

# WAIKATO

Road safety in the Waikato is a significant issue, with road deaths and serious injuries in the region accounting for more than 20% of national road casualties each year. It's a complex problem that requires a collaborative, multi-agency approach. Adding to this, the region's extensive road network and high traffic volumes on inter-regional routes increases the risk of travel.

We will be focusing our investment priorities on improving the region's road safety culture with a focus on speed management and supporting our most vulnerable transport users. More widely, our activities in the region include:

- **Providing better travel options** and responding to climate change through targeted improvements to public transport access and priority on the state highway network in Hamilton along with improvements to rural bus stops and the first stage of a cycleway connecting Hamilton and Cambridge and a suite of improvements to suburban cycle routes adjacent to or across state highways.
- **Improving freight connections** by completing existing projects which support key inter-regional freight routes by making journeys safer, more efficient and resilient. This work includes the continued development of the Waikato Expressway as well as SH3 Awakino Tunnel Bypass.
- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We'll work with our safety partners in Waikato to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts peoples' lives at risk.

We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

## **IMPACT OF COVID-19**

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. The growth in Hamilton metro area will continue, albeit more slowly than previously projected, and demand for multimodal distribution function will continue, centred on Hamilton. Domestic tourism destinations including the Coromandel, Raglan and Taupō may experience an increase in travel demand, at least in the short term.

Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

Work to ensure the effective integration of land-use and transport remains a priority, to support mode shift and reductions in greenhouse gas emissions. This includes sequencing of development, ensuring growth areas are serviced with active mode and public transport infrastructure and services, and linking housing to employment and essential services.

## **CONTEXT TO OUR PROPOSED INVESTMENT**

### **Improving safety**

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Waikato's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Waikato region over the next three years, we are looking to invest \$167m to make 320km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 16%.

We will be working with our safety partners in Waikato to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

### **Better travel options**

As the major urban centre for the region, Hamilton is our focus for this strategic priority. Hamilton needs a significant shift to public transport, walking and cycling to address its reliance on private vehicles. Hamilton has high dependence on private vehicles to access employment hubs from city suburbs and surrounding towns, which increases the length of journeys to work. This also contributes to high carbon dioxide emissions.

We will continue to work closely with our Hamilton-Waikato metro spatial plan partners to successfully integrate transport with land use to maximise opportunities for mode shift. We'll also invest in bus priority and walking and cycling measures on the state highway network within Hamilton to complement our partners' investments.

We expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost, together with bus priority at key sections of the state highway within the city.

### **Better freight connections**

32% of the country's freight movements go into, out of, or through Waikato by rail and road. It's important to provide resilient and robust road and rail connections for freight between Auckland, Hamilton, Tauranga and key freight hubs, as well as the routes south to Taranaki, Wellington and the South Island to support the national and regional economy. We will continue to ensure the nationally and regionally significant freight connections are available and reliable.

We will continue to implement our inter-regional state highway improvement projects on SH1, SH3 and SH2 in addition to operating and maintaining the state highway network to agreed levels of service for key freight connections in the region. We will continue to invest in technology solutions which enable ourselves and partners to optimise the use of the transport system to make journeys more reliable and resilient.

### **Climate change**

Vehicle emissions are a significant contributor to climate change - the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change. We will continue to work with local investment partners to develop a balanced transport system to serve the region's growing needs and reduce its reliance on private vehicles.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified five major and extreme risks within the Waikato area.

These relate predominantly to landslip, erosion, flooding along SH1, as well as the potential for and ice/snow along SH5 (Kaweka Ranges). The most significant risk was rated as erosion risk along Lake Karapiro. Waka Kotahi will work to complete a number of projects to enhance the region's resilience, including projects at Awakino, Kirikiri Stream and Kōpaki. Flood protection is a particular issue and we propose to invest in low cost, low risk resilience activities to address this and other resilience challenges across the region over the next three years.

