

To: His Worship the Mayor and Councillors
From: Manager Transportation
Subject: **Submission – Waikato Regional Public Transport Plan**
Meeting Date: 26 July 2022

1 PURPOSE - TAKE

The purpose of this report is to seek approval to make a submission on behalf of Waipā District Council on the Waikato Regional Public Transport Plan.

2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

This report introduces a draft submission on the Waikato Regional Public Transport Plan (RPTP).

Following the meeting, and subject to any amendments required by Council, the draft submission will be finalised and lodged with Waikato Regional Council by 29 July 2022.

The RPTP sets out the priorities and needs of public transport services and infrastructure to be delivered in the Waikato over a 10 year period by Waikato Regional Council (WRC).

The Plan has been prepared in partnership with territorial authorities and key stakeholders from a wide range of sectors.

3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That Council

- a) *Receives the report of Bryan Hudson, Manager Transportation, titled Submission – Waikato Regional Public Transport Plan, (document number 10845468);*
- b) *Approves the Council's submission to Waikato Regional Council on the Waikato Regional Public Transport Plan, attached as Appendix 1 to this report (document number 10845681);*

- c) Approves to present Waipā District Council's submission on the Waikato Regional Public Transport Plan.

4 BACKGROUND – KŌRERO WHAIMĀRAMA

Waikato Regional Council has prepared a draft Regional Passenger Transport Plan and is currently seeking public submissions on the Plan. Copies of the Plan are available on their website and by following the links below.

[Link to full draft Regional Passenger Transport Plan](#)

[Link to Two Page Summary of Draft Regional Passenger Transport Plan](#)

At the Council Workshop meeting on 28 June 2021, Nigel King and Andrew Wilson, from Waikato Regional Council, presented Waipā District Council with a vision on how to improve the public transport network in the Waikato region, enabling communities to access education, employment and social connections. For Waipā townships, this is mainly achieved by providing ridership-oriented services (high service frequencies and direct route alignments in areas with the highest concentration of people and activity, resulting in higher patronage).

5 SIGNIFICANCE & ENGAGEMENT –

Staff have considered the key considerations under the Significance and Engagement Policy, in particular sections 7 and 8 and have assessed that the matters in this report have a **low** level of significance. The reason that it is low is that Waipā District Council has in early 2022 formally consulted district residents on Council's Transportation Strategy, including passenger transport services, and the submission proposed is aligned to the recently adopted Transportation Strategy 2022-2052.

6 OPTIONS – NGĀ KŌWHIRINGA

| Option | Advantages | Disadvantages |
|--|---|--|
| Option 1: Do not submit on the Plan | <ul style="list-style-type: none"> No staff or other Council resources required | <ul style="list-style-type: none"> Unable to address questions raised in proposed plan |
| Option 2: Approve the draft submission and note that Council wishes to be heard | <ul style="list-style-type: none"> Council able to provide commentary to WRC on concerns regarding the proposed plan | <ul style="list-style-type: none"> Commitment needed to support attendance at the hearings |
| Option 3: Approve the draft submission and note that Council does not wish to be heard | <ul style="list-style-type: none"> No commitments required for attendance at the hearings | <ul style="list-style-type: none"> Council possibly seen as not committed to addressing relevant issues |

The recommended option is Option 2. The reason for this is because this option allows for a Council representative to present the proposed submission to WRC, providing the opportunity to reinforce Council's position. A nomination for a Waipā District Council representative to present the submission will be sought from the meeting.

7 OTHER CONSIDERATIONS – HEI WHAIWHAKAARO

Council's Vision and Strategic Priorities

The submission has been developed based on the 2021-2031 Long Term Plan (LTP) and Waipā District Council Transportation Strategy 2022-2052 that propose to improve public transport to support access to education, employment and social connections.

Legal and Policy Considerations – Whaiwhakaaro ā-Ture

The purpose of the Plan and principles for public transport services are defined in the Land Transport Management Act 2003 (LTMA).

The purpose of the Plan is to:

- describe the public transport services that are integral to the public transport network
- define the policies and procedures that apply to those public transport services
- identify the information and infrastructure that support public transport services.

The Plan is open to public consultation. Waipā District ratepayers contribute to funding and use the services and it is therefore appropriate for Council to make a submission on the Plan.

