growing the number of education-based trips on the public transport network, careful consideration needs to be given to the potential implications for other user groups and therefore the ability to grow patronage from these other groups. For example, high proportions of students on buses can make services less attractive for other user groups.

Policy: *During peak school travel times¹, the council may provide targeted school bus solutions where:*

- *general access bus services regularly exceed 80% of the vehicles' total capacity and over 50% of passengers are students, or:*

- *schools or clusters of schools (within 500m of each other) have rolls or combined rolls of 1000 students or more, or;*
- *schools are willing to coordinate start and finish times to minimise congestion on the roading network and enable more efficient provision of school bus solutions, or;*
- *services are funded by third parties such as education providers and/or others.*

Special events

Overview

Special events are key to Hamilton, and the wider Waikato region. They provide opportunities for increased tourism and economic benefits, as well as contributing to making our region a better place to live in. Dedicated public transport services fully funded by event organisers are currently provided for special events, including major sporting and community events, in the Waikato region.

Public transport enables increased accessibility to events and can minimise the impact of congestion caused by large movements of attendees. Services to special events can also provide broader opportunities for marketing the public transport system, as well as exposing potential non-users to the benefits of public transport use.

Public transport is a significant component of many of our region's special events and council provides support to a number of events such as Fieldays and Balloons over Waikato.

Policy: *Where there are opportunities and benefits for promoting public transport such as exposing non-users to the benefits of public transport, council may support delivery of public transport for special events by:*

- *undertaking promotional/marketing activities*
- *leveraging the existing public transport network through provision of discounted travel for specific purposes and limited duration*
- *contracting and managing service provision on behalf of event organisers, provided funding for those services is secured by event organisers.*

Policy: *The council may consider contributing to the provision of public transport services for large scale non-commercial special events, subject to:*

1. *sufficient public funding being available, and*
2. *event organisers demonstrating they can meet all of the following eligibility criteria via a formal written funding request submitted to the council:*
 - *the event has free entry for attendees*
 - *the event is expected to have more than 20,000 attendees on any one day*
 - *the event must take place within the Waikato Regional Council boundaries*
 - *the event will result in demonstrable benefits for the wider community.*

Total Mobility service

Overview

Total Mobility is a national transport scheme involving disability support agencies, approved transport providers and local government. The Total Mobility scheme is designed to meet wider public transport objectives by increasing the mobility of people with disabilities to enhance community participation. There are some variations in the scheme from region to region to reflect local differences.

Waikato Regional Council manages the Total Mobility scheme within the Waikato region. It is currently operating in Hamilton, Taupō and Tokoroa.

The scheme is jointly funded by local and central government and can be provided by taxi organisations and potentially other suppliers such as private hire and volunteer organisations. Within Hamilton, local share funding comes from WRC. Outside of Hamilton, local share funding is provided by respective district councils.

The scheme is not intended to be a substitute for public transport services or other transport services that are provided by government agencies (eg District Health Boards, Ministry of Social Development) or rest home providers.

Policy: *Waikato Regional Council will continue to administer and oversee the operation of the Total Mobility scheme <LINK>, for the mobility impaired whose needs are not met by the regular public transport network, in towns within the Region where an appropriate operator and public funding exists.*

Action: The council will encourage territorial authorities to fund the local share for Total Mobility services to enable extension of the service to other parts of the region.

Eligibility of users

The Total Mobility scheme provides subsidised/discounted travel options to people who have an impairment that prevents them from undertaking any of the following components of a public transport journey unaccompanied, and in a safe and dignified manner:

- getting to the place from where transport departs
- getting onto the transport service
- riding securely
- getting off the transport service
- getting to the destination.

Eligibility of providers

In 2016, legislative change to small passenger services reduced the criteria required for these services to operate legally in New Zealand. Following the legislative change, the council has established new eligibility criteria for applications from transport providers and will include safety requirements within agreements.

The objective of these new criteria is to support users to comfortably access and use the scheme, while recognising the extra challenges those with disabilities face using transport. Accessibility for Total Mobility users is both of information (eg how to access the system and how to agree fares) and of physical access.

Policy: *In the provision of Total Mobility services, the council will:*

- *require any potential transport provider to enter into a service agreement with the council*
- *require any potential transport provider to comply with all applicable New Zealand legislative requirements.*

Policy: Council will require eligibility criteria additional to those specified in legislation, for Total Mobility service agreements to ensure continued safety and accessibility of Total Mobility users.

Providers must demonstrate to the council's satisfaction that the following (but not limited to) eligibility criteria can be satisfied:

- Ability to electronically integrate with council's Total Mobility administration system
- Provision of on board cameras, footage of which is accessible to the council
- Provision of an auditable method for providing pricing certainty to Total Mobility users before they travel. Council requires that Total Mobility users are well-informed about fares, and are not having to negotiate fares by verbal agreement. Provision of pricing certainty can be by providing a pricing structure or price per km to users
- Ability to provide total mobility service 24/7 within Hamilton and Taupo
- Ability to provide minimum hours of operation in other areas, assessed on a case by case basis. As a guide, minimum hours of operation should cover 6am-10pm, 7 days per week
- Proof that the service provider is a reputable and legally recognised business entity that has operated for at least 12 months prior to lodging an application to be a Total Mobility service provider. The council may use discretion regarding the length of operation requirement where demand requires.

Other matters the council will consider in assessing applications from potential transport providers are:

- Viability of introducing a service where others may already exist/demand is already well-served. Council will take into account the impact on other Total Mobility providers of another provider joining the market
- The council's ability to efficiently and effectively administer the scheme.

Policy: The council may grant exceptions to Total Mobility service provider eligibility criteria where a lack of service providers exists.

Policy: *The council may provide a funding contribution towards the installation of electronic equipment necessary to comply with the Total Mobility service provider criteria on the following basis:*

- *there must be a proven demand for the service;*
- *all costs must have the prior approval of Council;*
- *the vehicle owner and or taxi company must sign a suspensory loan agreement;*
- *there is sufficient funding available to meet installation costs*

Subsidy levels

Policy: *Council will subsidise eligible Total Mobility trips by 50 per cent of the total fare, up to a set maximum fare subsidy. The maximum fare subsidy may vary by location.*

Policy: *Council may implement measures to ensure the financial viability of the Total Mobility scheme. These measures may include, but are not limited to:*

- *limiting the number of trips per user that can be subsidised through the scheme*
- *adjusting maximum fare subsidies.*

Wheelchair hoists installation and payment

Wheelchair accessible vehicles are an integral part of the Total Mobility scheme. In areas with sufficient demand, the council may assist Total Mobility providers to provide a vehicle capable of carrying wheelchairs.

Policy: Council may provide funding for the installation of ramps or hoists in wheelchair-accessible vehicles of approved Total Mobility providers on the following basis:

- there must be a proven demand for the service;
- all costs and vehicle specifications must have the prior approval of Council;
- the van owner and or taxi company must sign a suspensory loan agreement;
- there is sufficient funding available to meet installation costs.

A flat rate payment to Total Mobility providers currently exists for each hoist trip made. This payment is to compensate Total Mobility providers for the increased costs in operating a hoist vehicle, vehicle replacement and loading time.

The payment is administered by the council, and is 100 per cent funded by the NZ Transport Agency.

Policy: Council will administer and monitor the Flat Rate Payment for hoist trips, provided the New Zealand Transport Agency continues to fund 100% of the payment.

Ticketing/system improvements

The Total Mobility scheme currently uses a manual voucher system. It is expected that affordable electronic ticketing systems may become available for the scheme.

Policy: The council will support technological improvements for access to and use of Total Mobility subsidies and the administration of the scheme.

Action: Council will implement an electronic system for transactions and administration of Total Mobility.

6.2 Fares, ticketing and farebox recovery

Fares and ticketing

Overview

Improving the fares and ticketing system is a significant element in the modernisation of Waikato's public transport network. It is Council's intention to deliver an integrated fares and ticketing system across all public transport services with the goal of enhance customer experiences. The objectives for fares and ticketing is to Implement a fares and ticketing system that:

- Provides simplicity for customers to understand and is simple to administer;
- Reflects the costs of running the service;
- Represents value for users and funders
- Supports increased use of public transport; and
- Supports integration of public transport services across the region

Fare structure

The future fare structure for the Waikato region is based on a comprehensive fare structure review undertaken in 2016/17 which is a key action identified in the operative RPTP 2015-25. The 2017

review confirmed a proposal to introduce a simpler, zone-based, integrated fare structure across all public transport services in the region.

Under a zonal fare system, fares will be based on the number of zones travelled in as part of a journey, irrespective of the bus routes. There are nine fare zones included in the new fare structure, encompassing the entire region and extending to Auckland. The fare zone boundaries are illustrated in Figure 6-1.

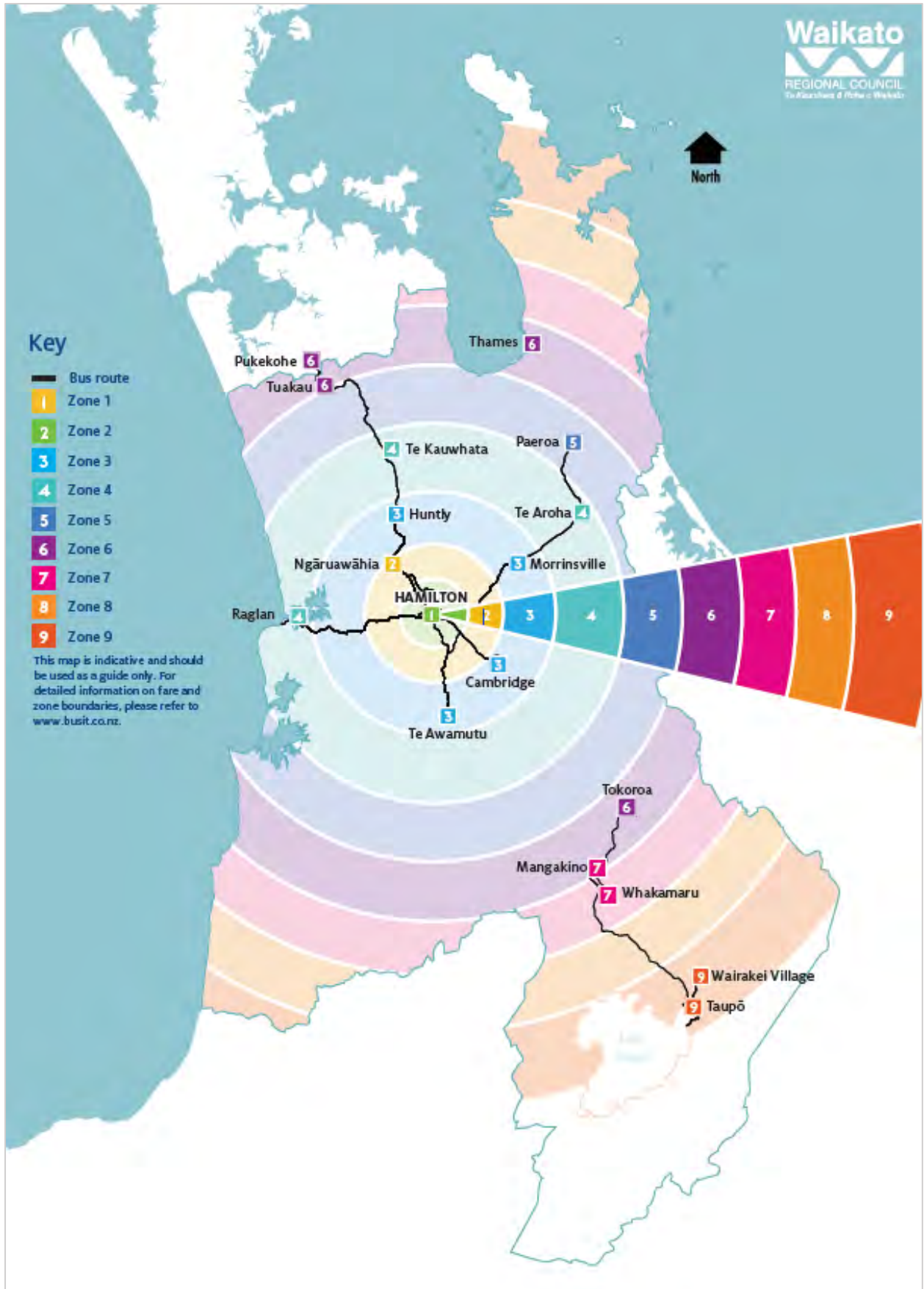


Figure 6-1: Waikato Public Transport Fare Zone Boundaries

The new fare structure will enable the fares system to fully support the new electronic ticketing system, and will provide integrated payment and business support systems that will make using public transport more convenient.

Policy: *Public transport services will be delivered under an integrated zonal-fare structure that covers the Waikato Region.*

Policy: *Council will undertake a comprehensive review of the fare structure at least once every six years.*

Ticketing system and fare products

The Waikato fare system provides a range of fare products aimed at making travel easier for passengers.

For smartcard users, transfers between services will be free on all services - meaning there will be no additional cost for users if they transfer from one vehicle to another during their journey, provided the transfer between services is made within the prescribed transfer time limit.

A daily and weekly fare cap will also be available, which will limit the amount that customers will be charged for travel in any given day or week. The fare caps will help incentivise greater use of public transport and reward those that are already frequent users. The cap will be applied automatically, and will not require any specific action by customers.

Fare levels will be set by Waikato Regional Council, and will be subject to regular review and adjustment to ensure that user charges keep pace with changes in operating costs, and to meet the farebox recovery targets as set out in section 6.3.3 of the Plan.

Fare levels will be set to incentivise use of the smartcard in preference to cash fares, i.e. cash fares will be set at a standardised premium to standard (adult) smartcard fares. The ability for smartcard users to transfer between services without financial penalty will further incentivise smartcard uptake. To further encourage smartcard use and less use of cash on bus services, free transfers will no longer be available in association with cash tickets or products.

Increased use of smartcards will be more affordable for passengers, improve boarding speeds and service reliability. It will also reduce cash handling costs and security risks.

Policy: *Council will seek to implement a common integrated ticketing system on all contracted public transport services within the Region.*

Policy: *Council will encourage the use of electronic ticketing and seek to minimise the use of cash on public transport services.*

Policy: *The value of cash fares will be set 40% higher than equivalent smartcard fares on all services. Free transfers will be available on all services for smartcard users only for travel within a prescribed transfer time and/or trip limit as published by Waikato Regional Council.*

Policy: *Daily and weekly fare caps will be available for smartcard users on all Hamilton public transport services. Fare caps may be provided on other services within the region subject to agreement from respective District Councils.*

Policy: Council may implement temporary promotional fare and ticketing products to encourage uptake of public transport from time to time.

Fare concessions

Fare concessions offer discounted fares for specific user groups and are distinct from ticketing products, which are available to all users. The concession discount rate will be standardised at 30% off the standard (adult) smartcard fare for all concession groups and products (except children under-5 and SuperGold card holders, which are free).

The Council recognises fare concessions are a way to support improved access for the transport disadvantaged, and will continue to provide concessions to targeted user groups such as children under 5 and SuperGold card holders.

The child and school student concession recognises the significant impact of school travel on congestion and the ability for school students and caregivers to pay for public transport services. This concession applies to all children between the age of 5 and 15, in student uniform, or with valid ID confirming proof of age or attendance at an education facility up to a secondary education level or equivalent.

Waikato Regional Council will propose to phase out the senior 60 plus concession over time as this concession scheme is superseded by the SuperGold card scheme. Under the approach persons who currently utilise the 60 plus concession would continue to be able to do so, but new 60 plus concessions would no longer be issued. Any decision to phase out the 60 plus concession will be subject to public consultation as part of this RPTP review. In the meantime the concession will remain.

Waikato Regional Council also recognises the opportunity and benefit to work with tertiary providers and other major business sectors to introduce 'third party concessions'. This concession scheme will enable any organisation or entity to introduce a concession provided the concession is funded directly by the third party entity.

Policy: Children under the age of 5 are able to travel for free on all services.

Policy: SuperGold card holders will be able to travel for free during off-peak periods (9am to 3pm and after 6.30pm weekdays, and all day weekends and public holidays) on services included within the SuperGold card scheme.

Policy: SuperGold card concession scheme eligibility criteria and benefits may be amended from time to time in accordance with or in response to changes to central government policy.

Policy: A Standard Concession Fare Discount will be set 30% lower than the equivalent standard adult smartcard fare on all services.

Policy: A Standard Concession Fare Discount will be available to the following user groups:

- Children between the age of 5 and 15, in student uniform, or with valid ID confirming proof of age or attendance at an education facility up to a secondary education level or equivalent.
- Persons aged 60 years or over on services within Hamilton only during off-peak periods (9am to 3pm and after 6.30pm weekdays, and all day weekends and public holidays).

Policy: Council may work with any entity to introduce additional fare concessions for specific user groups provided the concession is funded directly by a third party to off-set any public subsidy costs.

Farebox recovery

Farebox recovery targets

Regional Councils are required by the National Farebox Recovery Policy (2010) to include a Farebox Recovery Policy in their regional public transport plan to specify appropriate 'farebox recovery ratios' that will be applied to the network or services. At a high level, the farebox recovery ratio measures the proportion of total service costs that are recovered by passenger fares, and is a product of three key factors:

- Fare levels – the amount of money a passenger pays per trip.
- Patronage – the total number of passengers using services.
- Service costs – the cost to provide public transport services.

The objective for the farebox recovery policy is to achieve a balance between these factors, while ensuring quality public transport services can be provided to meet the wider transport and community objectives.

To achieve this, Waikato Regional Council has taken a network-specific approach in setting up the farebox recovery targets. This approach will allow Council to specify appropriate target ranges for different network types, based on the primary purpose and function of the network and the relative service costs and patronage assumptions. This approach recognises that not all the services can achieve high farebox recovery, and some services are provided to achieve wider community objectives (e.g. providing transport choices for the rural communities) and a higher level of subsidy may be required.

Policy: Council will identify a target farebox recovery range for each network type within the region. The target range will be appropriate to the nature and primary purpose of each service as described in the Table below:

Network types	Primary purpose	Service cost	Patronage levels	Farebox recovery target range
Urban Express	Provide fast, reliable and frequent services, connecting key activity and employment centres within urban areas.	High	High	20-30%
Regional Express	Provides fast and express services between urban centres and key sub-regional towns	High	Medium-High	20-30%

Urban Connector	Provides frequent and reliable services within urban centres that connect to Urban/Regional Express services	Medium	Medium High	30-40%
Regional Connector	Provides quality and reliable services between urban centres and key sub-regional towns.	Low-Medium	Low-Medium	30-40%
Community Connector & demand responsive services	Providing basic services for community to access essential services.	Low-Medium	Low	10-30%

Achieving farebox recovery target

Waikato Regional Council plans to achieve the farebox recovery target ranges through various means, including improving the efficiency of existing services, monitoring and optimising service delivery, undertaking regular fare reviews, and by achieving patronage growth through service enhancements, marketing and innovations such as real time information and ticketing improvements.

If the farebox recovery ratio still remains below the expected target ranges, consideration will be given to the wider benefits of providing the service which may deem a lower farebox recovery ratio to be acceptable. An example of this could be in an area where the population has few other transport options in order to access health or social services in another centre. Another example may be a commuter service where fares may need to be lower in order to encourage private car users onto the service. In this case the environmental and economic benefits of the service to the community may outweigh the increased cost of the service to ratepayers. In these instances, Waikato Regional Council will endeavour to ensure that the community concerned is willing to pay the higher costs in order to retain the service.

If, over time, a service is consistently performing above the expected farebox target range, consideration may be given to increasing levels of service or other quality improvements if such alterations are warranted and would likely result in further patronage growth.

Policy: If farebox recovery ratio for any given service falls outside the expected target range, Council will review relevant factors to determine whether the target range can be achieved without undermining the primary purpose for providing the service

6.3 Information and promotion

Marketing and promotion

Marketing and promotion are an important component of provision of public transport, aimed at increasing patronage by ensuring people have an awareness of services available and potential

benefits of using services. Passenger growth resulting from marketing can serve to reduce public funding requirements through increasing fare revenue.

Policy: *Council will deliver a range of marketing, communications, and community engagement initiatives on an ongoing basis to promote growth in the use of the public transport system.*

Branding

A strong and consistent brand can help to ensure an attractive and readily identifiable public transport network which helps attract and retain patronage.

Policy: *Council will maintain a consistent, well recognised, unique brand for public transport throughout the region. The brand shall be consistently applied to all public transport vehicles, infrastructure (where appropriate), marketing and communications*

Policy: *Council will maintain a consistent, well recognised, unique brand for public transport throughout the region. The brand shall be consistently applied to all public transport vehicles, infrastructure (where appropriate), marketing and communications*

Communication

The provision of information, in conjunction with marketing and promotion, enables potential and existing customers to find the information they need to make a journey. This information has to be simple to find, easy to understand and be provided via convenient channels, including for people with disabilities. With developing technologies, digital channels are often a more convenient and cost-effective means of both disseminating and receiving information. However, not all user groups are readily able or willing to use digital channels.

