

Mahere Waka ā-Rohe o
Waikato 2024-2054
**Waikato Regional
Land Transport Plan
2024-2054**



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Chairman's foreword



As the Chair of the Waikato Regional Transport Committee (RTC) I am pleased to present the 2024 Waikato Regional Land Transport Plan (RLTP). This plan has been a collaborative development right from its inception. The Committee has worked together to evaluate the fundamental transport issues across all of our region and identify the best ways to address the transport challenges facing our communities. The Waikato region is very diverse, covering a large area extending from the top of the Coromandel to south of Taupō and touching east and west coasts. The Committee has been conscious to ensure that careful consideration has been given to this plan to acknowledge differing transport needs across the region.

Regional resilience issues have highlighted the fragility of our transport system and the importance of maintaining and protecting our networks to ensure that the people who live, work and play in our region can continue to get to their destinations safely and efficiently. Through a commitment to maintaining our networks, we are looking after the assets we have and the stability this provides to our network.

We have seen first-hand the devastating effects that nature can inflict on our transport system. Nowhere has this been more evident over the last 18 months than in the Coromandel and along our rural networks. These in turn are just some of many areas across Aotearoa that have been working hard to restore network capacity and capability.

The Committee has also been aware of the challenges that there have been to develop this RLTP, including national funding constraints and the timing of the development of Government policy to reflect investment direction. Keeping the above in mind, the Committee is confident that the direction of the Waikato RLTP provides the best possible programme of activities to respond to our regional transport needs and is considered to be consistent with the Government's transport priorities in the draft GPS. The RLTP has focused on five core areas: resilience, climate change, safety, accessibility and growth and economic development. Through both the programme of activities submitted by partners to the RLTP and through the collective policy responses and implementation measures that accompany these, there is a framework in place to help address these core challenges.

The RTC will continue to advocate on behalf of our communities and network users to ensure that investment is directed to where it is needed most. We remain committed to developing a robust transport system that supports the needs of the region now and into the future.

Ngā mihi nui,

A handwritten signature in black ink, which appears to read 'Michael Downard'.

Cr Mich'eal Downard

Chair, Waikato Regional Transport Committee

Executive summary

The Waikato Regional Transport Committee (RTC) has prepared this Waikato Regional Land Transport Plan 2024-2054 (RLTP) on behalf of the Waikato region. The RLTP is the primary document guiding integrated land transport planning and investment in the region.

The RLTP contains two key components:

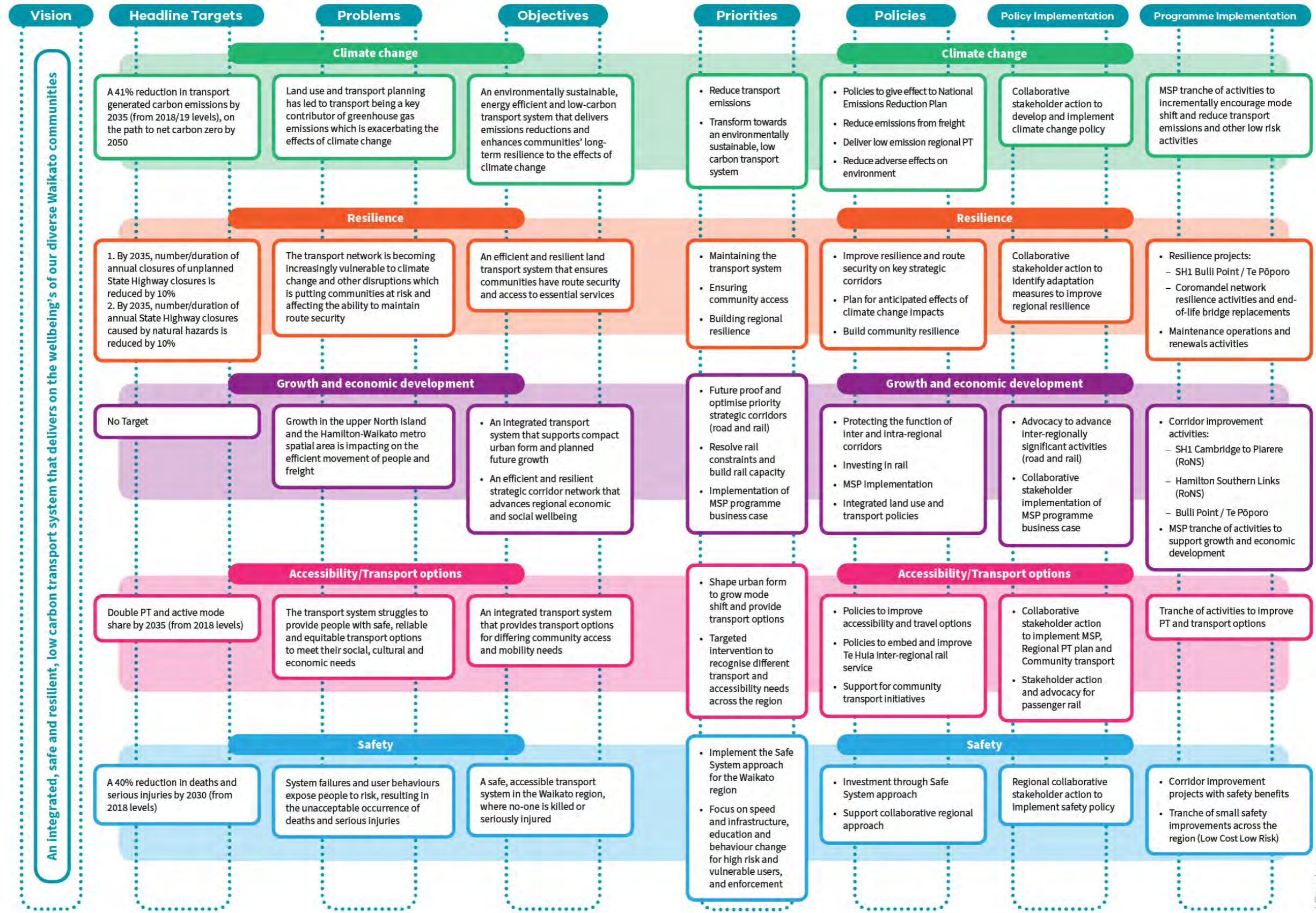
- a regional policy framework that identifies the land transport objectives and high-level transport priorities that will direct investment in the regional land transport system (Part A); and
- the regional programme of transport activities the region has identified and prioritised for inclusion in the National Land Transport Programme for subsequent national funding (Part B).