Financial Considerations – Whaiwhakaaro ā-Pūtea

There are no short-term financial implications arising from the recommendation to submit on the Waikato Regional Public Transport Plan.

Council has funding in the 2021-2031 Long Term Plan for local contributions to bus services and Total Mobility Services totalling \$5.1M. The local contribution increases each year as bus services and hours of operation increase. In future Annual Plans or Long Term Plan preparations, Council may have to adjust budgets for this service but there will be time to determine those funding requirements with funding partners - Hamilton City, Waka Kotahi and Waikato Regional Council.

Risks - Tūraru

There are no known significant risks associated with the decisions required for this matter.

8 NEXT ACTIONS

| Action | Responsibility | By When |
|--|--------------------------------|----------------|
| Final approved submission provided to Waikato Regional Council | Group Manager Service Delivery | 29 July 2022 |
| Nominated representative to present submission to Waikato Regional Council | To be confirmed | 16 August 2022 |

9 APPENDIX- ĀPITITANGA

| No: | Appendix Title |
|-----|---|
| 1 | Draft Submission – Waikato Regional Public Transport Plan 2022-2023 |



Bryan Hudson
MANAGER TRANSPORTATION



Approved by Dawn Inglis
GROUP MANAGER SERVICE DELIVERY

APPENDIX 1

Draft Submission – Waikato Regional Public Transport Plan 2022-2023
(document number 10845681)

Submission

Waikato Regional Public Transport Plan

July 2022



NAME OF SUBMISSION

By: Waipā District Council

Submission deadline: 29 July 2022

Authority: Council endorsed submission

Format: Submitted electronically

Hearing: We wish to be heard

Link to document: [Waikato Regional Public Transport Plan 2022-2023](#)

- **Waikato Regional Public Transport Plan 2022-2023**

- **By: Waipā District Council**

- **Submission deadline: 29 July 2022**

- ***Introduction***

Waipā District Council (the Council) welcomes the opportunity to provide comment on the Waikato Regional Public Transport Plan 2022-2032.

- ***General Comments***

1. Calibri (body) 11

2.

Specific Comments

1. *Question 11*

Do you agree with the proposed ridership and coverage aspirations for different parts of our region?

1.1 The Plan is in line with Waipā District Council's bus service improvement plan. High capacity and frequency is required on high use routes, and coverage or on demand services are required for dispersed areas.

2. *Question 14*

Do you support the aspiration of public transport becoming carbon negative?

2.1 Yes.

3. *Question 15*

Do you support the concept of council potentially offsetting unavoidable emissions to the extent public transport services are delivered in a way that sequesters more carbon than it produces over time?

3.1 No. Offsetting should be a last resort to not deliver on carbon neutral/negative goals. There are perhaps better ways to achieve this through other transport policy changes.

4. *Question 17*

Do you support the aspiration of improving interregional passenger rail?

4.1 Yes. Passenger rail may be seen as an expensive service, but it is highly effective for mode change, carbon reduction and transport accessibility for those longer trips.

5. *Question 18*

Do you support the rail improvements priorities outlined in the plan?

5.1 Yes. Additional stops, improved rolling stock, better connections within Auckland.

6. Question 19

What would you change and why?

6.1 Electrification – paramount in achieving zero emissions
Hamilton CBD stop – to accommodate growth/densification and improve convenience, especially if CBD redevelopment is occurring.

7. Question 20

What opportunities are you aware of for the regional council to partner with another transport provider or organisation in a way that could enhance accessibility and wellbeing of communities?

7.1 Better integration of the existing car sharing services to supplement buses and appeal to a wider audience. Integrate health shuttles into funded services. Stronger service provision by or with Ministry of Education, matched by funding.

8. Question 21

Do you agree with the aspiration of ensuring a baseline level of accessibility to essential services?

8.1 Yes. A base level might include a daily bus service between villages and major towns or city.

9. Question 22

What do you consider to be essential services?

9.1 Education, healthcare, leisure, shopping.

10. Question 23

Do you or people you know struggle to access essential services? If yes, what would be needed to ensure access?

10.1 No. Disability individuals and groups ask Council to ensure that wheelchair enabled taxi and bus services are available.