Policy: *Council will maintain and improve the following channels for the provision of public transport information:*

- *Printed timetables*
- *Web-based applications*
- *Website information*
- *Freephone call centre*
- *Customer service counter (Hamilton Transport Centre)*

Policy: *Council will enable provision of certain information, such as service arrivals, departures and service disruptions, in real time to enhance journey experiences for passengers*

Policy: *Council will actively encourage users to transition to digital means for accessing public transport information.*

Commercial advertising

Council can generate revenue by making space available on buses and public transport infrastructure. Allowing advertising on buses can help to reduce the costs of service provision, but needs to be managed so it does not interfere with the branding and marketing of the bus network, or compromise the attractiveness and ease of use of bus services. The council expects that any revenue generated from advertising is reinvested into the public transport system.

The following sets out broad policies in relation to advertising. Detailed requirements are specified in relevant contracts between the council and service providers.

Policy: Council will ensure that advertising on vehicles and infrastructure does not undermine the regional public transport brand or user recognition of the public transport system.

Policy: Council will seek to avoid advertising content on vehicles and infrastructure that promotes products or services that are known to cause harm, such as alcohol or nicotine products, and will require that all advertising adheres to the New Zealand Advertising Authority Advertising Code of Ethics.⁴

Policy: Commercial advertising on buses will be limited to bus backs, but may be considered on other areas on a case by case basis, provided it is limited in duration and does not unreasonably obscure passenger visibility.

6.4 Tendering and contracting

Procurement

The Land Transport Management Act 2013 (LTMA) is the primary transport legislation that governs the planning, procurement and provision of public transport. The purpose of the LTMA is “to contribute to an effective, efficient, and safe land transport system in the public interest”.

The LTMA was amended in 2013 to introduce a new operating model for the delivery of public transport in New Zealand, known as the Public Transport Operating Model (PTOM).

Section 115 of the LTMA includes a set of principles fundamental to PTOM, designed to guide the actions of organisations such as the Waikato Regional Council in undertaking their public transport functions. These principles are:

- Council and public transport operators should work in partnership to deliver the public transport services and infrastructure necessary to meet the needs of passengers.
- The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency and coverage necessary to encourage passenger growth.
- Competitors should have access to regional public transport markets to increase confidence that services are priced efficiently.
- Incentives should exist to reduce reliance on public subsidies to cover the cost of providing services.
- The planning and procurement of services should be transparent.

The policies in this section are designed to support the procurement process and to give effect to the PTOM requirements.

The public transport services that are integral to the region are described in the final RPTP, and provide the basis for identifying the public transport units that will be implemented in the region.

⁴ <http://www.asa.co.nz/codes/codes/advertising-code-of-ethics/>

These public transport units will be provided under contract to Waikato Regional Council. Services that do not form part of the region's core public transport network will be exempt from operating under contracts and will be identified as exempt services.

Policy: *The council will establish units (groups of services) that are integral to the public transport network based on unit design principles set out in XX of this plan.*

The overall procurement approach adopted in this RPTP is to build commerciality-based partnership relationships between the council (procuring authority) and public transport operators. It is also designed to:

- encourage councils and operators to work together on the design and operation of units
- improve opportunities for competitors to access the public transport market
- create incentives to reduce a reliance on public subsidies
- provide a more transparent approach to procurement and service management.

Procurement of public transport services in the Waikato Regional will be carried out in accordance with Waikato Regional Council's Procurement Strategy and the NZ Transport Agency's Procurement Manual.

The Procurement Strategy sets out the preferred approach to contracting passenger transport services in the Region. This includes contract length, standard key performance indicators, and the financial incentive mechanism to encourage operators to increase patronage on their services, in accordance with the Transport Agency procurement rules. It also includes the tendering schedule and will be reviewed regularly.

Policy: *Public transport services will be contracted in accordance with the latest Procurement Strategy adopted by the council and endorsed by the NZ Transport Agency. <LINK>.*

Vehicle quality

In order to encourage use of public transport, an efficient, well-maintained and user-friendly public transport fleet is required. Comfort is recognised as a factor that influences use of public transport. Minimum vehicle quality specifications are a mechanism to encourage and maintain the attractiveness and accessibility of both urban and rural public transport vehicles. Vehicle quality specifications cover such features as vehicle age, door and aisle widths, priority seating areas, handrails, security, information systems and advertising.

Vehicle specifications are a means of supporting improved amenity and access to public transport for the transport disadvantaged.

The council outlines the minimum standards of vehicle required for bus services during the tendering process. These specifications differ for different services to reflect different service requirements. For example, there are currently bike racks on regional services which support multi-modal travel. There are also additional features on all newly contracted services to meet safety and quality requirements- CCTV, Wi-Fi and dedicated wheelchair spaces.

All regional councils that receive NZ Transport Agency funding for bus services are required to adhere to standard Requirements for Urban Buses in New Zealand (RUB).

Policy: *The council will ensure contracted bus services use vehicles that meet the national Requirements for Urban Buses in New Zealand quality and safety standards and any specific Waikato region amendments.*

Policy: *The council may depart from the above requirements on a trial basis for a limited duration where appropriate in order to prove the viability of a service.*

6.5 Monitoring and review

Monitoring of units

The council regularly monitors existing and potential services in the region. Transport service monitoring includes seeking passenger feedback, checking adherence to timetables and compliance with contract conditions.

There is a need to ensure consistency with safety and service quality standards as well as ensuring that services operate according to the registration/contract provisions. The council is able to require unit operators to provide information about patronage and fare revenue for the services they operate, through the LTMA. Monitoring passenger numbers on specific routes and days provides a means of validating the figures supplied by operators.

Waikato Regional Council will monitor the performance of individual public transport units, to ensure they contribute to the overall plan objectives. Performance indicators for units will be set out in the individual contract, but as a minimum will include the key performance indicators specified in the NZ Transport Agency's Procurement Manual. This information will be used to inform the annual business planning process with operators and a continuous programme of service optimisation.

Waikato Regional Council will work with operators to ensure they collect and provide the data necessary for the regular review and monitoring of service, unit and system performance.

Policy: *The council will monitor the performance of individual public transport units against the key performance indicators specified in the NZ Transport Agency's Procurement Manual, including:*

- *annual patronage growth*
- *farebox recovery ratio*
- *average seat utilisation*
- *service reliability and punctuality*
- *customer satisfaction.*

Action: The council will prepare a regular monitoring report on the unit performance.

Action: The council will use the monitoring information, and work with operators to introduce variations to services where required to improve the efficiency and effectiveness of the network.

Monitoring of the Plan

A set of performance measures have been developed to enable Waikato Regional Council to monitor the progress of public transport provision against the objectives of this plan.

The diagram below sets out key performance measures for this plan based on goals and strategic priorities for public transport.



The council will implement a regular monitoring system to ensure the data required to report on these key performance indicators is collected, analysed and reported on a regular basis. This will help to inform future reviews of the plan. The council will also monitor the performance of individual public transport units, to ensure they contribute to the overall plan objectives.

Significance policy

Introduction

The following policy sets out how to determine the significance of variations to the plan, as required by the LTMA. The plan can be varied at any time but consultation will be required in accordance with Section 125 of the LTMA if the variation is significant.

This policy outlines what is considered significant in terms of variations to the Regional Public Transport Plan. It provides criteria and procedures that the regional council will use in assessing which variations are deemed significant and the subsequent consultation requirements.

Assessing significance

The council will determine the significance of a variation on a case by case basis. A significant variation will be one that is likely to have an impact that is more than minor on:

- the ability to achieve the goal and strategic priorities set out in this plan
- the ability to achieve the objectives of the Regional Land Transport Plan
- the amount and allocation of funding available to public transport across the region.

In determining significance, the council will consider:

- whether the proposed variation will have a material effect on the overall level, quality and use of public transport services in the region
- the number of people affected by or interested in the proposal, and whether there is a substantial impact or consequence for affected persons

- the extent to which the variation has already been consulted upon, and the manner in which this has been undertaken
- the extent to which the variation is inconsistent with the Regional Land Transport Plan.

This policy does not preclude the council from undertaking special consultative procedures for a variation that does not meet the significance criteria, if the benefits of that consultation are considered to outweigh the costs.

Significance is a continuum, from variations of high significance through to variations of low significance. Matters that will always be considered 'significant' are:

- variations that amend this significance policy.

Matters that will always be considered 'not significant' are:

- minor editorial and typographical amendments to the plan
- minor changes to fare levels in accordance with current policy and funding levels.

Matters that will usually be considered 'not significant' are:

- those on which the council has recently consulted. ie the addition, removal or amendment of any matter on which the council has already consulted in accordance with its special consultative procedure
- minor changes to service descriptions after a service review. eg changes to the frequency and hours of a service that result in the same, or a better, level of service
- changes to the description of services or service groupings as a result of an area-wide service review, as long as there is no significant increase in cost.

Consultation

Targeted stakeholder engagement will be undertaken where variations do not trigger the significance policy, but may affect a sector of the community or industry.

If the council determines that a proposed variation is not significant, targeted consultation will be undertaken as follows:

- **Consultation for service reviews:** As service reviews affect only a part of the region, full consultation will generally not be required. Instead, key stakeholders (including the relevant operators, the NZ Transport Agency, territorial authorities and the affected community) will be included in preliminary consultation on the development of options. Targeted public consultation may follow once options have been identified.
- **Consultation for minor changes in the delivery of public transport services:** Minor changes in service delivery that are required to improve efficiency, such as minor changes to routes, frequencies, operating hours and fare adjustments that are consistent with the policies in this plan. In these cases, consultation will generally be undertaken at a low level with the operators involved, and may also include the relevant territorial authorities and passengers who use the services.
- **Other non-significant variations:** Waikato Regional Council will work through any proposals for changes that affect only a sector of the community or the industry (such as a change in Total Mobility provision or a change to specific vehicle quality standards) with those most likely to be affected, as well as other relevant stakeholders.

Appendices

Legislative requirements

Legislative matters addressed in the plan:

Matters we must address

How the plan contributes to the purpose of the Act: “to contribute to an effective, efficient, and safe land transport system in the public interest.”

Preparation of the plan in accordance with NZ Transport Agency guidelines.

Apply the principles of section 115A(1) of the Act:

(a) regional councils and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers

(b) the provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth

(c) competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently

(d) incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services

(e) the planning and procurement of public transport services should be transparent.

Take into account any national energy efficiency and conservation strategy.

How we have addressed them

The plan contributes to the purpose of the Act through its goal, strategic priorities and policies that seek to develop an efficient, effective, affordable and integrated public transport network that supports economic growth of the region and achieves value for money.

The NZ Transport Agency’s guidelines were considered in the development of the plan. Regular meetings have been held with NZ Transport Agency staff to review the process and proposed contents of the plan.

The council has applied the principles of section 115(1) by working in partnership and collaboration with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers. The principles of the Plan aim to achieve integration, reliability, frequency, and coverage necessary to encourage passenger growth. The Plan also emphasises the importance of collaboration between Waikato Regional Council, local authorities and operators to ensure the integration of public transport services and infrastructure.

The National Energy Efficiency and Conservation Strategy sets out an objective of a more energy-efficient transport system, with a greater diversity of fuels and alternative energies. The plan proposes a network that will supply better frequencies with the existing level of resources thereby enabling more users to travel by public transport and reduce single occupancy vehicles

	on the roading network.
Take into account any relevant regional policy statement, regional plan, district plan.	Included in the appendices of the Plan is consideration of relevant regional documents.
Take into account the public transport funding likely to be available in the region.	The funding likely to be available will be included in the final RPTP.
Take into account the need to obtain best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services.	The procurement approach is covered in section 6.5.
Take into account the views of public transport operators in the region.	Public transport operators will be consulted during the June 2018 discussion document roadshow.
Consider the needs of persons who are transport disadvantaged and describe how the network will assist these people.	How the RPTP considers the needs of transport disadvantaged is outlined in Strategic Response 6: Plan and implement transport solutions with transport disadvantaged at the forefront of our thinking.
Identify the public transport services integral to the public transport network that the Waikato Regional Council proposes to provide.	Services integral to the network will be described in the final RPTP.
Provide an outline of the routes, frequency, and hours of operation of the services that are integral to the network.	Descriptions of services are included in section 5.
Arrange all of the public transport services into units.	All public services are arranged into units, and will be described in the final RPTP.
Indicate the date each unit commences.	Commencement dates of units will be noted in the final RPTP.
Identify units for which Waikato Regional Council intends to provide financial assistance.	Relevant units will be identified in the final RPTP.
Identify any taxi or shuttle services for which Waikato Regional Council intends to provide financial assistance.	Relevant services will be identified in the final RPTP.
Specify any objectives and policies that apply to any unit, and any taxi or shuttles services for which Waikato Regional Council provides financial assistance.	
May describe exempt services, but may not make them subject to the objectives and policies applying to units.	

For units, include policies on:

1. accessibility, quality and performance
2. fares and the method or formula or other basis for setting and reviewing those fares
3. the process for establishing units
4. the approach that will be taken to procuring the delivery of the services in a unit
5. how the procurement of services will be phased in over time
6. managing, monitoring, and evaluating the performance of units.

Any procurement of units that Waikato Regional Council does not intend to No provide financial assistance for must be approved by the NZ Transport Agency.

Include a policy on significance for reviews.

National context

Government Policy Statement on Land Transport

The Government Policy Statement (GPS) on Land Transport is a document issued by the Minister of Transport every three years. It details the Government's desired outcomes for land transport and funding priorities across different types of transport activity (eg roading, public transport, road safety).

The Government Policy Statement on Land Transport 2018-21 (GPS 2018) was released in April 2018 and will come into force on 1 July 2018. The GPS 2018 contains four key priorities – safety, access, environment, and value for money.

Safety – key priority

- signals the need for an increased and sustained effort to achieve a long term vision of a transport system that is free of death and serious injury.

Access – key priority

- covers three objective areas:
 - increased access for economic and social opportunities
 - enables transport choice and access
 - a land transport system that is resilient.
- focuses on nationally important freight and tourism connections
- supports investments in transport infrastructure to support high growth urban areas (and Housing Infrastructure Fund)
- supports sustainable economic development of regions (activities complementary of Provincial Growth Fund and the government's goals for tourism)
- supports investment in public transport, walking and cycling and increased mode shift
- focuses on urban centres and reducing single occupant motor vehicle travel

- supports improved network resilience for most critical connections.

Environment – supporting priority

- supports investment that will reduce transport’s negative effects on the local environment, public health and on the global climate (lower emission forms of transport).

Value for money – supporting priority

- focuses on delivering the right infrastructure and services to the right level at the best cost.

The GPS 2018 contains three key themes:

1. a mode-neutral approach to transport planning and investment decisions
2. incorporating technology and innovation into design and delivery of land transport investment
3. integrating land use and transport planning and delivery.

Rail funding

GPS 2018 enables some passenger rail projects to progress through a transitional rail activity class:

- existing and new interregional commuter rail services, including implementation of trial services to support housing and employment opportunities
- improving urban rail services.

A second stage GPS will consider funding of rail.

Activity class framework

The strategic direction will:

- increase investment in safety, public transport, walking and cycling, regional improvements
- shift investment away from state highway improvements (around 11% decrease).

The framework links results to objectives rather than to activity classes.

New activity classes in GPS 2018 are:

- Rapid transit
- Transitional rail
- Demand management (attached to road safety promotion).

The provision of public transport in the Waikato region as proposed in this Plan will contribute to the GPS key priorities of safety and access, and supporting priorities of environment and value for money, which align particularly well with the Waikato region’s priorities as articulated in the Waikato’s draft RTLP.

The region’s public transport network will be developed and delivered at levels appropriate to their patronage and network function to increase the overall transport system productivity. Public transport will also be provided to support transport choices in urban areas where there is a sufficient demand to support cost effective public transport. The GPS 2018 also supports public transport investment in areas outside of major urban centres for services that connect people to employment and education, a key objective of this RPTP.

Public Transport Operating Model (PTOM)

Under the LTMA 2003, the RPTP must give effect to the Public Transport Operating Model (PTOM). The model contributes to the Government’s goal for public transport to grow patronage with less reliance on subsidy. It was developed with two overarching objectives:

- to grow the commerciality of public transport services and create incentives for services
- to become fully commercial to grow confidence that services are priced efficiently and there is access to public transport markets for competitors.

This model is a planning, procurement and business development framework. A key feature of the model is an emphasis on regional councils and operators taking a partnering approach to the planning and delivery of public transport services in regions. This is achieved through mechanisms such as collaborative business planning, joint investments, and financial incentives.

Key principles of the PTOM are embedded in a set of principles in section 115 of the LTMA, to which the RPTP must give effect. The NZ Transport Agency has also developed operational policy to implement the PTOM through:

- guidelines for the development of regional public transport plans
- the NZ Transport Agency Procurement Manual.

Regional context

Regional Land Transport Plan

The Regional Land Transport Plan 2015-2045 (RLTP) sets the policy framework for the long term development of the transport system in the Waikato region over the next 30 years. It identifies strategic issues and objectives for transport in the region and associated priorities to guide the development and management of the regional transport system.

The RPTP is required by the LTMA to be consistent with the relevant RLTP, and this plan has been developed in relation to the RLTP to ensure a consistent policy approach for public transport.

The RLTP's land transport priorities, objectives and policies are reflected in the RPTP goals for the region. In particular, the RLTP's direction towards improving transport access and mobility through the provision of a multi-modal integrated transport system that meets the social, cultural and economic needs of the region.

Regional Policy Statement

The Waikato Regional Policy Statement (RPS) sets the overarching framework for the integration of land use with infrastructure in the region.

The RPS contains policies and implementation methods to ensure the development of the built environment occurs in a planned and coordinated manner that encourages a compact urban form, which in turn supports the efficient and effective delivery of public transport. Policies of particular relevance to public transport include those that require:

1. new development to be coordinated with the development, funding, implementation and operation of transport and other infrastructure
2. the efficient and effective functioning of the region's strategic transport corridors is maintained
3. The Future Proof area to implement development density targets to achieve compact urban environments that support multi-modal transport options, and allow people to live, work and play within their local area
4. regional development to be undertaken in accordance with general development principles that include promoting compact urban form, minimising the need for private motor vehicle use, and encouraging walking, cycling, use of public transport and multi-modal transport connections.

District plans prepared under the Resource Management Act 1991 (RMA) are required to give effect to the RPS. Many district councils within the region are reviewing their district plans and as a result the framework for integrating land use with infrastructure in the region is being further cemented into these plans.

This, in turn, will provide greater certainty for public transport planning and lead to network efficiencies, lower costs and better integration of public transport services and infrastructure.

Other strategic influences

Item	Policy implications
NZ Transport Agency farebox recovery policy	Seeks a national farebox recovery ratio for public transport of 50 per cent, averaged across all public transport services in New Zealand. ie 50 per cent of public transport costs will be recovered through passenger fares.
New Zealand Energy Efficiency and Conservation Strategy	Promotes energy efficiency, energy conservation and renewable energy in New Zealand. It proposes Government objectives, targets, and the means by which these will be achieved. The objective for the transport sector is: "A more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies."
NZ Transport Agency Investment Assessment Framework (IAF)	The NZ Transport Agency's Investment Assessment Framework (IAF) communicates the NZ Transport Agency Board's investment intentions. It's a high-level direction-setting and prioritisation tool that helps the NZ Transport Agency balance competing priorities and select the best possible mix of activities for funding, with the ultimate goal of advancing progress against the objectives of the Land Transport Management Act 2003 (LTMA) and the GPS.
National Land Transport Programme	The National Land Transport Programme (NLTP) contains all the land transport activities that are expected to receive funding from the NZ Transport Agency.
2018-2028 Long Term Plan	Waikato Regional Council's 2018-2028 Long Term Plan (LTP) is prepared under the Local Government Act 2002 and identifies desired community aspirations with respect to social, economic and environmental wellbeing, the council's intended contribution towards those aspirations, and how they will be funded. The LTP is prepared and reviewed every three years.
Access Hamilton	An integrated transport strategy to guide the development of transport infrastructure planning for Hamilton over a 30-year period. Takes the high level settlement patterns in Future Proof and Hamilton Urban Growth strategies, and aims

to improve coordination between transport and land use in the city. Access Hamilton is currently under review.

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	8 June 2018
Prepared by	Megan Jolly Road Safety Co-ordinator
Chief Executive Approved	Y
Reference #	INF2018
Report Title	Road Safety Education

1. EXECUTIVE SUMMARY

The purpose of this report is to inform the Infrastructure Committee of key 'road safety education' activities and information for the months of February-May 2018. The report will also discuss briefly the use of road safety billboards in the district. The report concludes with a summary of crashes to date for 2018 on council managed roads.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received.

3. ATTACHMENTS

- Road Safety Education Report

REPORT:**I. Key Activities**

The last three months saw completion of the following activities/campaigns:

- **Young Driver** - Skills day x2 (38 participants). The Road Safety Co-ordinator (RSC) was recently invited to review another provider's young drivers' course. After attending this course, she is satisfied that our model is very good and works well. She is keen to promote our model to other Road Safety Co-ordinators who may wish to set up a similar programme.

The 'Students Against Dangerous Driving' (SADD) regional workshop was co-ordinated by the RSC. Three secondary schools from the Waikato District attended. Council sponsored students from these schools to attend the national SADD conference.

- **Community Driver Mentor Licence Programme** – The third programme has been completed. NZTA have provided further funding for a further course. Over the 3 programmes there have been 49 registered on the courses, 9 withdrawals and 26 gaining their restricted licence. The remainder of students will roll over onto the next course.
- **Motorcycles** - Police/education stops were held at Tuakau and Drury.
- **Speed** - A truck education stop was held at Huntly in conjunction with Police, NZTA, Wintec and trucking organisations.