We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

## Working together

Strong alignment with our partners will be critical to successfully implementing mode shift in Hamilton. We will continue to work closely with our partners on the Hamilton Waikato Metro Spatial Plan and other key initiatives that support the sustainable growth of Hamilton. We will work with partners to:

- implement walking and cycling network improvements across the existing Hamilton city footprint, particularly those providing access to and through areas where increased land use density is planned
- complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- encourage and support complementary projects to the New Zealand Upgrade Programme (Waikato Package) activities which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- support the planned shift from a 'coverage' to 'frequency' bus network by implementing priority lanes in the south and around the Waikato Hospital
- work to support completion of the Metro Spatial Plan, and subject to completion of that plan, develop multimodal connections between Peacocke's and wider Hamilton that minimises travel demand, and supports the uptake of shared and active modes.

We will continue to work with our partners to identify and develop opportunities as part of ongoing engagement on integrated land use and transport planning.



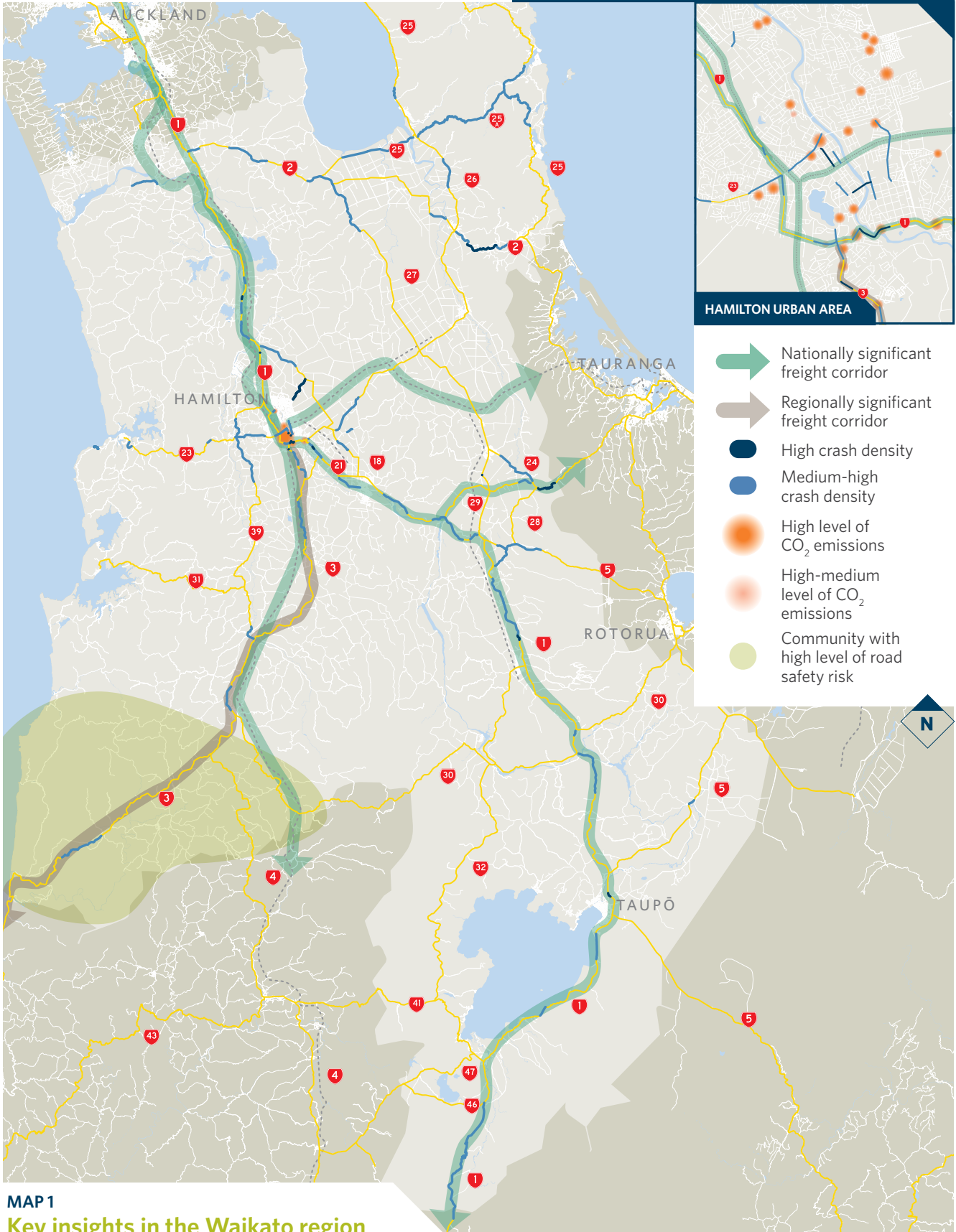
## HAMILTON

**160,848**  
Urban area population

**89%**  
Of journeys to work by private motorised vehicle

**59%**  
Jobs accessible within 45 mins by private motorised vehicle

**48%**  
Jobs accessible within 45 mins by the next best mode (cycling)



Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

**TABLE 1**

### Our strategic responses to GPS priorities in the Waikato region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
WKTSR1	Continue to operate reliable freight connections along state highways between Hamilton and Auckland, Tauranga, Taupo and New Plymouth	IFC	Regional maintenance, operations and Renewals
WKTSR2	Reduce alcohol/drug impairment, increase seatbelt use and reduce speeding in Waitomo and Ōtorohanga through road policing and behaviour change activities	Safety	Regional maintenance, operations and Renewals
WKTSR3	Support completion of the Hamilton Metro Spatial Plan and the mode shift plan to deliver mode shift through integrated land use and transport planning	BTO	Regional maintenance, operations and Renewals
WKTSR4	Development and implement mode shift activities in Hamilton around key activity centres	BTO	Regional maintenance, operations and Renewals
WKTSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Regional maintenance, operations and Renewals
	Government's support for regional economic development: <ul style="list-style-type: none"> <li>SH1/29 Intersection Improvements</li> </ul>	All	New Zealand Upgrade Programme