11. Question 24

Can you access all the essential services you need in the location you live? If not, where is the nearest location(s) that have those services?

11.1 Yes. Tertiary healthcare is typically only available in Hamilton.

12. Question 27

Do you agree with the aspiration of building a network of fast, frequent reliable public transport corridors and concentrating growth along those corridors?

12.1 Yes. This also has the benefit of enabling Waipā residents to commute to work, school and for other purposes.

13. Question 28

If you currently drive a car, what trips could you or people in your household regularly undertake on public transport, assuming it was fast and reliable?

13.1 Commuting and many education trips.

14. Question 29

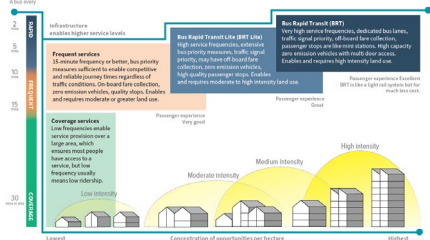
What trips would you not be able to undertake on public transport and why?


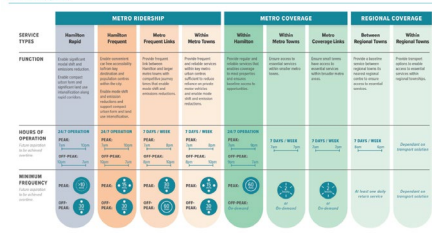
14.1 Trips to afterhours medical emergency departments and late hour employment as bus service hours are not convenient or enabling of this.

15. Question 30

What other comments do you have about the draft 2022-2023 Waikato Regional Public Transport Plan?

15.1 Support the Plan. Additional comments:

| Reference in Plan | Council Comment |
|--|--|
| <p>1.1 Purpose and legislative requirements</p> <p>The principles guiding delivery of public transport services</p> | <ul style="list-style-type: none"> The success of the Plan does require working in partnership with Councils and Waka Kotahi to deliver bus prioritisation over car oriented roads and developments. All new major urban development will need to design and build for buses. |
| <p>2.3.5 Network aspirations – interregional passenger rail</p> <p>Establishment of Te Huia passenger rail service</p> | <ul style="list-style-type: none"> Important to plan towards electrification of this line for efficiency and sustainability long term. |
| <p>2.3.5 Network aspirations – interregional passenger rail</p> <p>Our key priorities for improving Te Huia over the next 10 years</p> | <ul style="list-style-type: none"> Currently no electrification in 10 years No station planned in Hamilton CBD Plans for CBD redevelopment should integrate a passenger transport component (rail/bus hub) – <i>this goes beyond 10 years, but some prior planning is essential</i> |
| <p>2.3.8.3 Frequency, infrastructure and land use</p>  <p>The diagram illustrates a spectrum of public transport services from 'Low intensity' to 'High intensity'. It shows how service frequency, infrastructure, and land use requirements increase with intensity. Key elements include: <ul style="list-style-type: none"> Coverage services: Low frequency, serve a large area, low rider-ship. Frequent services: High frequency, serve a large area, high rider-ship. Bus Rapid Transit (BRT) Line: High service frequency, dedicated bus lanes, traffic signal priority, off-board fare collection, passenger space on and over station, high capacity, very emission vehicles with multi door access. Requires moderate to high intensity land use. Bus Rapid Transit (BRT) System: High service frequency, dedicated bus lanes, traffic signal priority, off-board fare collection, passenger space on and over station, high capacity, very emission vehicles with multi door access. Requires high intensity land use. </p> | <ul style="list-style-type: none"> Bus priority measures should be consistent throughout various service levels, otherwise it is unlikely to achieve the desired level of service and increase public transport use. |

| Reference in Plan | Council Comment |
|--|---|
| <p>2.3.8.6 Bus stop descriptions</p>  | <ul style="list-style-type: none"> Potential for customer touchpoints for Intermediate and Premium (e.g. integrated USB charging ports, interactive maps, secure bike racks, surveillance, etc). |
| <p>2.3.9 Regionwide service level guide</p>  | <ul style="list-style-type: none"> Hours of operation are different to those reflected in the Waipā Public Transport Improvement Plan (6:00am – 7:00pm), for early commuters to work. |



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