An animated 'speed on rural roads' video clip was launched. This was narrated by Greg Murphy. The clip outlines the hazards on rural roads and the need to drive to the conditions.

- **Senior Drivers** - A senior driver course was held in Ngaruawahia in May. Further courses are planned in July for Raglan and Tamahere. The course has recently been reviewed and updated.
- **Billboards** - Billboard signage has been replaced with fresh cycling, speed, seatbelts and distraction messaging. Six new billboard sites have been installed on northern rural routes around Mangatawhiri. These currently have motorcycle safety messaging.
- **Child Restraints** -Tuakau. 99 children were checked at a police roadside stop. 73% had faults of which most were corrected at the time of the stop. 4 infringement tickets were issued. The RSC is initiating discussions with other Road Safety Co-ordinators and the Regional Council, to formulate a strategy to increase the number of child restraint technicians available in the Waikato. Historically Plunket has been the umbrella organisation that employed technicians. This is no longer the case. Existing technicians are reluctant to work without an umbrella organisation to support them in their role. We are looking at other organisations that might take up this role. Tuakau checkpoints are currently staffed from the Auckland region.

**Slow down Dad
Make it home**

Waikato
RSC

- **Media** –fatigue, rural speed advertising.



2. Upcoming Projects

- Sober driver campaign Sports Clubs (June)
- Senior driver workshops (Tamahere, Raglan, July)

3. Road Safety Billboards

This section of the report provides a summary of the use of roadside road safety billboards in the district.

Currently we have 36 billboard sites on our local road network. These are all on our rural network and encompass themes of speed, cycling, motorbikes, seatbelt use and distraction.

The purpose of road safety messaging on billboards can be multi-fold and include the following:

- Generate conversation about an issue;
- Prompt behaviour change at time of driving (eg use of seatbelts);
- Reinforce social messages which in turn can affect behaviour change;
- Warn about upcoming risks.

Billboards are best used as part of a wider strategy rather than working in isolation. Overseas research has shown that billboards can potentially be a distraction to the driver. Much of this research has been based on billboards promoting organisations or events rather than road safety messaging. These billboards can be very cluttered and with small writing. To mitigate the risk of distraction NZTA has produced guidelines for billboards on the road corridor. This includes limiting the number of words that can appear (maximum 7 images with each word considered an image) and the size of font which should be big enough to be read easily at speeds travelled. Waikato District Council slogans are devised with this criterion in mind. Research on types of messaging that are the most effective is also carried out. For example, fear tactics and use of negative words such as 'Don't' and 'Not' are seldom used as they are deemed less effective. Research suggests that "adding humour and memorable phrases can help positive outcomes of safe driving stick in the memory, and people will not suppress them when they pop into their mind while driving"¹. Shock tactics however may not be so effective. Having a 'call to action' is useful. Tag lines such as the current 'make it home' slogan can be useful in tying various themes together. We also at times use national slogans so that our area is aligned with national advertising.

Examples of billboards



Fewer words would make this billboard more readable and less of a distraction.

¹ John May professor Plymouth University, Andrade, J., May, J., van Dillen, L., & Kavanagh, D. J. (2015). Elaborated Intrusion theory: Explaining the cognitive and motivational basis of desire. In W. Hofman & L. Nordgren (Eds.) The psychology of desire. New York: Guilford. pp. 17-35



This billboard meets NZTA's criteria. It is succinct (7 words maximum) and has a call to action.

This billboard appeared on SH2 some years ago, near Maramarua. The acronym stood for 'just another fatal accident'. This message, with a tinge of humour, certainly got media attention which aided in the spreading of the wider message.



In conclusion, billboards can be a useful tool in promoting road safety messaging but should be used as part of a wider strategy. Research should be utilised to develop slogans that will have the most impact.

4. Fatal and Serious Injury Crashes, 2018

There have been three fatal crashes and 10 serious injury crashes for January to May 2018 on Council managed roads (provisional).

Fatal crashes were on Highway22, Bankier Road and Mangatangi Road.

Table 1: Crash Factors Fatal and Serious Injury Crashes

Motor cyclists	Pedestrian	Cyclist	Alcohol drugs suspected	Too fast	Inattention	Road Conditions	Vehicle	Failed give way
4	2	2	2	1	2	1	2	1

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	11 June 2018
Prepared by	Samantha Frederick Project Coordinator
Chief Executive Approved	Y
Reference #	INF2018
Report Title	District Wide Minor Improvement Programme Update

1. EXECUTIVE SUMMARY

In August 2017 a workshop was presented to Council to review the schedule for the District Wide Minor Improvements Programme for the 2016/17 year, the budget available and the proposed steps going forward.

This report requests confirmation of the programme for 2018/19 as outlined in Attachment I, including the order of priority of the projects.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received;

AND THAT the District Wide Minor Improvements Programme priorities are confirmed and approved.

3. BACKGROUND

The District Wide Minor Improvement Programme (DWMIP) was developed as part of the 2012-22 Long Term Plan process. A works programme for 2016/17 was approved at the July 2016 Infrastructure Committee, which was based on the then current District Wide Minor Improvements Policy which supports the process for project selection and prioritisation.

At a Council workshop in August 2017, next steps were put forward that included 'taking a break for 2018/19', which is to say, rather than adding a new raft of projects to the programme, Council would focus on completing the outstanding items that had been carrying over from previous years.

The LTP 2015-25 provides an annual budget of \$100,000 per year for the DWMIP. As a result of the August 2017 decision, the LTP funding for the 2018/19 year was not applied. The programme is currently running on the 2017/18 LTP annual budget of \$100,000 and in addition to this there are carry forwards of \$313,493 from the 2016/17 year, giving a total 2018/19 budget of \$413,493.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The programme is still based on the 2016/17 schedule that was pulled together, but with more information now available (eg feasibility and approximate costs) and given the time it has been since the programme was confirmed by the Infrastructure Committee, we are seeking confirmation of the programme attached, or direction otherwise.

There are a number of projects that flow on from other works that need to be completed first. This has left a number of projects 'on hold' while associated works are completed, or to determine if the projects themselves will still be needed. The revised programme enables a project to move up the list over a project while it is on hold, to ensure that the projects continue to be ticked off the list.

4.2 OPTIONS

There are two options for the Committee to consider.

Option 1: Council approve the 2018/19 works programme as proposed.

Option 2: Amend it by adjusting the priority order.

This option is recommended.

5. CONSIDERATION

5.1 FINANCIAL

The budget for this programme is included in the Long Term Plan 2015-25.

5.2 LEGAL

Nil.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The allocation of funds from the DWMIP is at the discretion of the Infrastructure Committee.

The DWMIP assists Council to meet its prescribed People and Economy Community Outcomes and goals by provision of services and connected infrastructure.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

(Ascertain if the Significance & Engagement Policy is triggered or not and specify the level/s of engagement that will be required as per the table below (refer to the Policy for more detail and an explanation of each level of engagement):

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	Funding for the District Wide Minor Improvement Programme has been consulted on through the Long Term Plan process.				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
			Internal
			Community Boards/Community Committees
			Waikato-Tainui/Local iwi (provide evidence / description of engagement and response)
			Households
			Business
		x	Other Please Specify

Funding for the District Wide Minor Improvement Programme has been consulted on through the Long Term Plan process.

6. CONCLUSION

The District Wide Minor Improvement Programme is progressing with the carried forward list of outstanding projects from the last few years and is seeking to reconfirm the prioritisation of these projects for the 2018/19 year.

7. ATTACHMENTS

- District Wide Minor Improvement Programme

	Community	Description of Work	Estimate	Budget \$	Budget Cumulative Cost \$	Actuals	Actual Cumulative Cost \$	PROJECT SCOPE	Safety 50%	LTP sub 20%	Size 15%	Benefit # 15%	Working	Rank	Status	COMMENTS / STATUS
Budget					419,493			Opening Balance								
17	Te Kauwhata	TK Saleyards Road seal	30,000	30,000	30,000	0	0	Scoping needed - Area adjacent railway and in front of chip stockpile. Create seal area and possible carparking too?	1	4	3	2	2.05	1	ON HOLD	On hold while commercial retail / railway development requirements are determined and the impact these may have on the need for sealing.
21	Maramarua/Mangatangi	Mangatangi school – 25km corner; locals constantly requesting footpath, road realignment and speed limitations.	10,000	10,000	40,000	0	0	DWMIP to fund footpath through tight corner, probably need to build over piped watertable. This will require a lot more investigation to find appropriate solutions but there are two possible options, slight curve realignment and associated safety improvements circa \$350k or total realignment \$750k-\$1M.	1	4	3	2	2.05	1	To be fully scoped	Requested footpath not immediately feasible. Road Safety Engineer investigating a site bench and vegetation clearance to improve visibility.
29	Whatawhata	Remaining 50m of footpath from the school (on School Rd) to SH39	10,000	10,000	50,000	0	0	Request by Cr Smith on behalf of Whatawhata Residents & Ratepayers Committee (November).	1	4	3	2	2.05	1	ON HOLD	To be reassessed following the installation of the crossing by the garage.
31	Puketaha	School car park enhancements (Stage 1 of 2 stages)	50,000	50,000	100,000	0	0	Request from Cr Fulton	1	4	3	2	2.05	1	Complete	
32	Te Kowhai	Complete gap in footpath on opposite side of Whatawhata Road from village green. Approx. 50m.	5,000	5,000	105,000	0	0	Request from Cr Smith	1	4	3	2	2.05	1	Complete	
34	Whatawhata	300m footpath on Horotiu Rd (northern side) from SH23 intersection back towards school. Needs to go beyond the road that leads to the new village café. To enable school children to cross Horotiu Road safely before the SH23/SH39 intersection and link to footpath across Waipa River bridge and new subdivisions off Bell Rd.	27,000	27,000	132,000	0	0	(Cr Smith - From the Whatawhata Residents & Ratepayers Association AGM 9/5/16)	1	4	3	2	2.05	1	ON HOLD - to be followed up w NZTA	Advice from NZTA indicates that a new pedestrian refuge negates the requirement for footpath on the other side of the road.
37	Whatawhata	Traffic calming on School Rd due to it being a wide open road, passing the school and it is regularly used by some as a raceway off SH39 into the village. Suggestions included narrowing, chicanes and speed bumps.	30,000	30,000	162,000	0	0	Cr Smith - From the Whatawhata Residents & Ratepayers Association AGM 9/5/16)	1	4	3	2	2.05	1	To be fully scoped	Road Safety Engineer investigating planted chicanes and speed bumps. Also investigate 'dragons teeth' similar to Pukekawa school for a more cost effective option.
	Waitetuna	Waitetuna school car park renewal							1	4	3	2	2.05	1	Complete	
38	Taupiri	Footpath created between Taupiri and Hopuhopu	5,000	5,000	167,000	0	0	Cr Gibb through Taupiri Community Committee	2	4	1	2	2.25	9	To be fully scoped	Consideration needed as to whether to cover this as an extension to the Te Awa cycleway to connect Hutly after the revocation.
2	Onewhero	Onewhero Community Urban Upgrade - Hall Road	10,000	40,000	207,000	0	0	Part of a larger Hall Rd parking and drainage development project to improve community hall parking.	2	4	3	1	2.40	10	Planning	Investigation into crossing to link the paths in consideration with previous designs.
33	Gordonton	10-15m of footpath to connect existing to around the corner to the toilets	6,000	6,000	213,000	0	0	Request Cr Dynes	3	4	2	1	2.75	11	In progress	To be completed this month.
28	Pukekawa	Picnic/Viewing Area	10,000	10,000	223,000	0	0	Investigate the creation of a viewing point/picnic area within road reserve on Highway 22 near Pukekawa. Views to Tuakau Bridge are afforded from this position (address 402 Highway 22).	4	1	3	2	2.95	12	Design	Staff have confirmed pull off area is achievable from safety perspective and will move to design phase. To pass onto Parks team for completion.
6	Te Kauwhata	Continue the embankment planting along Te Kauwhata Road using an agreed range of plants - ice plants, natives. Enlisting the support of schools, service clubs and sports clubs.	10,000	10,000	233,000	0	0		4	3	2	1	3.05	13	ON HOLD	Awaiting completion of walkway/cycleway.
8	Rangiriri	Rangiriri Urban Upgrade	50,000	50,000	283,000	38,164	38,164	Funds to carry forward until Rangiriri Bypass is completed.	4	3	1	2	3.05	13	Complete	
18	Tauwhare	Reflect the unique identity of the village by considering some form of icon/sculpture	10,000	10,000	293,000	3,300	41,464	Community Development Coordinator liaising with the Tauwhare Community Committee to install a sculpture at the Tauwhare Hall grounds.	4	3	2	1	3.05	13	In progress	Determining structure scale and consent requirements.
25	Meremere	Reservoir	500	500	293,500	0	41,464	This budget would complete the graffiti paintout.	4	3	2	1	3.05	13	Complete	
39	Te Kowhai	Plant a series of (eco-sourced) kowhai through the village, see attachment.	2,000	2,000	295,500	3,500	44,964	20 kowhai trees (\$10 ea) 20 galvanised or powder coated protection frames. 40 posts (\$20) \$100 per unit X 20 units = \$2,000 - Te Kowhai Community Group, Graham McBride – Cr Smith	4	3	1	2	3.05	13	Complete	
2017/2018 Programme - suggested works for consideration					123,993								0.00	#N/A		
	Matangi	Matangi bus bay and shelter							1	4	3	2	2.05	1		
	NE Waikato	Mangatangi School parking in road reserve							1	4	3	2	2.05	1		
	Tamahere	Provide safe areas for bus stops & bus shelters							1	4	3	2	2.05	1		
	Rangiriri	Path to Te Whero's Redoubt							3	4	1	2	2.75	11		
	NE Waikato	Mangatangi, Mangatawhiri, Maramarua Welcome boards/signs and information boards/signs							4	3	1	2	3.05	13		

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	6 June 2018
Prepared by	Donna Rawlings Projects Team Leader
Chief Executive Approved	Y
Reference #	INF2018
Report Title	Huntly Memorial Hall - Update and Agreement of Huntly Community Board Position and Resolution

I. EXECUTIVE SUMMARY

This report has been prepared to confirm the outcome of the Huntly Memorial Hall consultation and the Huntly Community Board (“HCB”) endorsement of the outcome.

The report to the June 2018 HCB meeting (Reference GOV0505/1974310) is attached for Councillors’ information. The HCB report outlined the result of the consultation and sought agreement of the outcome. The report also sought the HCB’s support on the proposed high level approach to the project going forward.

Staff will be in attendance to provide a verbal update to Councillors on the resolutions made at the June 2018 HCB meeting and to provide any further updates as needed.

2. RECOMMENDATION

THAT the report from the **General Manager Service Delivery** be received;

AND THAT Council supports the **Huntly Community Board** endorsement of the consultation outcome, being - 74% of the community support the refurbishment of the **Huntly Memorial Hall**;

AND FURTHER THAT Council supports the approach to the project as outlined in the **Huntly Community Board** report Reference **GOV0505/1974310**.

3. ATTACHMENTS

- Report to June 2018 Huntly Community Board meeting “*Huntly Memorial Hall consultation update and next steps*” (Reference GOV0505 / 1974310)

Open Meeting

To	Huntly Community Board
From	Ian Cathcart General Manager Service Delivery
Date	08 June 2018
Prepared by	Donna Rawlings Projects Team Leader
Chief Executive Approved	Y
Reference #	GOV0505 / 1974310
Report Title	Huntly Memorial Hall consultation update and next steps

1. EXECUTIVE SUMMARY

This report has been prepared to advise of the outcome of the Huntly Memorial Hall (“the Hall”) consultation and to seek endorsement from the Huntly Community Board (“the Board”) of the outcome. The report also updates the Board on the next steps of the project and seeks its support on the proposed approach.

On the assumption the Board agrees the recommendations below a copy of this report has been placed on the Infrastructure Committee agenda for formal agreement of the Board’s position and resolution.

2. RECOMMENDATION

THAT the report from the **General Manager Service Delivery** be received;

AND THAT the **Huntly Community Board** endorses the outcome of the consultation, being - **74%** of the community support the refurbishment of the **Huntly Memorial Hall**;

AND FURTHER THAT the **Huntly Community Board** supports the approach to the project as outlined in 4.1 below.

3. BACKGROUND AND DISCUSSION

Early 2018 Council staff worked with Board representatives and Huntly Ward Councillors to develop consultation material around the Hall. This material was set at a broad level to determine the level of community support for a Council owned facility in Huntly, and in particular, whether the community supported the refurbishment of the Hall.

The material (attached at Appendix 1) included comment that a local community group (“the local community group”) was interested in helping refurbish the Hall to an acceptable standard for it to be used. This, alongside a staged refurbishment, is hoped to minimise any potential targeted rated increase to Huntly ratepayers.

Although the timeframes overlapped with consultation for the 2018-2028 Long Term Plan the directive was given by the Board and Huntly Ward Councillors to open this consultation in April 2018.

Council sent out 2,365 feedback forms to ratepayers within the Huntly Community Facilities catchment. Feedback forms were also made available through the Council website, the Huntly Library and the Huntly Residents & Ratepayers Association.

Consultation closed on Friday, 11 May. Council received 251 responses with the majority of respondents indicating that they want a community facility in Huntly and support the refurbishment of the Huntly Memorial Hall.

That is:

- 180 (74%) indicated that they want, and would use, a Council owned facility in Huntly;
- 179 (74%) supported the refurbishment of the Huntly Memorial Hall.

Through the Long Term Plan consultation process 165 people also informally fed-back that the Hall was to be brought up to a standard for public use and to be re-opened for the community to use.

On cross referencing the respondents through the Long Term Plan process with those through the formal consultation process, only 25 submissions came from people submitting through both processes.

This would indicate a total of 319 people supporting the refurbishment (and re-opening) of the Hall.

Through the Long Term Plan submission process Council received two verbal submissions from Mr Des Maskell and Mr Tony Perkins. They both supported the refurbishment of the Hall and indicated an interest in driving the project with a view to keeps costs at a minimum.

4. DISCUSSION

The outcome of the consultation indicates that the community supports the refurbishment of the Hall. Where the Board endorses this outcome (and it is supported by Council) staff will work with the Board and local community group to firm up how the groups will work together. The overall cost of the work will also be determined so that the work programme can be developed. Alongside this, Council will need to determine the level of funding that can be made available for the project without impacting ratepayers.

Once the overall cost and available Council funding have been confirmed the shortfall can be confirmed and options to address this shortfall can be considered. This may include applying for grant funding or loan funding through Council to be repaid via a targeted rate.

If additional targeted rates are required a further round of consultation would be required to advise ratepayers of the impact on their targeted rate. As this would be an increase to a targeted rate, ratepayers would have to agree to the increase prior to any works beginning.

4.1 NEXT STEPS

Council proposes the following high level steps as an approach to this project:

Completion of minor works to the Hall – immediate

- treatment for mould. This will allow staff and contractors to safely enter the Hall to plan works. Care will still need to be taken when refurbishment work begins.
- tree work. To clear foliage interfering with the roof to prevent further water ingress. Note a number of trees may need to be cleared for scaffold access when works begin.
- fix roof leak/s and clean out gutters.

Planning and consultant work – July - September

- review of Seismic Assessment Report completed by Opus. To agree approach and timeframes with Council from a risk perspective, this will need to consider cost and practicalities.
- review of the asbestos report carried out in 2015 to ensure it is suitable for any demolition and refurbishment work required.
- engagement of a construction project manager/quantity surveyor to group the work required into work packages and prioritise based on safety, getting the Hall open and “future projects”. To provide material, labour and cost estimates for each package, this includes an indication of the specialist sign off required, for example, Licensed Building Practitioner number or Electrical Certificate of Compliance.

Community project group engagement – July – September

- to meet with Des Maskell and Tony Perkins (and other community group members to be confirmed by Councillors and the Board) to discuss results, approach and planning. To work with the Board to confirm the “community project group” that will be driving this work and responsible for the outcomes.
- to work alongside the construction project manager and the community project group to confirm how the group will contribute (whether this be in sourcing free/discounted materials, providing free/discounted labour and/or specialist skills, providing project management/construction management knowledge, providing an overall building professional to be responsible for the work).
- to work through the Zero Harm, Procurement and Legal requirements to allow the work to be completed.
- to work with the community project group to confirm how they may be structured and how the work will be delivered to Council. This will depend on the level of contribution

that the community project group can provide and will progress as the project plan is developed. This is discussed further below.

Community engagement and consultation – July - November

- once the Board has confirmed they are comfortable with the approach some communications will be released to the community confirming the result of the consultation and advising of the high level approach. This will include an update of the planned immediate work so that the community is aware that contractors may be on site.
- where an additional targeted rate amount is needed to fund the refurbishment work formal consultation will be required. If this is needed a report will go through Council outlining the work required, priorities and funding required so that the consultation and proposed increase in targeted rate is approved by Council.

At the end of this tranche of work we should have:

- an agreed project plan (prioritising work based on cost and resourcing) with the view to get the Hall to a standard where it can be **safely** re-opened and used.
- an agreed structure through which we will work with the community group.
- an overall cost and funding plan, including the amount of additional targeted rate required (if any).
- an outcome from community consultation around the additional targeted rate (if required).

5. CONSIDERATION

5.1 DELIVERY OF THE PROJECT PLAN

Once the level of contribution that the community project group can provide is confirmed the overarching structure and delivery of the project plan can be agreed.