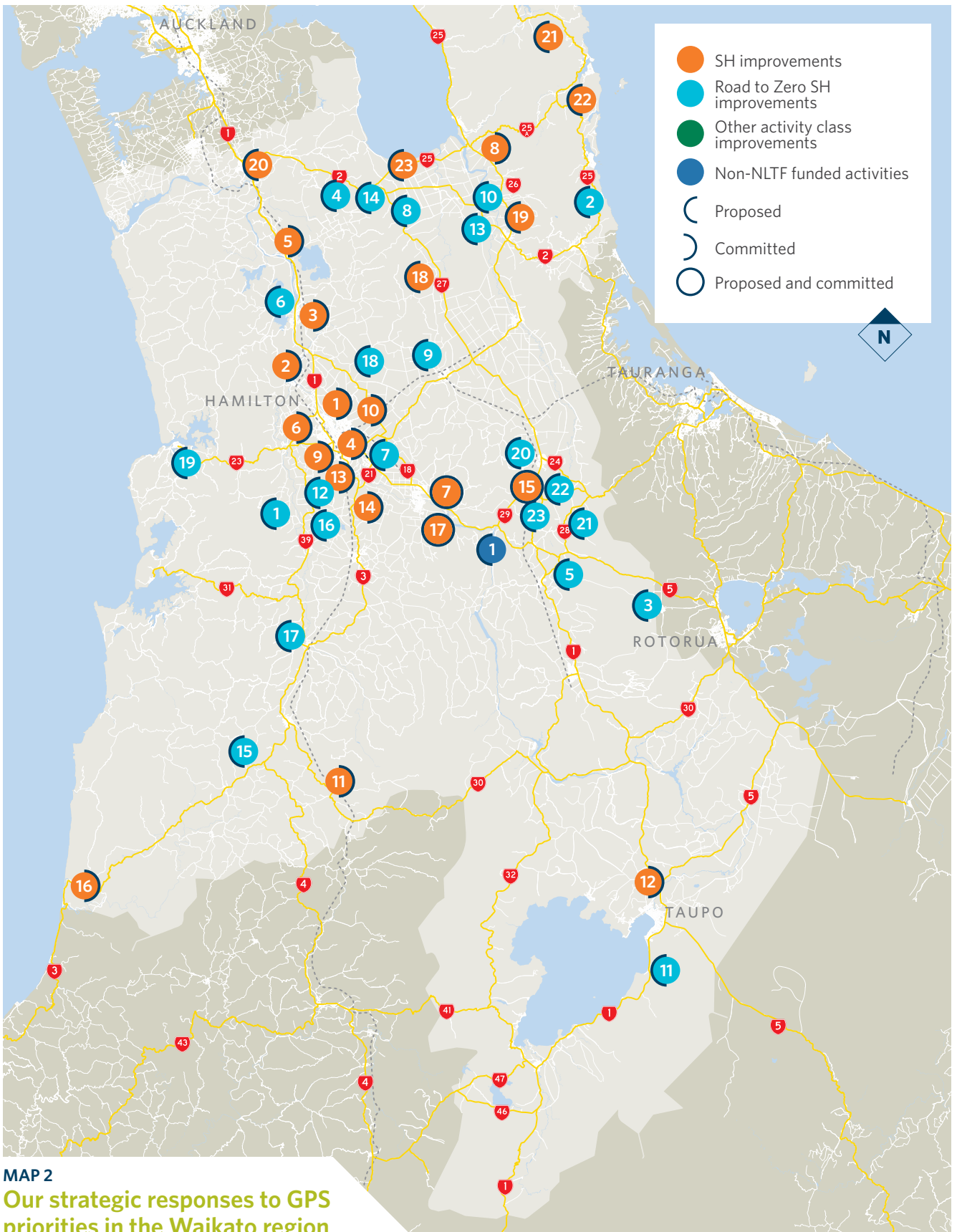


TABLE 2

## Proposed state highway programme for Waikato region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
<b>Committed state highway improvement activities*</b>								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$\$
1	SH1 WEX Hamilton Section	SHI	NLTF	BTO	IMP			\$\$
2	SH1 WEX Ngāruawāhia Section	SHI	NLTF	BTO	IMP			\$\$
3	SH1 WEX Huntly Section	SHI	NLTF	BTO	IMP, PTY	IMP		\$\$
4	SH1 WEX Cambridge Section	SHI	NLTF	BTO	IMP, PTY			\$
5	SH1 WEX Long Swamp Section	SHI	NLTF	BTO	IMP	IMP		\$
6	SH1 WEX Te Rapa Section	SHI	NLTF	BTO	IMP			\$\$
7	SH1 Cambridge to Piarere Long Term improvements	SHI	NLTF	BTO	PRE, PTY			\$\$
8	SH26 Kirikiri Stream Bridge replacement	SHI	NLTF	BTO	PRE, IMP, PTY	IMP		\$\$
9	Hamilton Southern Links	SHI	NLTF	BTO	INV, PTY	PTY	PTY	\$\$
10	Hamilton Ring Road – Wairere-Cobham Interchange	SHI	NLTF	BTO	IMP			\$\$
11	SH30 Kōpaki Bridge replacement	SHI	NLTF	BTO	PRE, IMP, PTY			\$\$
12	Weigh Right Taupo	SHI	NLTF	IFC	IMP			\$
13	SH1 South East Hamilton improvements	SHI	NLTF	BTO	PRE, IMP, PTY			\$
14	SH3 SH21 Intersection improvements	SHI	NLTF	BTO	IMP			\$
15	SH29 Piarere to Te Poi	SHI	NLTF	BTO			DBC	\$
16	SH3 Awakino to Mt Messenger improvements	SHI	NLTF	All	IMP			\$\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$

\* Commitments made under the 2018 GPS, contribution as indicated.