At one end of the spectrum this could mean that the project is effectively contracted out to the community project group. The community project group would create a formal structure (such as a trust) and the contract would be treated as a normal Council contract. They would be subject to our Zero Harm requirements (including site audits), contract management requirements (including quality assurance), reporting requirements and day to day liaison with a Council engineers representative.

On the other hand, this could be that the community project group simply apply for alternative funding (such as grants) and organise free materials. Council would work with contractors to complete the physical work.

5.2 LEGAL

Alongside the consultation required around any increase to targeted rate (if required), the structure of the community project group will need to be considered. This would allow the group to contract with Council to agree deliverables.

The accountability for the outcome of each work package will need to be considered and how this is contracted or agreed will need to be agreed at the outset.

5.3 COUNCIL POLICY AND PROCEDURES

Council is bound by a number of policies and procedures that will impact how the work is carried out. These should not be insurmountable and will be discussed with the community project group. In particular, Council has policies around:

- Procurement;
- Zero Harm;
- Significance and Engagement.

5.4 TIMEFRAMES

As noted in section 4.1 above, if further consultation is required this may not occur until late this calendar year. This will mean that physical works cannot begin until early 2019. Council will need to work alongside the Board and community project group to communicate to the community how the project will be run and the expected timeframes.

It will be an opportunity to show some real community leadership and support to get a great outcome that would otherwise not be achieved.

6. CONCLUSION

Once the Board has endorsed the outcome of the consultation and supports the approach to the project, a formal report will go through Council so that the planning work can begin.

7. ATTACHMENTS

Huntly Community Facility – consultation letter and feedback form
(for the Board's information only)

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	14 June 2018
Prepared by	Karen Bredesen Business Support Team Leader/PA
Chief Executive Approved	Y
Reference/Doc Set #	INF2018
Report Title	Service Delivery Report for June 2018

1. EXECUTIVE SUMMARY

This report is to inform the Infrastructure Committee of significant operations/projects commenced, in progress, or completed since the date of the last report.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received.

3. ATTACHMENTS

- Dash Board Reports

REPORT

Service Delivery

Programme Delivery

Contract 17/120 - Tamahere Recreation Reserve

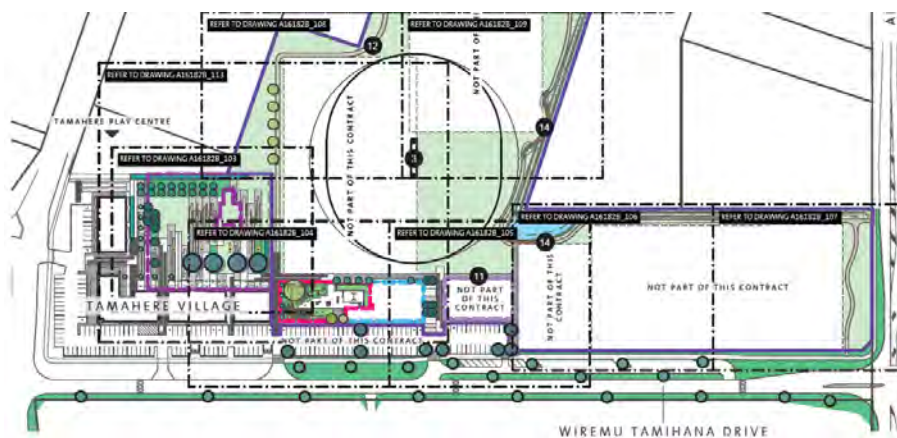
Fosters have completed the design for the piazza with construction starting mid-June.

The skateboard park and half court for basketball has been out to tender and closed on Friday, 8 June 2018. Only one tenderer has the intention to respond. The feedback received from the three invited tenderers was that they have current commitments and will not be able to programme this work until early 2019. It is therefore intended to put award of this contract on hold to allow all invited tenderers to reassess and provide a programme which they will be able to commit to.

The play space construction has been agreed that this will now be delivered as a complete package for which the pricing and programme of works needs to be revised and agreed. Funding shortfall for this portion of works will be obtained from that intended for the skate park.

The car parking is currently being designed by Fosters based on the format of their adjacent parking area.

Fosters are underway with their Hub construction and will construct the adjacent piazza and the other Council facilities to maximise efficiencies.



Tourism Infrastructure

The Ministry of Tourism has approved funding of up to \$868,000 for car parking, toilets, and rubbish facilities in Raglan, and toilet facilities in Whatawhata.

Design is completed for Joyce Petchell car park at the Raglan Museum, and request for pricing has gone out to Fulton Hogan (under Contract 17/155) and the Alliance. This will in turn lead to a contract agreement to complete the car park construction by Friday 19 October. Community consultation is ongoing, as Iwi representatives (including Raglan Naturally) and the Raglan Community Board have expressed concern around the amount of green space that will be paved/taken.

The Contracts Team Leader attended the Raglan Community Board (RCB) meeting on Tuesday 12 June to discuss the car park design. From the feedback provided the Board have agreed to the plans being revised, and that the Board will review the updated plans at the proposed Raglan Community Board's July Workshop special meeting.

Contract 17/250 has been awarded to Exeloo for \$134,700 for the supply of a Jupiter Bronze Quad Toilet. This new four bay Exeloo toilet will go on the same foundations to replace the automatic two bay toilet in the car park to provide a significant capacity increase, important especially as bus loads use these facilities.

Cliff Street toilets replacement is also planned as part of the Tourism Infrastructure Fund Project. Procurement planning has started for a replacement four bay pre-fabricated toilet facility for the site.

The composting toilets at Ngarunui Beach are also to be refurbished as part of this project, and concept designing is underway

Aecom has completed the Whatawhata Toilet Location Assessment report and have identified the Whatawhata Rugby Club site as the preferred location.



Joyce Petchell Car Park – Green Space required for Preferred Widened Carpark Design

District Wide Toilets

The toilet at Main Street, Tuakau has been damaged by an electrical fire. Staff are awaiting information from the insurers before assessing options of repair or replacement, on the existing site or another site.

The Point, Ngaruawahia, will include two pans within the same footprint. Options are being investigated to achieve this and an architect has been engaged.

The Pokeno toilet block is to be refurbished to ensure safety and security issues are resolved, and the block will be connected to the main wastewater system and the septic tank decommissioned.

The proposed toilet facility at Centennial Park, Ngaruawahia, is to have a design vinyl wrap around the toilet building.

Boat Ramps

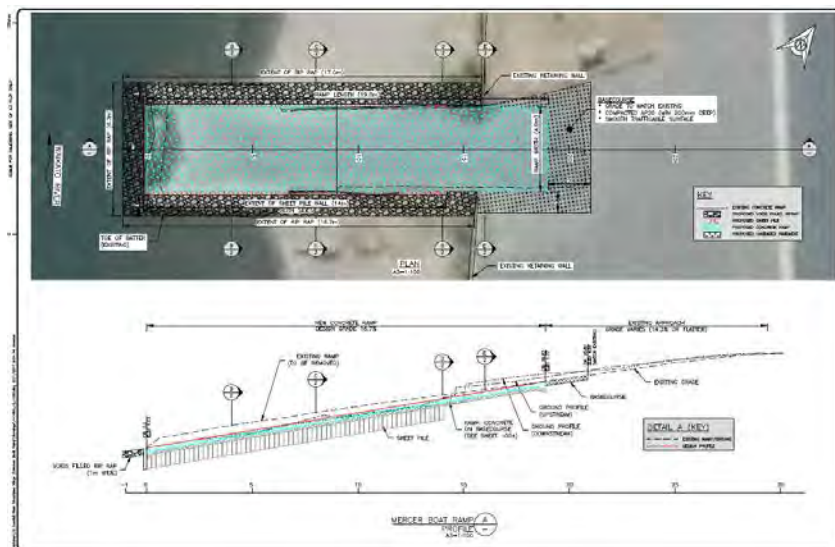
The proposed work is for Mercer, Narrows, and Elbow Reserve boat ramps and involves re-establishing the existing boat ramp at Mercer, general revamp of the Narrows boat ramp, and repair of the Elbow Reserve ramp including installation of a pontoon.

A minor physical works contract 17/213 has been awarded to Schicks for Narrows Boat Ramp. Staff are waiting on a confirmed start date, river dependent with Waikato Regional Council to be notified on commencement.



Narrows Boat Ramp

Bloxam Burnett Olliver is to provide design option for Elbow and Mercer ramps consistent with budget. Once received will go out to the market for construction in the 2018/19 financial year.



Mercer Boat Ramp Preliminary Design

Walkways

Tamahere Walkways

Contract 17/174 was awarded to Base Civil on 1 March, 2018 for a value of \$448,036.11. Works onsite got underway on 1 June 2018 following a period of Contractor Health and Safety planning approvals.

Completion of construction is expected at the end of September 2018.



Newell Road Shared Path – Excavation underway 7/06/2018

Lake Kainui

Walkway upgrade from grass to an exposed aggregate finish. Works completed prior to duck season by Gavins under contract 16/166.

Te Kauwhata Walkways

Works are underway for the off-road shared path between the Te Kauwhata Road roundabout, heading towards Rangiriri. These works are being completed by the Waikato District Alliance, by variation agreement, and construction is forecast for completion by 30 June 2018. The cycleway connects to an on-road facility provided by Fletcher Construction through to Rangiriri.

For the loop walkaway via Te Kauwhata, Travers, and Wayside Roads, discussions are to be initiated with several landowners to seek access for interim path sections while waiting for urban subdivision development to enable the final path route.

Further meetings with a sub-group of the Te Kauwhata Community Committee to discuss the Te Kauwhata walkway/cycleway are planned before any construction commences.



Te Kauwhata to Rangiriri Shared Path (Te Whareu Rd) – Excavation underway 30/05/2018

Waters

District Wide Watermain Renewals

Contract 17/093 District Wide Water Reticulation Renewals was awarded to Allen's United Drainage and Earthworks Ltd on 1 March, 2018 for a value of \$1,141,736.00.

Fourteen programmed sites with the addition of four sites have been added to include initiatives set by the District Health Board as an identified outcome of NZ drinking water standards enquiry.

The works include replacement and upgrade of cast-iron and AC watermains over the district with 50% of programmed sites completed as of mid-June.

All works are expected to be completed by the end of August 2018.



Valves and concrete thrust block

Reservoirs

This project comprises the construction of four reservoirs, and associated works.

Central District Reservoir – Jackson Street Cemetery, Ngaruawahia

Testing of the reservoir water supply was completed with no positive traces of ecoli etc. Commissioning has highlighted some issues with the functional description of pump controls for which staff are negotiating amendments with the contractor along with the replacement of one undersized variable speed drive.

Pokeno Reservoir – Hitchens Road, Pokeno

This reservoir is complete and has been commissioned.

Huntly Reservoir – Water Treatment Plant, Jackson Road, Huntly

This reservoir is complete and has been commissioned, however there has been damage to the roofing panels as a result of the May storm event. The panels have been made rodent and bird proof however may need to have new panels installed. Independent evaluation of the damage and the structures stability is currently under negotiation with reporting to follow.

Hopuhopu Reservoir – Tainui Endowed College, Old Taupiri Road, Hopuhopu

The damaged roof panels have been replaced with chlorination and filling of the reservoir complete. Awaiting three days of testing resulting in negative readings for Ecoli etc. which are currently being carried out by the contractor.

The old reservoir is no longer to be demolished under this contract, as it would not be practical to carry out the demolition in wet winter months. The demolition works will be added to another upcoming contract involving piping under the Waikato River to complete the Hopuhopu to Huntly watermain.

Pipelines

Ngaruawahia, Kent & George SW Upgrade

Contract C16/167 with Connell is complete. Asbuilts and asset sheets received, and Practical Completion Certificate issued. Awaiting final costs to be claimed before

capitalisation. There is an extension of this pipeline needed north along Kent Street, and will be carried out under the Contract 17/104 currently being tendered.



Reinstated looking towards Kent St and George St



Stage 1 complete at Kent St & George St

Hopuhopu to Huntly Watermain Connection

Contract C15/216 with Te Aratiki Drilling Ltd is set to be completed in June. Negotiation process currently underway to define and value remaining scope to commission and handover pipework completed to date, which is now possible following Council approval of the Increase to Approved Contract Sum with additional funding.

Additional funding made available is also allowing design, archaeological investigations, and contract document preparation for the remaining scope removed from the Te Aratika Drilling Ltd Contract that needs to be delivered under a separate Contract. This work includes two remaining river crossings (one main pipeline crossing at Huntly and one a branch line to Taupiri)

Stormwater

Raglan Stormwater Reticulation Extensions

Contract 17/104 Stormwater Reticulation Extensions tender closed in late May, and now tender evaluations are underway.

This work involves stormwater upgrades in Stewart Street and Wainui Road in Raglan, with an added separable portion to extend the stormwater network in Kent Street, Ngaruawahia.

A lot of interest has come from Community Groups about this stormwater work. Consultation is continuing and is being lead by the Waters Manager before physical works gets underway.

Raglan Wainui Road Culvert

Prepared For
WAIKATO DISTRICT COUNCIL

By
BECA



DRAWING NO.	REV	TITLE			
17/104-01-001	01	CONCEPT			
17/104-01-002	01	CONCEPT			
17/104-01-003	01	SITE CLEARANCE PLAN			
17/104-01-004	01	CONCEPT PLAN			
17/104-01-005	01	PRELIMINARY CONSULTATION			
17/104-01-006	01	PRELIMINARY DESIGN	01/01	1	2
17/104-01-007	01	PRELIMINARY DESIGN	01/01	2	2

FOR TENDER
NOT FOR CONSTRUCTION

Location Plan from Wainui Rd / Stewart St Stormwater Design

Water Audits

Following a successful pilot, Council has engaged Chris Parker, Water Advisor. From July Chris will be available undertake Water Audits for our Community. This is a free service with the goal of helping our residents reduce water usage.

Split Meters

Staff are still in the process of handing over this project for delivery. Staff will be sending a letter to affected residents communicating the current position of the project soon.

Wastewater

Pokeno Wastewater Reticulation Scheme, Phase 2 and soon Phase 3

This involved construction of a public main and reticulation to private properties in the old Pokeno Village. The public works were completed and commissioned in December 2017 and are now operational. Practical Completion to be issued soon with final negotiations with the contractor to be completed in June.

Construction of wastewater reticulation in Pokeno was carried out under contract 15/320 with the following works completed:

- Public Main PVC Gravity = 1,590 metres max depth 5m
- Public Main PE Gravity = 370 metres max depth 4m
- Public Main PE Rising = 1,036 metres
- Public Manholes constructed = 31 max depth 5m
- Private connections PVC gravity = 2,758 metres
- Private connections PE rising = 275 metres
- Low pressure pump for private properties = 8

Some additional private connections, will be carried out under a new contract Phase 3 in the 2018/19 financial year. In total 59 properties were connected to the public system during construction of phase 2. Upon completion of Phase 3 the total number of properties connected during phase 1, 2 and 3 will be 75.



Deep excavation (4.5m) to install a gravity main and manhole around existing services

Wastewater Pumpstation Renewals (2016/17)

Contract 16/258 Wastewater Pumpstation Switchboard Replacement. Northern Electrical is now complete with the switchboard manufacturing. Installation of the panels are being carried out under a separate contract 17/200 WDC Wastewater Pump Station Panel Installations. This contract has been awarded to McKay and is expected to be a 10 week programme.

Wastewater Pump Station Renewals and Raglan Rising Main Renewals

District Wide Wastewater Pumpstation 2017/2018 Contract and Raglan Rising Main Renewals Contract have been merged into one document in the form of reused contract number 17/101.

Contract 17/101 District Wide Wastewater Pump Station Renewals 2017-18 involves renewal of valve chambers, valves, pumps, and various electrical controls in Raglan, Horotiu, Ngaruawahia, Huntly, Te Kauwhata and Meremere.

Contract 17/207 Raglan Rising Main Renewals involves renewal of six (6) wastewater rising mains in Raglan.

Contract document has been put out to open tender with a submission close date of 6th July. Construction period has been set for twenty-seven weeks (27) with a completion date of 31 March 2019.

Wastewater Reticulation Renewals

Contract 17/102 Wastewater Reticulation tender was withdrawn due to a poor response received from the previous tender. These project works are currently being redesigned to account for some change to the scope requested by Water Assets. The work focuses on critical gravity sewer pipes in Waikato Esplanade, Ngaruawahia. Tender due to be released in June 2018 with a completion date of December 31 2018.

Buildings

Meremere Hall and Library

A Meremere Community meeting is to be held in mid-June to table the proposal and to seek approval to proceed to advertise. Existing community hall to be used to accommodate the Doctor's practice. A new building is to be constructed for the library to be located adjacent to the existing community hall.



Front of House/Call Centre, Ngaruawahia

Phase 1, the front of house refurbishment is complete under contract 17/170 by ESN Construction.

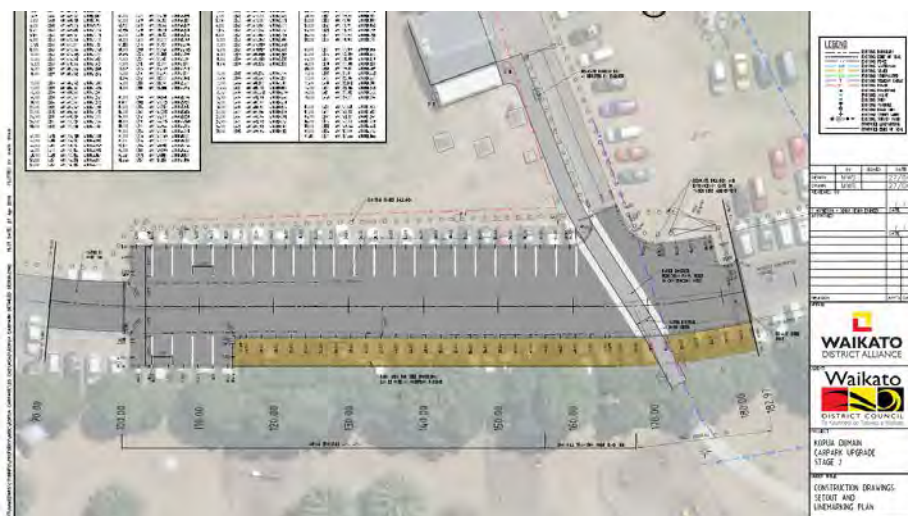
Phase 2, additional improvements to design quotes received. Preferred supplier informed, works to be awarded early next post approval to award.

Car Parks

Raglan Cemetery Access Road and 17/18 District Wide Car Parks Upgrade

Contract C17/155 was awarded to Fulton Hogan on 16 March 2018 with the Approved Contract Sum set at \$277,141.00. Cemetery Access is 95% with all but the fence reinstatement and new gate installation remaining.

The next site for construction under Contract 17/155 is the Kopus Domain Car Park Upgrade.



Kopua Domain – Car Park Upgrade Design

Kopua Domain Car Park designs are complete and negotiations on final costs are currently underway with Fulton Hogan, with all work expected to be completed by the end of October. The 2017/18 District Wide Car Parks Upgrade project also included scope proposed for Kainui Tennis Court car park and provision for a car park for the Shipherds Bush Walkway project.

Following consultation with the Community Group (Kay Vincent) for Shipherds bush proportion of the work, this work may be deferred to 2018/19.

The Kainui Tennis Court Car Park is currently with the Alliance Design Team, and due to best possible solution involving land agreement and earthworks to an adjacent property to improve site distance, it is considered best to remove from scope of Contract 17/155 and have the Alliance deliver the physical works in the 2018/19 financial year.

Waikato District Alliance

Summary

May was a great month for Zero Harm with no Medical Treatment Injuries (MTI) or First Aid Injuries (FAI) despite a lot of disruption due to wet weather. There was a cable strike which was a telephone cable at a rural intersection. The strike happened while staff were pot holing for services prior to installation of a sign. Fibreglass handles are used on spades used

for this work and from now on, all sign installations extending beyond 600mm depth will have “Before You Dig “ applications completed.

All chipseal resurfacing is now complete and the only remaining project is the Te Kauwhata main street asphaltic concrete resurfacing which is programmed for June. Good progress was made on the last of the Rehab sites and planning and design is well underway on the 2018/19 programme. Inclement weather has impacted on the quality of the first coat seal on several rehabs completed this month. These will be repaired when weather allows and monitored until a second coat seal is applied during the summer sealing season.

Our maintenance team continue to reprioritise maintenance activities to respond to customers, changing road conditions and the winter vegetation and drainage issues. The focus in May has been on surfacing repairs using asphaltic concrete, culvert replacements at Taplin and Tauwhare Roads and clearing leaf drop in both Ngaruawahia and Huntly. We have four graders working on the unsealed network over the next 2 months targeting south of Raglan, Te Akau and Onewhero wards and the north eastern area of the network.

Unsealed corrugations continue to be an issue so we have trialled a product called Polycom on Phillips Road which is purported to bind fine material reducing surface wear and corrugations from traffic. We will report on the success and cost effectiveness of this product later in the year.

Our asset management team continue to focus on review of the High Speed Data to prioritise SCRIM deficient sites and take appropriate action.

In summary, a safe productive month despite frequent and prolonged rain events.

Rehabilitation

2017/18

Design Phase

Ward	Name/Location	RP Start	RP end	Lengths (km) to be constructed	Status
Ngaruawahia	Hakarimata Rd	2.600	3.414	0.814	Site is under construction with completion to be early June.
Onewhero - Te Akau	Mercer Ferry Rd	1.578	2.910	1.332	Site is under construction with completion to be early June.
Awaroa - Tuakau	Ray Wright Rd	0.385	1.265	0.880	<p>Deferred</p> <p>This project has been deferred until the 2018/19 season. The straight section at the western end of this site was not able to be rehabilitated due to stormwater issues still to be resolved between Auckland City and Waikato Regional Council.</p> <p>Re-design underway following decision not to proceed with the land purchase required for initial design.</p>
Awaroa - Tuakau	Munro Rd Urban Upgrade	0.400	0.740	0.340	Urban upgrade alongside Pokeno Heights subdivision, including Helenslee Rd intersection. Detailed design complete. Construction started.

Construction Phase

Ward	Name/Location	RP Start	RP end	Lengths (km) to be constructed	Status
Awaroa - Tuakau	Whangarata Rd	1.356	1.586	0.230	Construction complete.
Eureka	Tauwhare Rd	5.924	6.940	1.016	Construction complete.
Awaroa - Tuakau	Bright Rd	0.003	1.840	1.837	Construction complete.
Whangamarino	Falls Rd I	0.010	1.333	1.323	Construction complete.
Whangamarino	Falls Rd II	1.842	2.080	0.238	Construction complete.
Whangamarino	Falls Rd III	2.638	3.429	0.791	Construction complete.
Onewhero - Te Akau	Hetherington Rd	19.375	19.741	0.366	Construction complete.
Hukanui - Waerenga	Mangapiko Valley Rd	0.906	1.930	1.024	Construction complete.
Awaroa - Tuakau	Ridge Rd	1.999	2.512	0.513	Construction complete.
Hukanui - Waerenga	Tahuna Rd	17.299	17.586	0.287	Construction complete.
Huntly	Waingarō Rd	14.550	14.780	0.230	Construction complete.
Onewhero - Te Akau	Waikaretu Valley Rd	1.190	1.900	0.710	Construction complete.
Awaroa - Tuakau	Whangarata Rd	2.892	3.663	0.771	Site deferred till 2018/19 to take advantage of possible available funding for new cemetery. Otherwise bare minimum will be completed and widening of cemetery entrance at a later date.
Whangamarino	Kopuku Rd	6.080	6.965	0.885	Construction complete.
Whangamarino	Kopuku Rd	7.940	8.140	0.200	Construction complete.
Whangamarino	Kopuku Rd	8.440	9.374	0.934	Construction complete.
Hukanui - Waerenga	Orini Rd	8.627	10.150	1.523	Construction complete.
Onewhero - Te Akau	Highway 22 (walls)	26.700	27.450	0.750	Construction complete.
Hukanui - Waerenga	Keith Rd	0.600	1.945	1.345	Construction complete.

Zero Harm

There were no Medical Treatment Injuries (MTI) or First Aid Injuries (FAI) reported in May.

We had a few incidents which involved minor plant and property damage, theft and a cable strike while installing a new sign. All actions have been closed.

Near misses reported during the period, driving related by public and vehicles stuck in soft shoulders.

Capital Works

During the month of May there has been some very wet weather that has caused some issues with first coat seals on rehabilitation sites. These will be closely monitored and repaired temporarily until a settled weather window where the Alliance can undertake a permanent fix to the surface.

A planning session was held with Roothing team to look at the Minor Improvements or “Low Cost/Low Risk” budget for the 2018/19 season. Reductions in this area are being made to fund other projects that have a higher demand on the network.

Chipseal resurfacing on the network was completed in early May with one more asphalt site at the Te Kauwhata Main Street. This site was programmed to start 12 June but due to weather has been delayed until the 23rd June.

Maintenance

During May a large number of hotmix repair were undertaken, such as minor levelling and edgebreak, to enable us to get a head start on next season’s pre-reseal repairs.

Unsealed grading continued south of Raglan, in the Te Akau and Onewhero Wards as well as in the North Eastern portion of the network. Four graders will be working on the unsealed network over the next two months.

A trial with a product called Polycom on Phillips Road was completed. There have been ongoing issues with bad corrugations at the start of Phillips Road due to the nature of the aggregate on the road and the steep terrain. Polycom is a product that enables unsealed road particles to bind together and will hopefully prevent corrugations and reduce maintenance costs. Staff will review the performance of the site over the coming months.

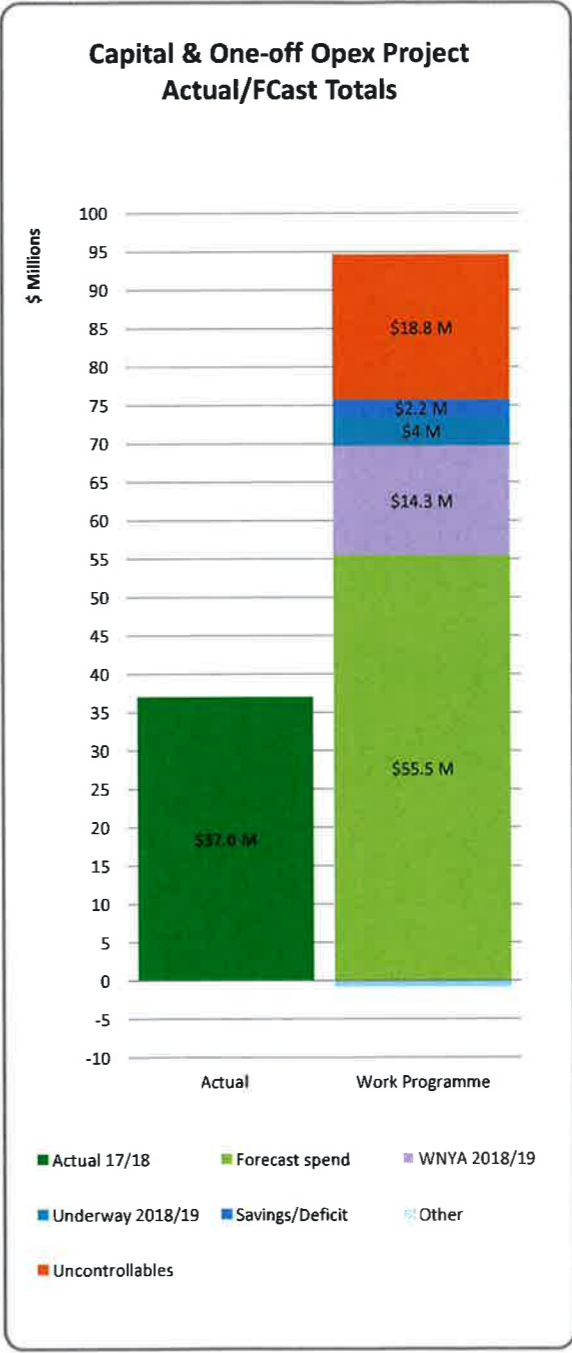
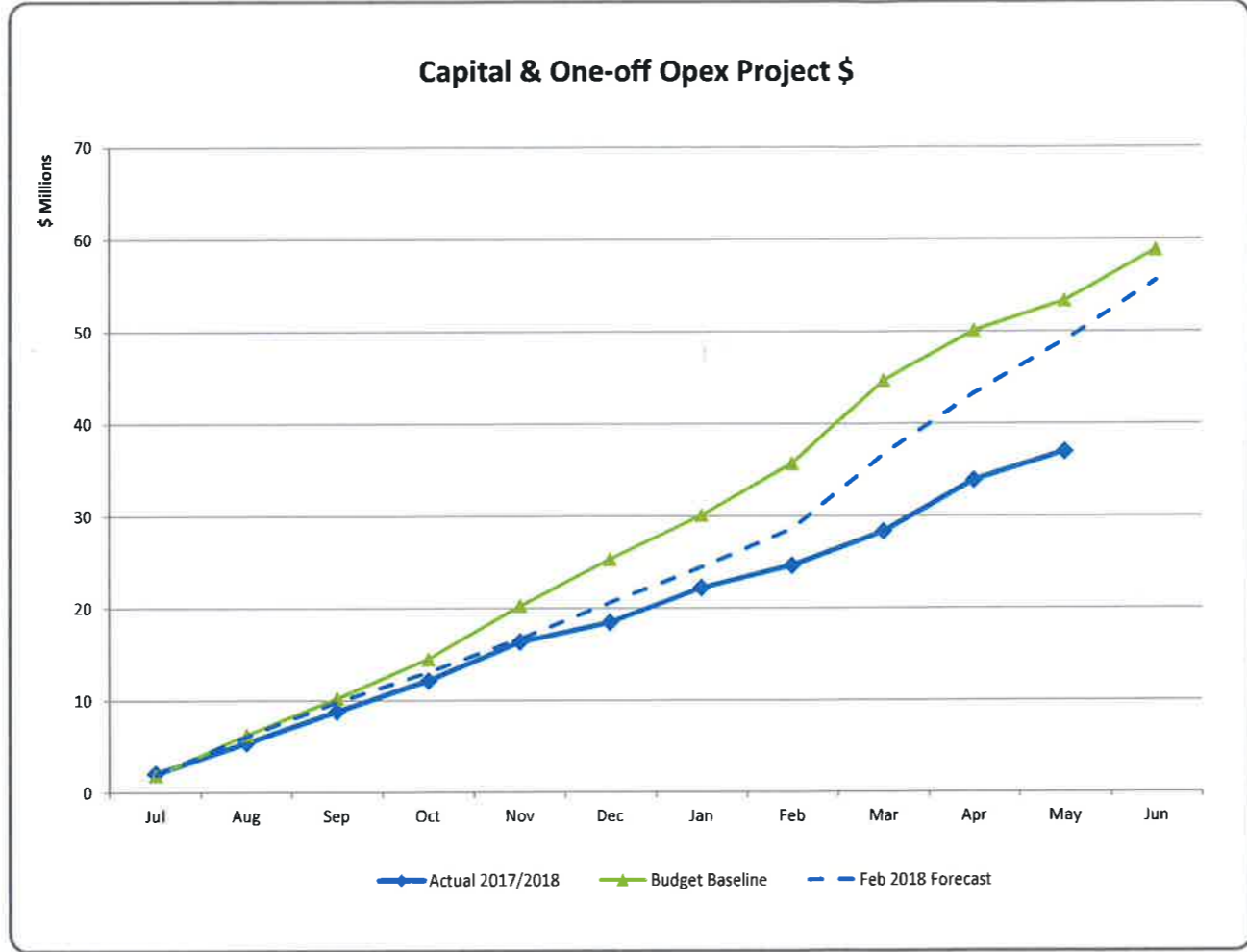


Blue Polycom granules applied to Phillips Road (Before blending into pavement)

The Drainage crews have been replacing culverts on Taplin and Tauwhare Roads.

The Street Sweeping team have been extremely busy keeping up with leaf fall with a big focus in the Ngaruawahia and Huntly areas

SERVICE DELIVERY GM SUMMARY to MAY 2018

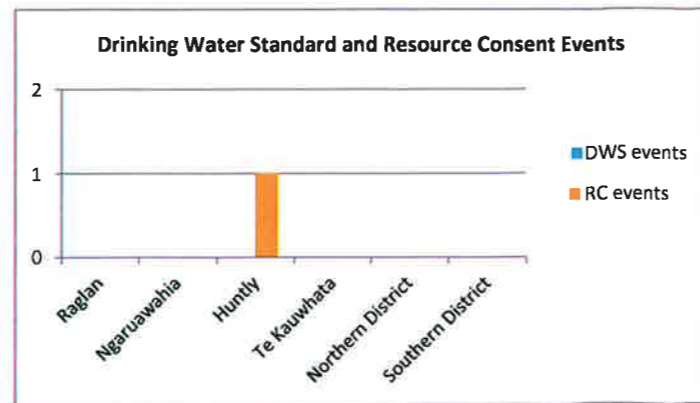
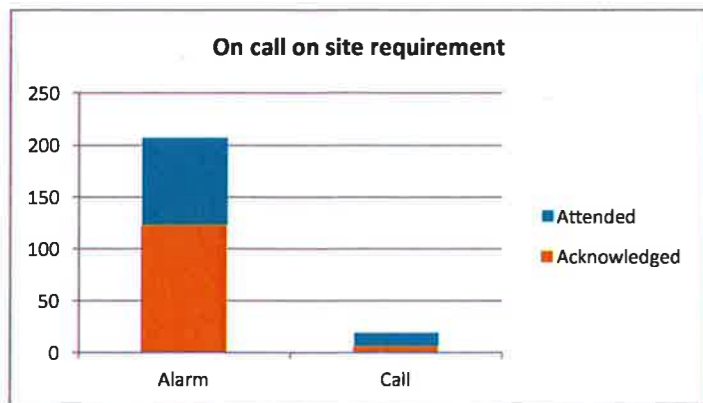
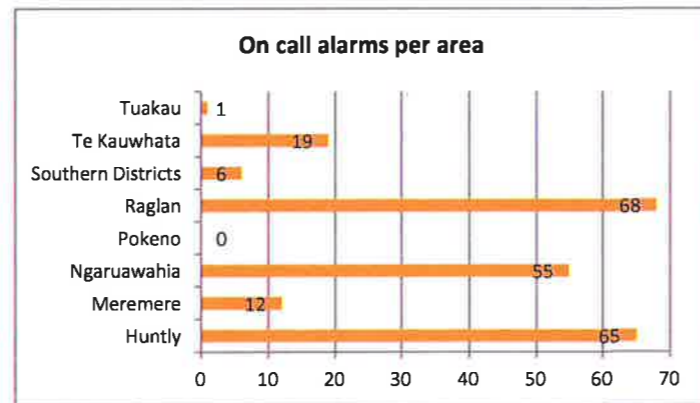
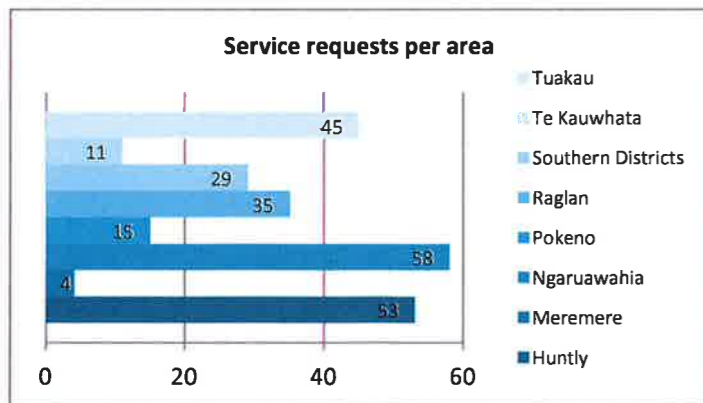
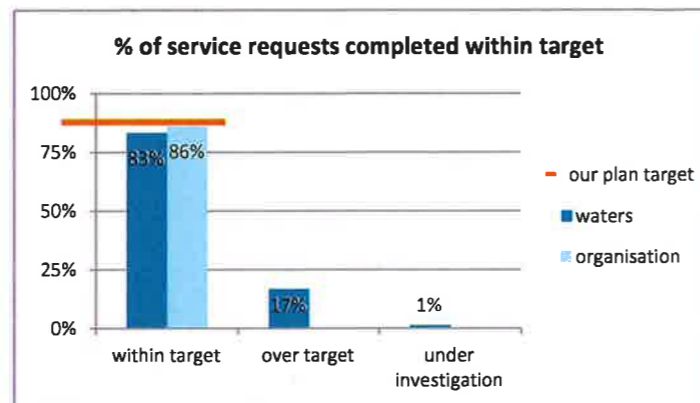
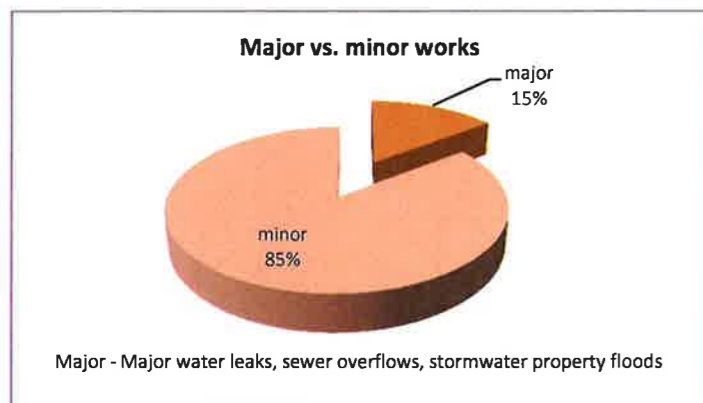
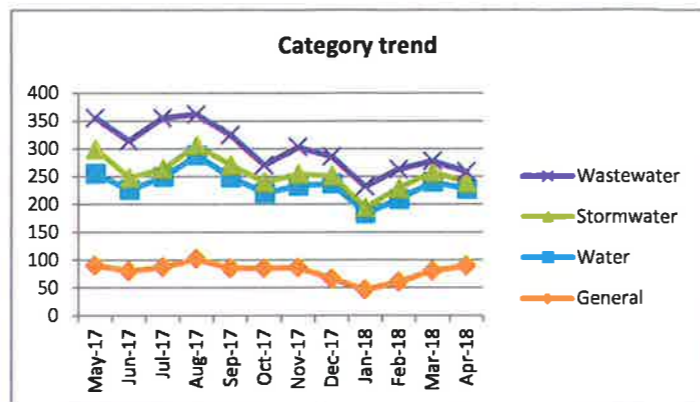
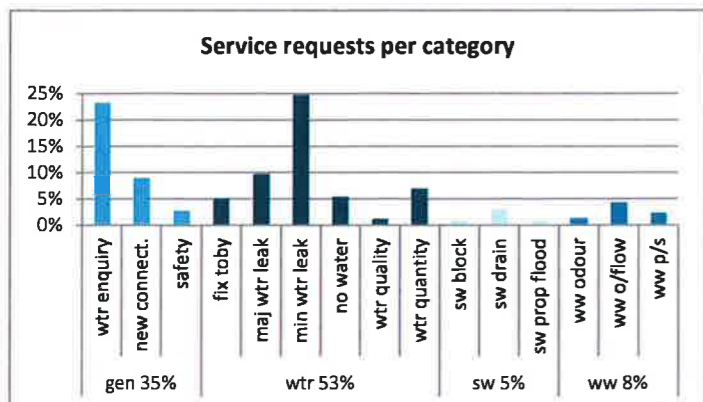


CAPITAL & ONE-OFF OPEX PROJECTS						
Team	Full Year Budget	YTD Fcast	YTD Actual	Fcast vs Actual Variance	Variance %	Variance Status
Roading	37,599,627	27,310,681	21,819,369	5,491,312	20%	
Facilities	17,299,861	6,984,400	3,580,778	3,403,623	49%	
Waters	36,801,559	14,733,926	11,598,028	3,135,898	21%	
TOTAL	91,701,047	49,029,007	36,998,175	12,030,833	25%	

Programme: Waters – District Wide
Manager: Karl Pavlovich

Date: March – April 2018
Version: Final

Service Requests Breakdown



Mandatory Performance Measures – district wide

Measure	Target	Performance		
		March (16 th)	April	
Water	The number of complaints received by WDC about drinking water clarity, taste, odour, pressure, flow, continuity of supply	< 17 per 1000 connections	1.26 per 1000 connections (13 complaints)	0.84 per 1000 connections (12 complaints)
	Fault Response Times for Urgent call outs	60 minutes median	20 minutes	45 minutes
	Fault Completion Times for Urgent call outs	240 minutes median	28 minutes	106 minutes
	Fault Response Times for Non-Urgent call outs	1 day median	1 day	2 day
Wastewater	Fault Completion Times for Non-Urgent call outs	5 day median	1 day	2 day
	The number of dry weather sewerage overflows from WDC wastewater system	< 5 per 1000 connections	Nil per 1000 connections (Nil complaints)	0.45 per 1000 connections (5 complaints)
	The total number of complaints received by WDC about the waste water system	< 25 per 1000 connections	0.43 per 1000 connections (2 complaints)	0.54 per 1000 connections (6 complaints)
	Fault Response Times for Sewerage Overflows	60 minutes median	Nil	47 minutes
Stormwater	Fault Completion Times for Sewerage Overflows	240 minutes median	Nil	138 minutes
	The number of flooding events (affecting habitable floors)	<0.3 per 1000 connections	Nil	Nil
	The number of complaints received by WDC about the stormwater system	<4 per 1000 connections	Nil per 1000 connections (Nil complaints)	0.07 per 1000 connections (1 complaint)
	Median Fault Response Times to attend a flooding event	8 hours	Nil	Nil

Number of Service Requests

	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	YTD
Wtr enquiry	72	59	70	80	60	65	60	49	44	45	56	60	720
New connect.	9	13	9	13	15	14	22	14		12	19	23	163
Safety	10	9	9	10	11	7	5	4	3	4	6	7	85
Toby repair	33	20	13	8	20	30	23	17	16	16	13	13	222
Major wtr leak	10	16	22	20	15	12	11	25	25	27	20	25	228
Minor wtr leak	83	63	55	61	58	51	64	68	61	74	82	64	784
No water	23	24	13	21	30	20	20	28	24	21	22	14	260
Wtr quality	12	13	37	20	15	12	18	17	1	4	7	3	196
Wtr quantity	3	9	21	25	17	9	10	15	9	6	15	18	157
SW block	7	5	2	3	2	3	2	1	1	10	7	2	45
SW drain	11	7	4	6	3	10	12	9	7	8	8	8	93
SW property flood	26	10	9	9	18	7	8	4	3	2	3	2	101
WW odour	11	2	5	4		1	8	12	9	5	5	3	65
WW overflow	10	14	14	14	11	11	10	12	7	8	6	11	128
WW p/station	36	50	73	38	43	19	30	11	22	21	9	6	358

Comments

- Hydrotech are continuing the CCTV and cleaning works throughout the district. The focus was on Ngaruawahia and surrounds during April.
- Reactive vacuum tanker contract callouts were lower than forecasted for the month of April.
- Raglan rising mains contingency plan has been completed.
- On 1st April, an overflow occurred in Raglan due to network blockage. Overflow contained in storm drain and sucked out with vacuum tanker with no spill into the waterway.
- High speed fibre hit a sewer main in Ngaruawahia. The overflow was isolated to a trench and drained by a vacuum tanker.
- A private line in Te Kauwhata caused issues within the sewer network. The blockage was cleared via jetting.
- 2 day response – There is a discrepancy between WDC and Citycare regarding classifications of jobs. WDC deem urgent whereas Citycare may have logged the job as Minor/Medium priority. This issue is being dealt with between the two organisations at present to streamline the process.
- Resource Consent Event – Letter of direction received from Waikato Regional Council in relation to the Huntly WW Treatment Plant in January.