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
<b>Proposed state highway improvement activities</b>								
7	SH1 Cambridge to Piarere Long Term improvements	SHI	NLTF	BTO	PRE	PTY	IMP	\$\$\$
15	SH29 Piarere to Te Poi	SHI	NLTF	BTO		PRE	IMP	\$
17	SH1 Cambridge to Piarere Short Term improvements (supporting NZUP)	SHI	NLTF	All	IMP			\$\$
<b>Proposed end of life structure replacements (greater than \$2m per activity)</b>								
18	Ohinekaua Stream Bridge	SHI	NLTF	All	IMP			\$
19	Komata River Bridge	SHI	NLTF	All			IMP	\$
20	Ramarama Stream Bridge	SHI	NLTF	All		IMP		\$
21	Pepe Stream	SHI	NLTF	All	IMP			\$
22	Manaia River Bridge	SHI	NLTF	All			IMP	\$
23	Waitakaruru Canal Bridge	SHI	NLTF	All			IMP	\$
<b>Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)</b>								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH39/SH23 to Duncan Road	R2Z	NLTF	Safety		IMP		\$\$
2	SH25 Hot Water Beach Road to Ocean Beach Road	R2Z	NLTF	Safety	IMP	IMP		\$\$
3	SH5 Webster Road to Waiohotu Road	R2Z	NLTF	Safety		IMP		\$\$
4	SH2 Kojeroa Road to Rawiri Road	R2Z	NLTF	Safety	IMP			\$
5	SH28/SH1 to SH5	R2Z	NLTF	Safety		IMP		\$
6	SH1N Tregoweth Lane to Wright Street	R2Z	NLTF	Safety	IMP			\$
7	SH1 Cobham Drive and Normandy Avenue intersection	R2Z	NLTF	Safety	IMP			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
8	SH2/SH25 to SH27	R2Z	NLTF	Safety	IMP			\$
9	SH26 Schollum Road to Avenue Road	R2Z	NLTF	Safety		IMP		\$\$
10	SH1 and Block Road intersection	R2Z	NLTF	Safety	IMP			\$
11	SH1N Taupō to Waitahanui	R2Z	NLTF	Safety	IMP			\$\$
12	SH1N and Grey Street intersection	R2Z	NLTF	Safety	IMP			\$
13	SH2 and Hauraki Road intersection	R2Z	NLTF	Safety	IMP			\$
14	SH2 and SH27 intersection	R2Z	NLTF	Safety	IMP			\$
15	SH3 and SH4 intersection	R2Z	NLTF	Safety	IMP			\$
16	SH3 Raynes Road intersection	R2Z	NLTF	Safety	IMP			\$
17	SH3/SH27 to SH31	R2Z	NLTF	Safety		IMP		\$\$
18	SH1B and Holl Road intersection	R2Z	NLTF	Safety	IMP			\$
19	SH23 and Te Mata Road intersection	R2Z	NLTF	Safety	IMP			\$
20	SH27 and Puketutu Road intersection	R2Z	NLTF	Safety	IMP			\$
21	SH5 and SH28 intersection	R2Z	NLTF	Safety	IMP			\$
22	SH29 and SH27 intersection	R2Z	NLTF	Safety	IMP			\$
23	SH29 and Te Poi Road intersection	R2Z	NLTF	Safety	IMP			\$

#### Proposed public transport infrastructure activities

-	Hamilton Urban improvements – Bus stop hotspots	PTI	NLTF	BTO	IMP	IMP		\$
-	SH Rural Bus Stops	PTI	NLTF	BTO	DBC, PRE, IMP			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
<b>Proposed walking and cycling activities</b>								
-	SH1 Hamilton to Cambridge Cycle connection - section 1	WC	NLTF	BTO	IMP			\$
-	Hamilton Urban Improvements - suburban cycle routes	WC	NLTF	BTO	PTY			\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
<b>Proposed investment management activities</b>								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
<b>Committed non-NLTF funded activities</b>								
1	SH1 SH29 Intersection improvements	-	NZUP	All	DBC	PRE, IMP		\$\$