DWS Event – compliance measure transgression requiring the Drinking Water Assessor to be notified, transgression is not the same as non-compliant
RC Event – breach of resource consent condition that requires WRC to be notified, this is not necessarily a measure of overall compliance for the year and excludes WWTP laboratory results outside of consent conditions

WAIKATO DISTRICT ALLIANCE DASHBOARD - May 2018

ZERO HARM AUDITS COMPLETED

Month: **May**

ZH Audit Month

TARGET >34

Traffic Mgmt Month

TARGET >30

Safety Behaviour Month

TARGET >30

Env score: 10 | TTM Standard: 85%

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
MTI	0	0	0	0	0	0	0	0	0	0	0	0
LTI	0	0	0	0	0	0	0	0	0	0	0	0
Near miss	2	6	3	3	5	3	8	4	5	8	4	0
FAI	0	3	1	0	1	9	1	3	1	1	0	0
SBC	11	5	18	11	31	5	15	6	5	17	8	0
CoPTM	20	17	13	25	17	14	10	16	14	16	26	0
TMP/CAR	112	142	137	146	132	102	119	108	110	132	114	0
% audits	17.9	12.0	9.5	17.1	12.9	13.7	8.4	14.8	12.7	12.1	22.8	0.0
Worked Hrs	15892	19371	19466	23054	26873	17754	20105	18197	20326	25217	27545	0

SERVICE REQUEST MANAGEMENT

Response time

YTD: 1.44
LTD: 2.47
Target: <5

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Roads Urgent	56	21	34	41	12	8	9	25	18	37	33	0
Roads Routine	37	60	55	53	38	23	58	53	56	49	48	0
Emergency	12	5	4	5	3	3	1	4	0	4	1	0
Road Assessment	118	132	114	118	107	104	156	117	115	103	101	0
Drainage	42	43	44	37	23	9	18	33	18	32	33	0
Total	345	375	352	346	302	242	361	385	350	342	350	0

NETWORK INDICATORS

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD
Litter collected (tn)	12	10	12	14	12	16	25	10	10	10	60	-	190
Edge marker post(ea)	22	9	14	37	63	1	6	38	25	13	80	-	308
Sign renewals (ea)	26	34	59	37	27	30	51	75	36	64	69	-	508
Potholes filled (ea)	552	602	139	803	565	296	172	248	331	70	188	-	3,966
Edgebreak repair (m2)	431	609	3	101	62	75	-	9	63	69	198	-	1,620
Unsealed grading (km)	127	159	98	144	119	69	62	137	178	80	150	-	1,323
Watertable clean (km)	2.0	24.6	1.1	5.2	2.9	1.6	2.0	3.1	2.4	3.8	10.6	-	59.4
Vegetation mowing (km's)	-	-	492	537	863	592	985	541	481	276	453	-	5,220
Sweeping (tn)	19	40	38	11	5	5	6	5	20	38	16	-	202

PAVEMENT REHABILITATION WORKS - STATUS

Site name	Options	Testing	Design	Construct	Complete
WHANGARATA RD					
BRIGHT RD					
TALUWHARE RD					
MANGAPIKO VALLEY RD					
GREAT SOUTH RD POKENO					
RIDGE RD					
FALLS RD					
FALLS RD					
FALLS RD					
WAINGARO RD					
KOPIKU RD					
KOPIKU RD (55)					
KEITH RD (93)					
HETHERINGTON RD					
WAIKARETU VALLEY RD					
WAIKARETU VALLEY RD					
TAHUNA RD					
ORINI RD					
HIGHWAY 22 (930)					
HAKARIMATA RD					
MERCER FERRY RD					
MUNRO RD					
HELENSLEE RD					
WHANGARATA RD					
RAY WRIGHT RD (3138)					

FINANCIAL SUMMARY YEAR TO DATE

Rehabilitation 2017 - 18

Sealing 17-18

Subsidised Maintenance

Unsubsidised Maintenance

Subsidised Renewals

Unsubsidised Renewals

KEY PERFORMANCE INDICATORS

- Zero Harm Trends** ● No First Aid Injuries (FAI) reported in May. Near miss reporting steadily rising.
- Customer** ● Customer Service Request response keeping steady under the YTD average at 1.13 days.
- Financial** ● Subsidised Maintenance inline with budget with the maintenance team working hard to complete requests within available funds. Capital programme is slightly behind budget with Resurfacing and Managawara Bridge being the key drivers. Resurfacing will be back on track at end of May. The LED Programme continues on track.
- Team** ● Kyla Wells has gone on maternity leave and has been replaced by Rachel Inglis. New P&Q Manager and Networks Controls Corridor Engineer will be starting in June.
- Risk** ● No new operational risks identified this month.
- Quality** ● Business as usual.
- Bright Ideas/Innovation** ● Nothing to report.

Key

MTI - Medical Treatment Injury
 Near miss - Event that could have the potential to cause harm
 FAI - First Aid Injury
 SBC - Safety Behavioural Conversation

TMP/CAR - Number of TMP/Corridor Access Requests Received

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	6 June 2018
Prepared by	Vishal Ramduny, Planning & Strategy Manager AnaMaria d'Aubert, Consents Manager
Chief Executive Approved	Y
Reference #	INF2018
Report Title	Adoption of the Regional Infrastructure Technical Specifications

I. EXECUTIVE SUMMARY

In 2015 councils from the Waikato Local Authority Shared Services (WLASS) came together to prepare a single set of engineering and technical specifications to provide developers certainty for when new developments are built. This resulted in the preparation of the Regional Infrastructure Technical Specifications (RITS).

The RITS is a document that sets out how to design and construct transportation, water supply, wastewater, stormwater and landscaping infrastructure in the participating councils' areas. Prior to developing RITS, each council had its own infrastructure technical specifications (such as in the Hamilton Infrastructure Technical Specifications) which resulted in different standards having to be met across the Waikato region. This resulted in frustration being expressed by developers who were operating in different Territorial Authority areas within the Waikato region.

The adoption of the RITS by WLASS and the subsequent adoption by the participating councils will enable all the councils in the region to maximise the efficient use of infrastructural resources through a cost-effective and singular set of standards and specifications.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received;

AND THAT the Infrastructure Committee recommends to Council that the Regional Infrastructure Technical Specifications be adopted.

3. BACKGROUND & DISCUSSION

3.1. Background

In July 2015, the WLASS Board agreed to create one infrastructure development specification for the member councils (Waikato Regional Council was not included) based on the Hamilton Infrastructure Technical Specifications (HITS).

A project team was formed in January 2016 and tasked with working with those councils that wanted to replace their existing Codes, Manuals and Specifications, with a common document.

The team produced a draft RITS in December 2016 following extensive work with staff representatives from the roading, three waters and parks teams of each of the councils. This was then followed by a public consultation process which was completed in July 2017. As part of the consultation process, presentations were also made to the Waikato Institute of Professional Engineers NZ (IPENZ) and the Waikato Surveyors Institute. Civil Contractors NZ were also provided with a consultation document.

750 points were identified by submitters and these worked through and the document updated where required. 75 of the more complex ones were considered by a council staff consultation group. There are twelve longer term items that are still to be completed and these will be addressed in upcoming reviews of the RITS.

3.2. Discussion

Developers are required to provide infrastructure in subdivisions and can now use the RITS as a means of complying with the conditions set by councils as part of the resource consenting process. If councils, and their consultants and contractors, use the RITS, the process to meet resource consent conditions will usually be quicker and therefore less costly.

When councils set up contracts for building roads, pipes and landscaping, they refer to specifications and standards that contractors are required to meet. These are found in the RITS and so contractors have certainty about what materials (eg types of pipe), that they can use, and what standards must be met.

While alternative solutions can also be presented to a council, they will probably require more supporting information and take longer to be reviewed, or could be rejected.

While not in the same format the RITS incorporates the majority of items that are in section 9 (Waikato District Council's addendum into HITS). The stormwater solutions contained in the document are more directed at low-impact design principles. The RITS acknowledges that regional Council guidelines on stormwater will be adopted on 1 July 2018. There will be compatibility between the RITS and the Regional Council guidelines but a further corroboration between RITS and the Regional Council stormwater guidelines will need to be undertaken at a later stage as part of the update of RITS.

The RITS will have more ownership by all Councils and provide developers across the region with a more consistent set of specifications.

The Road Assets Technical Alliance (RATA) is doing some work on roading material specifications and road widths but the RITS enables councils to continue using what they are currently, until the RATA work is completed. The issue of road widths was raised by Waikato District Council staff as part of their feedback on the RITS.

The Proposed Waikato District Plan will be notified with Waikato District's preferred performance standards for road construction.

Future Framework for RITS

The RITS will be managed by Waikato LASS. Richard Bax Consulting (who has project managed the development of the RITS) has been contracted by WLASS to maintain/update the RITS on a six-monthly basis.

There is an online suggestion form on the WLASS website for any changes to the RITS.

There are a few outstanding items which will be addressed through the next update of RITS.

3.1 OPTIONS

There are two options for Council to consider:

Option 1: Council can resolve to adopt the RITS.

This is the preferred option due to the benefits alluded to above.

Option 2: Council can decide not to adopt the RITS. However doing so will be counterproductive as it will negate the solid work done by WLASS and the member Councils on this project. Not only will it be inefficient but it will also result in non-standardised specifications which will continue to create frustration for developers who work across the Waikato region. Hamilton City Council has now replaced its HITS with the RITS so this option is no longer a viable one.

4. CONSIDERATION

4.1 FINANCIAL

There is no significant financial risk as a consequence of adopting the RITS, however the stormwater section will require more low impact on-site solutions. These reflect the requirements of Waikato Regional Council plus the Vision and Strategy for the Waikato River.

4.2 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The Proposed Waikato District Plan will be notified with Council's preferred performance standards for road construction as there are specific standards for towns compared to the

rural areas. The Proposed District Plan will be the lead document whilst the RITS is a means of compliance.

Waikato Regional Policy Statement is organised around 26 objectives on key regional issues. The most relevant to the RITS is Objective 3.12 Built Environment.

The RITS document aligns with the requirements of the Waikato-Tainui Environmental Plan, the Maniapoto Environmental Management Plan and the Raukawa Environmental Management Plan. A review of the plans was undertaken to assess whether there was any impediments to the adoption of this Specification. This review was undertaken at a regional level as there are no specific locations that are being assessed as part of this process. At this regional wide, and non-site specific level, no issues were identified.

4.3 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The RITS was consulted on by Waikato LASS and submissions addressed. The adoption is considered to have a low degree of significance.					

5. CONCLUSION

The RITS sets out how to design and construct transportation, water supply, wastewater, stormwater and landscaping infrastructure in the participating councils' areas. Prior to developing RITS, each council had its own infrastructure technical specifications (Waikato District Council uses the HITS) which resulted in different standards having to be met across the Waikato region.

The adoption of the RITS by WLASS and the subsequent adoption by the participating councils will enable all the councils in the region to maximise the efficient use of infrastructural resources through a cost-effective and singular set of standards and specifications.

6. ATTACHMENTS

Nil.

The Regional ITS can be viewed at:

<http://www.waikatolass.co.nz/shared-services/regional-infrastructure-technical-specifications/documents/>

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	8 June 2018
Prepared by	Luke McCarthy, Asset Engineer Service Delivery Melissa Russo, Corporate Planner
Chief Executive Approved	Y
Reference #	INF2018
Report Title	Newell Road Consultation Results

I. EXECUTIVE SUMMARY

Council, along with New Zealand Transport Agency (NZTA) recently held an open evening at the Tamahere Community Committee to present and discuss the options around the Newell Road/Cambridge Road (SH1) intersection. The two options presented were to allow left turn in/left turn out only (Option 1) at the intersection, or to close it off altogether (Option 2).

During the consultation period a total of 129 submissions were received. 58 submitters voted for Option 1 and 71 submissions voted for Option 2.

2. RECOMMENDATION

THAT the report from the **General Manager Service Delivery** be received;

AND THAT Council resolve to proceed with either:

- Option 1: Left turn in/left turn out**
- Option 2: Closure of Newell Road**

3. BACKGROUND

Cambridge Road (SH1) is the current main route between Hamilton and Cambridge, whilst Newell Road serves the Tamahere West community. The intersection is located just outside the Hamilton City Boundary at approximately one kilometre south of the SH1/SH26 roundabout on a 'Limited Access Road'. The Tamahere Country Living Zone (TCLZ) through which Newell Road passes is within Waikato District.

As part of the Waikato Expressway - Hamilton section, Cambridge Road will need to be widened to four lanes in order to cope with future traffic flows. NZTA commissioned a study on the effects this will have on traffic flows and safety. It concludes that some intersection movements will suffer capacity problems during the morning and afternoon peak periods. This will result in significant delays and long queues, with a potential risk of increased crashes as driver frustration levels increase and drivers select gaps in opposing traffic streams that are too small.

The strong recommendation was that the intersection be closed. However, the option of retaining the left turn in/out movements was to be discussed and consulted on with the Tamahere community.

A public open day was held on 21 May 2018 at the Tamahere Community Centre. The open day was hosted by NZTA in conjunction with Council at which details of the two proposals for the Newell Road/SH1 intersection were made available. NZTA and Council staff were in attendance to explain the proposals and answer any queries that arose.

The two proposals that NZTA and Council sought feedback on are as follows:

1. Left turn in/left turn out
2. Closure of Newell Road

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Consultation was open between 21-28 May. During the consultation period 130 submissions were received. Of those, 59 (45%) submitters indicated they would like Newell Road to remain open. The convenience of traveling into Hamilton was cited as the main reason for this. 71(55%) submitters would like to see it closed. The main reason for this being due to safety concerns.

4.2 OPTIONS

Each option was presented with a visual layout and pros and cons.



Option 1 – left turn in/left turn out

Pros	Cons
Removes safety risk of vehicles turning right into and out of Newell Road.	Risk of serious crashes for slow-moving, left-turning traffic entering the north-bound lanes on Cambridge Road.
Simplifies intersection layout.	Pedestrians and cyclists on 3m shared path have to negotiate vehicles leaving/entering Newell Road.
Provides shortest route to Hamilton for residents at the northern end of Newell Road.	Disruption to traffic flow on Cambridge Road when drivers give way to traffic entering Cambridge Road from Newell Road.
	Delays waiting to exit Newell Road when traffic heavy on Cambridge Road.

Option 2 – Newell Road closed

Pros	Cons
Improved safety for users of Cambridge Road by removing all turning conflicts.	Additional travel distance for local Tamahere residents (1 to 3km per trip)
All Tamahere traffic travelling north will use a safer interchange to merge into Cambridge Road traffic.	Additional travel time for Tamahere residents during off-peak periods - less than 2min per trip
Pedestrians and cyclists on the 3m shared path along Cambridge Road have uninterrupted travel and safe access into and out of Newell Road.	Increased flow on Birchwood Lane (between East- West Link and Newell Road) of 1000 vehicles per day
Uninterrupted flow on Cambridge Road creates efficiency on network.	
Reduced travel time for Tamahere West residents during peak times.	
Reduced environmental effects by eliminating stopping and starting.	

Reduced traffic flow on Newell Road from the Birchwood Lane intersection north improves safety of road users and reduces noise levels.	
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5. CONSIDERATION

5.1 FINANCIAL

NZTA would fund the works associated with Newell Road as part of the Waikato Expressway Hamilton section.

5.2 LEGAL

There are no legal implications of this decision.

5.3 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Letters were sent to all the residents on Newell Road and an open day was held on the evening of 21 May. NZTA and Council were available to present the two options for residents to discuss their thoughts.					

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
			Internal
			Community Boards/Community Committees
			Waikato-Tainui/Local iwi (provide evidence / description of engagement and response)
			Households
			Business
		Newell Road residents	Other Please Specify

6. CONCLUSION

The recommendation contained within the NZTA commissioned study was twofold as it related to the Newell Road/SH1 intersection. Either close the intersection, which would disadvantage some residents, but would remove any safety concerns, or restrict the intersection to left turn movements only (in and out). The later recommendation meant that the operation of the intersection could be monitored in light of any safety concerns or incidents and would still allow the road to be closed at a later date for minimal cost.

Following the Open Day and consultation period 55% of Tamahere residents favoured the closure of Newell Road. The Tamahere Community Committee (TCC) supported the proposal to restrict access to SH1 as left turn out only.

The view shared by NZTA and WDC roading staff is that the full closure is preferred on the basis that safety concerns associated with the intersection are removed.

7. ATTACHMENTS

- Summary of submissions
- Tamahere Community Committee submission

#	Method	Option	Why preferred option?	Why least preferred option?	Comments
1	Hardcopy	Option 2	For safety reasons as Newell Rd connects to Cambridge Rd. With the access to Hamilton and heading north from Birchwood Rd and airport Rd will be a nice flow.	Option 1 is a congestion on Newell and Cambridge Rd. I chose my option for safety and flow.	
2	Hardcopy	Option 2	Ease of getting on to SH1 from Birchwood.	Dangerous 'merging'	We would require 'Punnet' Road signage on the new off ramp into the Birchwood interchange with the Newell Rd turn off being closed. Our current blue sign 'Punnet' is pointing up Newell currently so will need that relocated. Also a 'Punnet' sign to be located on the Tamahere interchange for the north Hamilton customer. This is vital to our business.
3	Hardcopy	Option 2	Less congestion heading into Hamilton - too many drivers stop to let in cars coming out of Newells Rd. Safer walk/cycle way heading into Hamilton.	Too much congestion created. Unsafe walk/cycle way.	1) Love to see the gallery/safely restored to create an alternative gateway into Hamilton (north end of Newells Rd). Close down and remove wrecker yard. Replant natives etc. 2) Really want to see 4 lanes in this area (north end of Newells Rd) to help with the congestion issues. 2 lanes north, 2 lanes south.
4	Hardcopy	Option 2		I have never like Newell/SH1 intersection - Safety is totally dependent upon SH1 courtesy.	If option 2 is actioned then I strongly suggest: 1) Birchwood Lane be completed concurrently to reduce school traffic along Newell Road and provide commuter access. 2) Wirimu Tamihana Ln turn into Devine is a "T" blind corner subject to many drivers proceeding along Devine (towards Airport Rd) significantly "cut" corner. An accident waiting to happen.
5	Hardcopy	Option 2	Safer for traffic to turn into Cambridge Road from East-West Link road.	Unless a slip lane is installed from Newell Rd it is far too dangerous to get into Cambridge road otherwise.	
6	Hardcopy	Option 2	Purely a matter of safety. You do not want traffic turning onto an 80kph 4 lane road without a long merging section.	Option 1 is a recipe for accidents. It is difficult enough already to turn from Newell Road onto Cambridge. The only time it's easy is at rush hour when the traffic's slow. 4 lanes will only speed traffic up.	

7	Hardcopy	Option 2	Safer Reduce traffic on Newell Road Less cars cutting through to Hamilton, often speeding	Cars still using Newell Rd to beat traffic on Cambridge Rd. Difficult to pull out of intersection.	
8	Hardcopy	Option 2		1	As a 3th option I would suggest a third line from Newell road into Hamilton
9	Hardcopy	Option 2	Safety and traffic flow.	Not enough room for a separate merge lane at Newell/Cambridge intersection vs a give way which is not as safe & disturbs traffic flow.	2x round-a-bouts at Birchwood intersections please.
10	Hardcopy	Option 2	Safety. Through traffic reduction.	Does not address safety issues on main road at 80Kph turning left or merge. The footpath needs to be sorted too. Our daughter was walking and was hit by a cyclist who came down off Newells Road.	Cycle and walk access is critical for the community.
11	Hardcopy	Option 2	By complete shut off, the whole use of Newell Rd & adjacent areas will change, bringing a sense of safety. All that's been spent on creating the motorway system, it would appear short-sighted to leave the old connection. Best for new walkway.	Newell Road will continue to be a cut through for the minority inconjucive to cyclists + pedestrians	
12	Hardcopy	Option 2	As long as the road network is built down Birchwood Lane, I think this would be a safer access option.	Cars travel at 80km/hr - 100km/hr currently down the main Highway and by choice do not slow down/give way to merging traffic from Newell Rd.	As long as the road network is built as shown on the plans, I think it will work well.
13	Hardcopy	Option 2	Improved flow on Cambridge Rd	Same as above. Would be happy for option 1 if proper merge lane could be done but suspect not enough room.	Very keen on the cycleways
14	Hardcopy	Option 2	Safety "Rat-runs" Speeders - limited access	Reverse of Option 2	
15	Hardcopy	Option 2	Safety of cyclists going north along SH1 towards Hamilton.		
16	Hardcopy	Option 2	Better for cyclists Better thru traffic on SH1	Crashes likely to increase => delays Hard to provide safe facility for cyclists	Would like to see a link from Bollard Rd extension to the SH21/SH1 interchange to enable easier southbound exit from Bollard Rd/Cherry Lane area.

17	Hardcopy	Option 2	Safer option	Not necessary once the Birchwood access is provided.	Support good footpaths to help connectivity + liveability + walkability + neighbourhood wellbeing
18	Hardcopy	Option 2	Too many cars from non Newell Rd residents.		
19	Hardcopy	Option 2			
20	Hardcopy	Option 2	Turning Left onto Newell from SH1 will be dangerous as the turning curve will necessitate the driver to slow down significantly. This increases crashes from cars behind it. Don't mind the left turn from Newell onto SH1.	Safer for cyclists.	Safety of children on the footpaths around the school and in the area. Cars are going too fast and the current crossings are not adequate. Need a pedestrian crossing at the school.
21	Hardcopy	Option 2	Safer. Quiet Newell (tick)	Disturbs the flow. No need with new Birchwood slip Road.	Woodcock & Tauwhare Intersection Whats the plan
22	Hardcopy	Option 2	you have only allowed one way so it seems pointless to keep open.		Consideration is needed for the ramifications of changes on speeds & dangers they present. Newell Rd current cut off sweeping will result in someone being killed as people taking it at 80K. Have suggested more 50K signs to Council but no action. Many near misses involve kids. Still getting traffic down cut off as no good signage and they get confused. Airport Rd also needs dropping to 50K by WT Drive as coming out of there is causing issues. Lots of screeching brakes & near misses.
23	Hardcopy	Option 2	We live on Meadowgreen. Would prefer a quieter street.	Upsets flow onto Cambridge Rd.	
24	Hardcopy	Option 2	Option 2 closes the rat run down Newell Road which affects family trying to walk/bike to school.	Option 1 is more dangerous both turning on & off motorway. Also - why not give cyclists right of way in option 1 ie cars need to first give way to cyclists, then look for cars.	NZ is so far behind in thinking about cycling options. You have the chance to spend money and get this right - make it easy for walkers/cyclists!
25	Hardcopy	Option 2		Safety	
26	Hardcopy	Option 2	The road is used as a highway bypass. To much traffic. Dangerous left turn from Cambridge road going north.	Traffic, no merge lane.	
27	Hardcopy	Option 2	Option 1 is dangerous to motorists on Cambridge Road, and very dangerous to cyclists and pedestrians. Option 2 is much safer and freeflowing.	As above, Option 1 is dangerous.	The new link are good and they remove the safety issues at Cherry Lane, Bollard etc. Annebrook lane probably needs to be closed at Cambridge Road too.

28	Hardcopy	Option 2	Safety. Less traffic on Newell	Only part resolution. Still have longer way to get home.	
29	Hardcopy	Option 2	Safer option. Cuts through traffic.	Obscure corner makes exiting Newell Rd dangerous.	
30	Hardcopy	Option 2	In the morning the traffic joining Cambridge Road from Newell Road banks Cambridge Rd/SH1 traffic up back to the airport junction.	It wont stop the traffic from backing up on Cambridge Road in the morning.	
31	Hardcopy	Option 2	An open end to Newells Rd does nothing to deral with the traffic congestion at the corner. Using a well constructed slip lane from East-West link Rd does and should ease any congestion.	I see the chaos every morning that comes from traffic exiting Newell Road.	
32	Hardcopy	Option 2	Option 1 is not safe for vehicles, cyclists or pedestrians. Option 1 is not an improvement on the current situation, which currently sees SH1 traffic of thousands incl heavy vehicles held up for the convenience of a few. The upgraded interchange as part of the expressway project will see a far superior intersection for traffic to join the state highway & Cambridge Road flow.		
33	Hardcopy	Option 2	It is difficult to get in & out of the road. I worry my teens who are now driving will have an accident - the new route in will be more effective.	It makes no sense really as traffic out from Newell will still slow the traffic.	Please reassess the speed limits. The 50km signs are not obvious & should be extended past the Montessori School. The bend Newell/Devine is extremely dangerous a lot of near misses with children crossing.
34	Hardcopy	Option 2			
35	Hardcopy	Option 2	I would like to go for the safe option. We will have to travel further but will have a quieter end of Newell Rd, which is a great bonus.	Still think it will slow traffic getting into Hamilton as a lot of drivers give way to traffic exiting Newell Road onto Cambridge Rd.	
36	Hardcopy	Option 2	Safety	We are sick of people using Newell Road as a 'Short cut'	
37	Hardcopy	Option 2	I am sick of the traffic noise down Newell Rd. My main concern is people travel in excess of 100Kph at times. Newell Rd is currently used as a short cut. The road is becoming dangerous for locals to use. I dread mowing my lawn along the roadside because of this.	I think option 1 would be far too dangerous. People will be "rear ended" trying to turn left into Newell Rd & getting on to Cambridge Road is already quite dangerous & would be worse if option 1 is selected.	

38	Hardcopy	Option 1	Option 2 would force much more traffic past the school area. Two lanes into Hamilton would make it easier to get on.	More traffic to school area.	
39	Hardcopy	Option 1	With alterations. 1) Slip Road should be reopened left lane should be blocked to make traffic up Cambridge Rd take right hand lane. 2) A right angle entrance to SH1 is wrong.		
40	Hardcopy	Option 1	Residents who live on the end of Newell Road (closer to state highway) can exit easier than having to go all the way around.	Longer to exit.	We are form Punnet Café so would require road signage to be moved from Cambridge Road to Birchwood interchange. Also would like additional signs on the Tamahere interchange for all customers coming from North Hamilton & Auckland. This is really important for our business.
41	Hardcopy	Option 1	Live in Riverglade Dr. Prefer left turning onto Cambridge Rd. Lived here for 25 yrs and it seems best option for saving petrol costs etc being retired. Leave as is.		
42	Hardcopy	Option 1	This is how we use it now. Coming home from East & into town. We go out East down Newell Rd (so three ways). Would like it this way please.		
43	Hardcopy	Option 1			
44	Hardcopy	Option 1	By having a left turn out & left turn in option, it would slow all the traffic wanting to head into the city at the busy time of the day (early mornings) from the proposed intersection out the corner of Newell Rd & Birchwood Lane and the traffic from the off roads both left & right in that section to just continue as at present northbound. This would reduce the build up of traffic that would eventuate at the T intersection of Newell Road/Birchwood lane which would create another accident situation.	Such closure would only remove the possibility of accidents from that area to the T intersection at the corner of Newell Road and Birchwood Lane. Rather than at intersection consideration could be given to a small roundabout at the corner which would firstly slow traffic down and secondly allow an even flow of traffic from both ends of Newell road onto the roundabout.	I have concerns re the proposed cycle way along Newell Road especially in regards to which side of the roadway the cycleway will be built taking into consideration the uncertainty of the Newell Road/Birchwood Lane corner. For safety reasons it may be better to have the cycleway sited on the western side of the road rather than on the nor eastern side as shown on the current plans.

45	Hardcopy	Option 1	Keeps shortest route open. Alternative route important in case of accidents etc. Pro in Option 2 is overstated with off road route to be built Riverglade to Riverlea Rd. Pro in option 2 is overstated - rayt run will become Birchwood & Link rds.	Birchwood not designed for such high traffic flows.	\- Newell/Birchwood projected traffic figures at presentation are lower than those presented previously. Why? - Left turn entry to Newell seldom used.
46	Hardcopy	Option 1	Live in Riverglade, closer option.	Lot longer travel time, greater traffic density.	
47	Hardcopy	Option 1	But make Left into Newell Road via a slip lane to allow sufficient space to brake and sharp left turn uphill.	Access into Hamilton again should be on a slip lane - LH turn into Highway and towards Hamilton.	
48	Hardcopy	Option 1	Convenience.	Increase in time to commute.	
49	Hardcopy	Option 1	So many houses being built need access for Emergency vehicles.	Creating more traffic flow the wrong way. Once you create a long cul-de-sac you get hoons.	Bike lane needs to be on the even side of the road due to width. Birchwood Lane looks like an improvement.
50	Hardcopy	Option 1	Like the idea of having the road open still - in case of emergencies or options when road accidents on SH1 or simply high traffic levels. If sightways are kept clear it should be perfectly fine (& safe) to pull out.	Don't like the "dead end" option - would be ok to have turn out only but don't close it completely. Promotes boy racers using the dead end.	Ensure bike path is on the side of Newell Road that has the most space for it and doesn't encroach on private driveways etc. like the idea of the intersection Birchwood Lane/Newell.
51	Hardcopy	Option 1	More convenient for residents in lower Newell, Hart Rd etc. Gives alternative route.	Increase the flow of traffic through the Birchwood-Newell area. Decrease options to residents/alternatives for accidents etc. Increase travel time for Newell/Birchwood residents.	
52	Hardcopy	Option 1	Better option keeping in mind the residents closer to this end of Newells Rd.	Longer time to travel esp in peak traffic.	Please include off ramps onto the expressway from the east-west link.
53	Hardcopy	Option 1	Offer some transport route for existing residents at least for travel out of Newell Road. Residents have increased travel for getting home so this will ?limit it to 1 extra trip a day not two.	Significant increase in travel time.	
54	Hardcopy	Option 1	I would like access to Cambridge Rd from Newell Rd - access to supermarket etc.		

55	Hardcopy	Option 1	But no left turn from Cambridge. People in the sector of Tamahere want to access to supermarket and shops easily. Shouldn't affect the flow from Cambridge.	Very inconvenient for local residents. Pushes the traffic onto Birchwood Lane, which is designated "Country living" and not currently built for high density traffic. Suspect the road construction for the current Birchwood is insufficient for high traffic.	1) Consider the flow on effects outside the immediate areas such as the intersection of Wirimu-Tamahere with Airport Road. 2) Need better signage to get to places into Cambridge then we currently have. 3) No changes should be done until the Hamilton expressway is completed the East-West link completed and Birchwood Lane extension to Devine completed. 4) Need wider footpaths for children to get to school. 5) Very concerned with the traffic numbers predicted for Option 2 - Shows that Birchwood north of the East-West link will almost double. 6) No allowance in the options ?? for the current rate of housing that is being erected. 7) Roads should be reduced to 60Kph (down from 80kph).
56	Hardcopy	Option 1	Junction left out is safe most hours of the day and only an issue at peak hours. Keep routes short if possible. Two lane into Hillcrest is back to how it was and it was not a problem.	Increase in traffic on Birchwood. Deviance in routes especially for non local.	Uncertain on follow-on impact to Hillcrest roundabouts & Wairere Drive & old Cambridge Road. Traffic will be forced to move through built-up residential areas.
57	Hardcopy	Option 1	Just more practical, understand for safety purposes no right hand turn to South bound on to Newells, however a north bound merge from Newells prevents a lot of unnecessary back tracking etc, previous closure south end Newells prevent the though traffic.	Create more traffic through "lane" in Tamahere, these vehicles will still have to join the Cambridge road so does not change any volumes.	Being talked about for a while. Residents need to know, this has changed often (one was cut Newell Road in half, years ago). Seems short notice this. Would have been good to have time lives etc.
58	Hardcopy	Option 1	Been in the area 20 years and very rarely have I seen people turning left into Newell off SH1. The flow is fine & once Birchwood Lane/Newell road intersection is sorted public won't use that option.	Disrupts locals/residents too much Other public will use new routes.	
59	Hardcopy	Option 1			
60	Hardcopy	Option 1	Left turn access off Newell Road would still be preferable, especially during less-busy periods, e.g. middle of day & weekends: when more busy (would choose to use Birchwood Lane).		

61	Hardcopy	Option 1	Ease putting all traffic on Birchwood. Splitting traffic up would distribute traffic better.		
62	Hardcopy	Option 1	Shortest route from Riverglade to town (Supermarket, schools, work and Hospital). Also, Cambridge Road traffic should be considerably less than it is now.	Longest route for us personally.	The southern approach to the southern interchange is still very confusing (currently while under construction). More should be done to make it safer. Perhaps physical barriers rather than cones separating opposing traffic.
63	Online	Option 2	Stops disruption of flow of Cambridge of traffic	Traffic flow on Cambridge road is disrupted by keeping Newells rd open.	No
64	Online	Option 2	Safer option for traffic flow	Could confuse people	Something needs to happen with this intersection on a temporary basis ASAP before there is a accident/ death, which would not Ben the first at this intersection:
65	Online	Option 2	Safer for kids cycling to school	No comment	No
66	Online	Option 2	Safety for road users is improved by removing this intersection and also enables dual carriageway into the city.	People will continue to use Newells Road as a thoroughfare to avoid congestion on Cambridge Road.	Defined crossing points need to be established on Newells Road for the safe crossing of pedestrians and cyclists particularly with the realignment of priority into Birchwood. Students cycle to Tamahere school through this area and they need to have safe, clearly visible. Crossing points.
67	Online	Option 2	It is the safest option of the two and makes sense	Both the left in left out movements are inefficient and dangerous and are not inconsistent with the SH1 movements	An appropriate crossing point will need to be designed at birch wood lane to allow access for kids to cross from the Cambridge road end of Newells Rd to head to the school etc
68	Online	Option 2	Avoid rat run up north Newell Road. Improve bike and pedestrian safety and access/encourage cycling.	Option 1 keeps traffic on north Newell road at current speeds and continued rat-running during peak hours. Safety concern for children and residents from Riverglade drive north as traffic picks up speed on long straight. Possibly mitigated by reducing speedlimit to 50 or 60 beyond Birchwood/Newell junction.	
69	Online	Option 2	This will reduce traffic along Newell Rd where I live, thus reducing road noise significantly.	No change in road noise.	No.
70	Online	Option 2	This has the most "pro's" out of both options, primarily though the overall increased safety that will result from the closing of the intersection is why I am in favour of it.	Congestion and unsafe.	Reducing the heavy truck usage around Newells Rd will help safety and noise levels.

71	Online	Option 2	The design for the onramp in option 1 is dangerous and will result in congestion on the motorway which will impact a far greater number of drivers than the number of local residents who would gain utility from it. In order for motorways to function as intended (to move as many vehicles as possible over longer distances in as short a time as possible), the number of on-ramps and exits should be kept to a minimum.	This question is poorly phrased. My least preferred option is not my preferred option. The reason I prefer option 2 over option 1 are because option 1 benefits a small number of people while impacting and disadvantaging a much larger number of people, while introducing unnecessary danger.	Any entries and exits to motorways should be based on the southbound off-ramp at Papakura - that is, a single lane 'hard' exit (that is, an exit which is in addition to the lanes on the motorway, not the 'end' of a motorway lane. The exit should be extended over a long distance and widen into multiple lanes (even if only two) where it joins local roads.
72	Online	Option 2	We are the last property (number 22) on Newell road going down the hill on the left we purchased our property 26 months ago ... we have SEVERE AND EXTREME speeding coming up and down the hill, and severe noise, and severe congestion. Particularly between 7-9:30am and 3-7pm the traffic is extremely heavy. I also see "many many many" close calls at this intersection daily. My main concern is in peak periods it severely hinders the flow of traffic on main routes. Also coming up the hill at hometime is extra dangerous crossing the main state highway	I want Newell road CLOSED	No
73	Online	Option 2	Improves safety on cambridge road	Still has merging hazards for morning peak traffic	No
74	Online	Option 2	Regardless of the new expressway there is still going to be a lot of commuters from Cambridge into Hamilton which means merging traffic coming left out of Newells Road is still going to be a problem causing congestion and safety issues.	I don't understand the question?	Your preferred cycle way around Newells Road/Riverfields would not work for children cycling to Hillcrest High School or Berkley School.
75	Online	Option 2	Because it proposes the greater benefit for the majority of road users, in terms of safety and good traffic flow.	It seems that Option 1 would be more beneficial for both the residents of the northern end of Newell Road, and Birchwood Lane. Birchwood Lane especially is heavily impacted by Option 2.	It is not clear whether the end of Birchwood Road will connect to Devine Road (refer dotted line)? Continued concern regarding potential increase in noise for school/preschools and local residents. As residents of Bollard Road we have noted significantly increased noise levels following removal of the shelter belt of trees along Cambridge Road. How will this be mitigated?

76	Online	Option 2	Safety is my number one priority. Option 1 will not solve the safety concerns I have of traffic stopping abruptly and unpredictably on SH1 to let in cars from Newell Rd. Option 2 is the favoured option of the Opus review. Option 2 will also improve the traffic flow on SH1.	I see absolutely no benefit to Option 1.	Pleased to see bike and walking paths on the plans - further development of these would be fantastic.
77	Online	Option 2	Safer, ease of flow	I don't understand	Shut Newell Road half way along, beyond Riverfields - divides traffic, minimises changes at intersections & mitigates "rat run"
78	Online	Option 2	Safety for cyclists and pedestrians. Traffic flow.		Look at underpasses or keeping cycle path on same side. Crossing road at Birchwood will be tricky for kids. Also crossing at airport road will be dangerous.
79	Online	Option 2	This eliminates totally the major road safety issue of merging traffic at peak morning traffic. The impact of extra distance to some commuters will be minimal	It is my least preferred option as there will still be a lot of merging from Newell Rd onto Cambridge Rd in the morning traffic without good merging lanes	As well as the new Newell/Birchwood intersection, will the width of the Birchwood road (especially the old section) be increased?
80	Online	Option 2	Option 2 is safer. Option 1 means cars will still use Newell Road as a shortcut to avoid traffic on SH1. Traffic will be faster on SH1 if there are 2 lanes and this will create a bigger hazard for both cars turning from Newell and for cars on SH1. In my view the only way option 1 could be made safe for both cyclists and for cars turning from Newell is if there was an acceleration lane created for traffic turning left from Newell Rd, similar to traffic turning left from SH1 onto Cobham Drive.	Question doesn't make sense!	No
81	Online	Option 2	Prevent Newell Rd being used as a rat run, makes that area safer and quieter.	?	No
82	Online	Option 2	Safest for newell road. Keeping left turn out means it will remain a cut through for those avoiding Cambridge road. New slip road etc will be much safer to use for motorists. Better for the new cycle way.	Option 1 will remain a cut through for those avoiding Cambridge road, increasing traffic and often speeding.	
83	Online	Option 2	Safety Traffic flow on main road	Less safe. Creates another congestion point when traffic should be flowing	

84	Online	Option 2	safer for bikers and pedestrians i have children who could then bike to school more safely	traffic congestion	no
85	Online	Option 2	Safer	Not as safe people want slow down	No
86	Online	Option 2	Improve flow of traffic into hillcrest	Improve traffic flow	No
87	Online	Option 2	Increased safety. Promotes walking/cycling. Decrease congestion on cambridge road.	People suddenly stopping northbound on cambridge road to let traffic from newell road through is courteous however it's a major safety hazard. Have seen several near nose to tails due to sudden 'courteous' actions. So continuation of the left turn out of Newell will continue to promote unsafe traffic behaviour. Will still allow people to use Newell road as a 'rat-run'.	Encourage development of more cycle and walking paths.
88	Online	Option 2	Safety and traffic flow will be improved for SH1 to Hamilton users. The current arrangement is unsafe and is used as a rat run.	Current Newells road junction causes bunching and snooker ball effect of stop/start traffic. Too many close calls every day.	No
89	Online	Option 2	Newell road users will have a fantastic new interchange that will make it much safer for them to get into the flow of traffic.	Leaving Newell road open will make it unsafe for all users, vehicles, cyclists and pedestrians. Traffic will need to be isolated to ensure they give way to users, which is not currently happening and will not likely improve	Please listen to safety and common sense rather than the pressure of those who are looking for convenience.
90	Online	Option 2	Stop the speed and amount of traffic using Newell Rd in the morning. Speed is a major issue along Newell Rd. Makes throad safer for the ever increasing number of families and children in the area. Safer for traffic as the oncoming traffic from SH1 is too fast for those looking to enter SH1 from Newell Rd.	Option	No
91	Online	Option 2	With the new road layout, seems unneeded and the lower amount of intersections on the road would reduce congestion & lower risk.	That question makes no sense.	no

92	Online	Option 2	On weekdays, before 9am the Newell Road, Cambridge road intersection causes major congestion back to the Tamahere intersection. Once you are past the Newell Road intersection, the traffic starts to flow again. The bulk of this congestion is caused by traffic turning left into Cambridge Road from Newell Road. The left turn only option seems unlikely to make any significant difference to this problem.	See above.	
93	Online	Option 2	I would prefer to keep Tamahere and specifically Newell Road as quiet as possible.	Not sure	Woodcock onto Tauwhare Rd dangerous intersection, would like to see some sort of safety design there.
94	Online	Option 2	Saver for cyclists, better traffic flow. It is a major contributor to the current traffic congestion on SH1	Is not an option	Better cycling and walkways will get more children and adults on bicycles and walking, reducing traffic overall
95	Online	Option 2	Safer for all traffic, better flow Cambridge road and no other traffic trying to bypass congestion on SH1, still access for bicycles and pedestrians	Not much change to the current situation traffic wise	No
96	Online	Option 2	I feel the road will be quieter and safer for our family. I've seen too many accidents there to keep it open when it's just a short drive in the opposite direction to pop onto the on ramp...safely	People will still use this as short cut into town and speed down the hill thinking there saving time...it may well make the road and intersection even more unsafe	I think all in all you've donee good job with planning and keeping us informed. I'd like the road to be closed, it will be safer for residents and no through traffic trying to race through to Hamilton. Thank you
97	Online	Option 1	Agree with the Left out only NOT left in from Cambridge Road	Your survey is seriously - you should be consulting four options: 1. No change 2. Full closure 3. Left out only (option preferred by TCC as our representatives) 4. Left out and Left in. Full closure will leave residents trapped with only one means of ingress and egress - unacceptable	The new interchange (opposite Cherry Lane) should be a full diamond, or have provision to become a full diamond, with access to the expressway for both North and South travelling local traffic, because the Southern Links will join in south of the Tamahere interchange as a full diamond and the Tamahere interchange is most likely to become restricted access or no access because of its small size and not being fit for purpose going forward
98	Online	Option 1	To retain access to Newell Rd from Cambridge road	Because it would be a major hassle to have to drive all the way back to airport road to get into Hamilton	No

99	Online	Option 1	We live on Redwood Grove and spend a lot of time ferrying children to school and sports in Hamilton. Being able to turn left out of Newell Rd onto Cambridge Rd cuts our travel time down, along with other residents in that area. I don't mind using the Birchwood Rd off ramp on the return trip because turning right into Newell Rd is currently quite dangerous. Traffic travelling north on Cambridge Rd past Newell Rd should be reduced to 70kph.	I don't want to have to drive through a long maze to get to town...	No
100	Online	Option 1	I don't think traffic entering Cambridge road from Newell's road has an impact on the traffic and it would be a massive inconvenience for people who live there to have the road closed off (I do not live there)		
101	Online	Option 1	Option one wouldn't increase congestion elsewhere for no benefit or reduction in traffic volume on Cambridge road north of the Newell Rd intersection.	This option will greatly inconvenience residents of Newell Rd north of Birchwood Lane, and Hart rd and Riverglade Dr, and also residents of the western side of Cambridge Rd between Airport Rd and Newell Rd, as well as increasing traffic volumes on Birchwood Lane for no reduction in traffic volumes on Cambridge Rd north of Newell Rd. All traffic prevented from exiting Newell Rd to Cambridge Rd directly will still use Cambridge Rd but with considerable additional inconvenience. The current peak time congestion forms at the Cambridge Rd - Morrinsville Rd, and Cambridge Rd-Cobham Drive roundabouts and the proposed changes won't alter this.	
102	Online	Option 1	Quicker to exit from Newell Rd, than winding down Birchwood.	??	Hopefully the improvements at Birchwood/NEwell are better than at Newell/Devine.
103	Online	Option 1	Access both ends of Newells Rd, as a local visiting friends & bsinesses	Reduces access to/from cuty	
104	Online	Option 1	Most convenient for residents, and provides dual access. Also, it will not shift the congestion elsewhere.	Unsuitable	No

105	Online	Option 1	<p>With the sharp increase in population and new residences in the Tamahere area over the last few years, (and there is still a lot more currently being built), plus the MOE has Tamahere School down as a future 600 child school I think (it has well over 400 children now), option 1 is the better of the 2 very limited options given to us by Transit NZ.</p> <p>Tamahere is now far from a quiet traffic area even with just residents vehicles. But even these options offered to us by Transit NZ are limited, and the option of free traffic flows both in and out of the northern end of Newell Rd, seems to be the only option to reduce the bottleneck of traffic that will be created with leaving only one main entry into the Tamahere area from Hamilton.</p> <p>As well we need to keep in mind that the only access way for the workers and visitors to the Eventide Rest home from the Cambridge direction will be the Cherry Lane/Birchwood interchange under this plan from Transit NZ which funnels all of that traffic through Tamahere.</p> <p>So I will say option 1 with a huge protest at not being offered the option of free flowing in and out, left and right hand traffic flows for the northern end of Newell Rd, plus also a protest as to why the Even Tide Resthome workers and visitors traffic coming from Cambridge under these plans are funneled through Tamahere.</p>	<p>With the sharp increase in population and new residences in the Tamahere area over the last few years, (and there is still a lot more currently being built), plus the MOE has Tamahere School down as a future 600 child school I think (it has well over 400 children now), option 1 is the better of the 2 very limited options given to us by Transit NZ.</p> <p>Tamahere is now far from a quiet traffic area even with just residents vehicles. But even these options offered to us by Transit NZ are limited, and the option of free traffic flows both in and out of the northern end of Newell Rd, seems to be the only option to reduce the bottleneck of traffic that will be created with leaving only one main entry into the Tamahere area from Hamilton.</p> <p>As well we need to keep in mind that the only access way for the workers and visitors to the Eventide Rest home from the Cambridge direction will be the Cherry Lane/Birchwood interchange under this plan from Transit NZ which funnels all of that traffic through Tamahere.</p> <p>So I will say option 1 with a huge protest at not being offered the option of free flowing in and out, left and right hand traffic flows for the northern end of Newell Rd, plus also a protest as to why the Even Tide Resthome workers and</p>	
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106	Online	Option 1	I actually prefer an option not shown in this survey. Left out of Newell Road and no left turn into Newell Road. The left turn into Newell Rd has been an issue for some time and is, in my opinion, an unsafe manoeuvre. There is a good case for just having the left turn out of Newell remain open and these pros and cons are detailed in the Tamahere Community Committee submission. Please add these to my submission.	There is no alternate route in case of an accident on the main road.	Good to see the walking and cycling link still on the radar from Newell Road into town.
107	Online	Option 1	To help the traffic outflow of Newell Rd as the area is getting so busy with subdivision & shops	It does not make sense to block the northern end of Newell rd	No
108	Online	Option 1	A significantly shorter distance to town and amenities	Significantly greater distance and time to get to amenities, work	No
109	Online	Option 1	Option 2 will add many more Kms and time to our trips to and from school and work	As above	No

110	Online	Option 1	<p>As a resident - I'm totally against closing the other end of Newells Road - it is going to hugely inconvenience residents - and I feel we are being punished because non residents are currently treating Newells as a short cut. I'd also like to see how the traffic flows change after the new road is up and running as some of the current traffic won't need to come that way. Therefore the less drastic option of making it left only is the most sensible. The current issues are being totally exacerbated at the moment with the road works. Unfortunately motorists are coming through Newells as a short cut to avoid the hold ups caused by the roadworks on SH1 thereby causing a second hold up by having additional cars (at least 80% and probably more are NON residents) trying to join from Newells. I'd like to see you try left only with some traffic calming on Newells which has been raised before. Speed limit needs to come down to 50 (currently cars are doing 80+ & ignoring the 50 zone) along the whole length or some bumps or "chokers" to slow down traffic. This would make it less attractive as a short cut but more importantly make it much safer for pedestrians and cyclists along the road. We have limited pavements and they continually cross from one side to another so there are some obvious places for these. I'd also be very concerned that more traffic would be forced to go past Tamahere Model school to join Hamilton bound traffic if Newells was closed. That junction I hope is also going to be improved anyway with the new road as it is awful.</p>	<p>Closing is my least preferred option as I don't think it's necessary - and the inconvenience it will cause to residents is disproportionate to the problem. I believe current traffic levels are not normal with a huge proportion of drivers joining from Newells using it as a short cut to avoid the hold ups on SH1. I live closer to the other end which is already blocked and I see traffic speeding through the 50 zone - they cannot be residents as there are very few homes - so I believe they are trying to avoid the hold ups on SH1.</p>	<p>I'd be really interested to know what your projections are for traffic on the Cambridge road towards Hamilton as that are massive bottle necks all along that road.....</p>
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111	Online	Option 1	Because it is ridiculous to force all the north bound traffic down birch wood lane. A "lane" that was never meant to be a feeder road in any plans. And it will cause a lot of inconvenience for many resident on and just off Newell road. You should also allow right turn into Newell rd. The traffic volumes will be much less than now? So what us the problem with that?	It is not my preferred option	Listen to the residents. Please. You have done only opposite to the residents wishes so far. Enough.
112	Online	Option 1	Why on earth would you close off newell road completely? Even no right turn is silly, because what about the residents who live on Newell Road closest to Hillcrest? What a pain having to drive 10km further each trip.	Ditto	
113	Online	Option 1	I think it is the best option		
114	Online	Option 1	Convenience as I am a Newell Rd resident.	Option 2 will take greater time and distance.	Keep the cycle path to one side (Punnet's side) of Newell Rd, then cross just the once to head down Riverglade Rd. Very unsafe for the biking school kids to cross multiple times on such a fast and busy road!
115	Online	Option 1	Because more than one access is required especially in light of access to residential, commerical and airport plus access to Cambridge and beyond. Emregency services also need an alternative shorter direct route. The current congestion will dissipate with the diversion for through traffic for Auckland therefore making Option 1 far safer than it has ever been.	Closing Newell Road is a poor option by diverting traffic through one on-off ramp that joins already diverting through traffic to Auckland, adding unnecessary local traffic at the diversion point.	Please do not close Newell Road on ramp, its a very safe option and has been safe to date despite very heavy on traffic to Auckland use. Once the motorway is completed the Newell Road on ramp will become a quiet tributary. :)
116	Online	Option 1	Quickest option and less kms for us heading into town/school drop offs	Extra distance and time to get into town for us	No
117	Online	Option 1	The new highway should already have reduced traffic into Hamilton as cars are being bypassed north. It is not difficult turning left into and out of Newell Rd, and any affect on traffic would be negligible as there is already a lot of traffic on Cambridge Rd and Cobham drive. It also adds more distance for Newell Rd residents.	It is a long way extra to drive into Hamilton from Newell Rd when the new highway should reduce the traffic volum anyway. It is also almost Hamilton so traffic should be slowing anyway into the city. It is not necessary as turning left is not much of a problem.	No, except the preferred cycleway along by the river will be great where it comes out onto Riverglade Dr, and then onto Cambridge. It will be an asset to the region.
118	Online	Option 1	avoid newel r traffic jam	more handy for drive to Hillcrest shopping centre	no

119	Online	Option 1	Reduce traffic on birchwood and maintain travel time	Number cars on birchwood increased.	What is happening at the other end birchwood and the school end? Will all the traffic be coming past the school and increasing risk to kids going to school?
120	Online	Option 1	I use this as the best option to go to work except it would be great if it were a merging lane at the bottom not a give way with the merge like a zip sign posted.		
121	Online	Option 1			
122	Online	Option 1	Due to the ease of access to Cambridge road for those living in the Newell Road/Tamahere area	Option 1 for better access	No
123	Online	Option 1	To take pressure off Birchwood Lane	Creates more traffic on Birchwood Lane	Nil
124	Online	Option 1	That is the route I travel to work every week day and into town from home		
125	Online	Option 1	Gives resident and emergency vehicles another option	Restricts access to newells rd residents	The left turn into newelks is quite a mission as quite sharp is it needed at all and if so will it be made easier to do
126	Online		Tamahere residents need the turn off into Hamilton to remain open as we need more than one option in the case of congestion or accident on SH1.	This question does not make any sense?	N/a



Response to NZTA/WDC Review of Cambridge Road/Newell Road Intersection

To: **Waikato District Council**
Private Bag 544
Ngaruawahia 3742

Opus International Consultants
Private Bag 3057
Hamilton 3240

Response from: **Tamahere Community Committee**

Contact: Charles Fletcher

Phone: 021 964000

Email: charlesnz@me.com and tamaherecommunitycommittee16@gmail.com

The Tamahere Community Committee [TCC] was established by the Waikato District Council [WDC] in conjunction with the Tamahere Ward Councillor. Its members are elected at a Triennial Public meeting convened by the CEO of the WDC and is governed by the Council protocols for Community Boards and Committees. This submission is made by the TCC representing the wider interests of the Tamahere Community and its planned population of over 6,100 living in a rural/country living environment.

Proposal: **Cambridge Road/Newell Road Intersection Review**
Report: Opus NZ Transport Agency Contract No NZTA 2/09-015/602 dated Nov 2017 (Final V2)
Reported to TCC on: 12 February 2018 [currently treated as “in Committee”]

TCC is making this response as a Community organisation.

Opus has released the Report to TCC to begin a community consultation process. The Report proposes:

- Closing Newell Road (at the Cambridge Road intersection), or alternatively
- Restricting access to Cambridge Road as Left turn movements only

TCC **Opposes** the Proposal to close Newell Road
Supports a proposal to restrict access to Cambridge Road as left turn out only (with Right turn out, Left turn in and Right turn in all prohibited)

TCC response is for the reasons set out below.

TCC **wishes to be heard** in support of this response by way of a formal meeting with representatives of NZTA and WDC, in addition to and before any public ‘open day’ consultations.

Factors for consideration from the Report:

1. The Report requires careful consideration.
2. The various “Predicted Daily Traffic Flows in Tamahere” figures are questionable and should not be relied on. Although Information Sources are identified in the Report (§ 2.3) the Report records:
 - a. An area of uncertainty is the amount of traffic on Cambridge Road that will shift over to the Hamilton Section of the Expressway when it becomes operational. A “credibility check cannot be undertaken as the actual Origin/Destination survey data is unavailable” (§ 3.5).
 - b. Opus staff undertook a site survey at the intersection to obtain current traffic volumes on Friday 20 May 2016 between 7:30 – 9:30 am and 4:00 – 6:00 pm (§ 3.3). The data from this survey is included in the Report with projections for traffic movements:
 - i. Pre-opening Hamilton Section 2021
 - ii. Post-opening Hamilton Section 2021
 - iii. Pre-opening Southern Links 2041
 - iv. Post-opening Southern Links 2041(Table 1 and Figure 3 in § 3.4)
 - c. At § 6.1 the Report states “Calibration of the SIDRA models was not attempted as no detailed delay and queue information for the existing intersection was available” (SIDRA is an industry recognised traffic modelling package including outputs for degree of saturation, queue lengths, average delay, level of service for each traffic movement).

- d. The Report records “SIDRA modelling of the existing intersection layout indicates capacity problems in ... 2016 and 2021” (§ 6.2). Tables 4 and 5 show the worst level of service for the intersection for 2016, 2021 and 2041 pre and post changes.
- e. The Report also details the crash history for the intersection for the 5 years from 2011 to 2015, being 3 non-injury crashes, all minor (§ 6.4) recorded in the Crash Analysis System (which are crashes reported to Police) then proposes that there could have been “at least one injury accident” (§ 6.5) with ongoing speculation based on a probability of future injury accidents, not supported by any data!
- f. Newell Road is identified as a “Country Living Collector” road and assumes the new East-West Link road will have the same status, but Birchwood Lane is a “Local Access” road designed to be a “small road facilitation daily activities” (Devine Road has the same classification) (Table 2 at § 4.2).
- g. Table 6 in §7 purports to define the problem and potential operating deficiencies and observes there are “constructability issues” specifically ‘large stream culvert extension, land purchase, maintaining access to adjacent business, construction costs and a likelihood of closure at a later date’ due to poor safety performance or unreliable trip times at a cost to be paid by WDC and /or Hamilton City Council, once the expressway is operational, without further consideration of what should be done to address these issues, therefore leaving them unaddressed.
- h. The Report assumes:
 - i. Birchwood Lane connects to Devine Road
 - ii. The intersections at both ends of Birchwood Lane (Newell Road and Devine Road) will be T intersections
 - iii. Riverfields Lane is not included in the WRTM model
 - iv. Heavy traffic will be 5% of turning movement flows (§ 8.2)
- i. The Report also acknowledges that significant increase in traffic flows in Birchwood Lane could become a safety issue (§ 8.4) but, surprisingly, notes that expected traffic flows are within the “assigned road hierarchy” [*a local access road designed as a small road for facilitation of local daily activities*]

and, at 50 kph, is not likely to result in high severity crashes ... with traffic volumes of 1,000 – 6,000 vpd (§ 8.6).

- j. No local community inputs have been obtained for the investigation work to date (§ 9.2)
3. NZTA cannot close Newell Road – legally this can only be done by WDC (§ 9.1).
 4. Any changes to Newell Road will have to be made within the construction window for the Hamilton Section of the Waikato Expressway (completed by 2020) otherwise the full cost will fall on WDC (§ 9.3).
-

The reasons for our response and our concerns are:

1. The Tamahere CLZ is twice the size of the current population of Raglan and TCC favours two access routes for residents to travel into Hamilton, particularly in the event of an accident on Cambridge Road between the East-West Link and Newell Road. Therefore the left turn out of Newell Road onto Cambridge Road should be retained, with a slip lane to allow a safe merge into traffic in the left lane, which means the “constructability issues” should be addressed and not ignored.
2. Once the Hamilton Section of the Waikato Expressway opens, Cambridge Road will be 4 lanes (2 lanes into Hillcrest and 2 lanes out of Hillcrest), so using Newell Road to:
 - a. Right turn travelling south is unsafe and impractical given the alternate available access via the East-West Link
 - b. Left turn travelling north is rarely used now and unsafe given the angle of the turn into Newell Road
 - c. Right turn, from Newell Road across Cambridge Road, to travel south is rarely used now, unsafe and impractical given the alternate available access via the East-West Link or the existing Tamahere interchange.

3. The WDC plan for the Newell Road/Birchwood Lane intersection contemplates a roundabout. The Report proposes a “gooseneck” curved narrow T (Appendix E). TCC is concerned that this design will:
 - a. push more traffic onto Birchwood Lane at speed
 - b. significantly impair traffic movement into and out of the northern section of Newell Road “cut off” by this gooseneck design
4. Is Birchwood Lane to be extended to Devine Road? If so, by what date and who is responsible for the cost?
5. As a result is Birchwood Lane to be renamed Birchwood Road? The SIDRA results in Appendix D refer to “Birchwood Road”!
6. It seems better to upgrade part or all of Birchwood Lane/Road to “Country Living Collector”, the same as Newell Road and the East-West Link road. It will no longer be a “Local Access” road.
7. The concept of a 3m wide footpath makes sense but not at the expense of leaving Birchwood Lane designed as a “local access road”. A footpath on the north side of the road should be added from the East West Link road to Newell Road.
8. Smooth seal (not chip seal) needs to be used for all finished surfaces in the CLZ, including the East-West link and the upgrade to Birchwood Lane/Road.
9. Will it be necessary to consider traffic calming measures in the design of Birchwood Lane/Road, especially the section from Devine Road to the East-West Link road? These will suppress the use of this section of road as a “rat run” for traffic having a choice of using the expressway and/or Cambridge Road.
10. TCC records that Newell Road is still used by some motorists and taxis as a “rat run” and recent discussions with WDC resulted in the Mayor undertaking to ask the NZ Police to monitor this road with traffic enforcement to suppress excess

speeds. The changes to Newell Road, at the Birchwood Lane/Road intersection, will have a traffic calming effect but may not solve the problem unless further measures are adopted on other sections of Newell Road.

11. If, at a future date after the opening of the Hamilton section of the Waikato Expressway, the Tamahere community and WDC determine to close Newell Road at the Cambridge Road intersection, that could be done for minimal cost to WDC following further community consultation at that time (assuming all other issues are appropriately addressed now). TCC sees no benefit to closing this intersection fully until more substantial information, post the opening of the Hamilton section of the Waikato Expressway, is available.

This response is submitted electronically for OPUS, NZTA and WDC.



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18 June 2018

Ian Cathcart
Waikato District Council
Private Bag 544
Ngaruawahia 3742

Dear Ian

Newell Road/Cambridge Road Intersection

I refer to the recent Public Open Day that was held at the Tamahere Community Hall to consult with local residents about the future of the SH1 Cambridge Road/Newell Road intersection. Our team was present throughout the session and later commented on the very good attendance and level of engagement between residents and staff at the Open Day.

With reference to the report prepared by Opus International Consultants for the New Zealand Transport Agency, and taking into account the feedback witnessed at the Public Open Day, I advise that the New Zealand Transport Agency strongly supports full closure of the intersection.

The Opus report demonstrates the risks of retaining any connections between Newell Road and Cambridge Road, noting there is a high probability that injury accidents could occur after opening of the Hamilton Section of the Waikato Expressway.

With the construction of the Southern Interchange and the East-West Link, there will be a very good alternative route for people currently using the Newell Road intersection. The Southern Interchange will have purpose-designed ramps with safe entry and exit tapers that will ensure the highest possible safety for Tamahere traffic entering or leaving Cambridge Road.

Should the Council require any further information from the New Zealand Transport Agency, please let us know.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Peter Simcock', with a long, sweeping flourish extending to the right.

Peter Simcock
Portfolio Manager, Delivery

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	15 June 2018
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Exclusion of the Public

I. EXECUTIVE SUMMARY

To exclude the public from the whole or part of the proceedings of the meeting to enable to the Infrastructure Committee to deliberate and made decisions in private on public excluded items.

2. RECOMMENDATION

THAT the report from the Chief Executive be received;

AND THAT the public be excluded from the meeting to enable the Infrastructure Committee to deliberate and make decisions on the following item of business:

Confirmation of Minutes dated Tuesday 22 May 2018.