The line-of-sight diagram “RLTP at a glance” over the following page provides an overall summary of the key components of the RLTP (both Parts A and B). This is the overall blueprint for developing the region’s land transport system.

The line-of-sight diagram identifies:

- the vision for land transport over the life of the RLTP and key objectives;
- the headline targets that provide direction to help the region achieve its vision and objectives;
- the key transport problems that need to be addressed and the 10-year transport priorities the RLTP will focus on;
- key policies under each objective area; and
- implementation of the regional policy framework through policy actions in Part A of the document and through programme activities identified in Part B of the document.

The line of sight clearly shows the key policy connections between the main problems and issues the RTC has identified that need to be addressed, the objectives or end results the region wants to attain, and the way regional transport partners will go about achieving this through prioritising key areas of focus and implementation.



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Wāhanga A: Te Anga
rautaki ā-rohe
**Part A: Regional
Strategic Framework**

Section 1

**Introducing the
Regional Land Transport Plan**

1.1 Purpose of the RLTP

The Waikato Regional Land Transport Plan (RLTP) sets out the long-term strategic direction for land transport in the Waikato region over the next 10-30 years. It describes what the Waikato region seeks to achieve for integrated transport and land use and how this will contribute to the purpose of the Land Transport Management Act 2003⁽¹⁾ under which this RLTP has been developed.

The RLTP contains two key components:

- **PART A:** a regional policy framework that identifies the land transport objectives and high-level transport priorities that will direct investment in the regional land transport system; and
- **PART B:** the regional programme of transport activities the region has identified and prioritised for inclusion in the National Land Transport Programme for subsequent national funding over the next three to six years.

Why the RLTP is important

The RLTP is the primary document guiding integrated land transport planning and investment within the Waikato region. It outlines a consensus regional view on our investment priorities in the context of the longer-term land transport outcomes we are seeking for the region. It is also the mechanism by which significant national investment is secured for transport projects and activities.

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¹ The purpose of the LTMA is to contribute to an effective, efficient and safe land transport system in the public interest

1.2 Our strategic approach to land transport

The Waikato region has benefited from a long-standing and well-supported strategic approach for developing the regional land transport system, resulting in substantial national funding of regional transport activities including nationally significant projects such as the Waikato Expressway.

This approach has seen priority investment across core objectives relating to strategic corridors and economic development, safety, and access and mobility.

The 2021 RLTP brought forward the priority of important underpinning objectives to give effect to national and regional climate change and environmental sustainability outcomes, as well as prioritising the integration of land use and transport planning.

The 2024 RLTP is built off this overall strategic approach with the key change being the need to respond more urgently to climate change and resilience issues, including the role of the RLTP in meeting nationally required transport emissions targets. Accordingly, the key focus areas for the 2024 RLTP are outlined in the adjacent column.

Key issues and objective areas for 2024 RLTP



Climate change



Resilience



Growth and economic development



Accessibility/Transport options



Safety

1.3 How the RLTP fits into the wider planning framework

RLTPs are an important part of New Zealand’s wider system for planning and investment in transport activities.

Key to the system is national direction provided through the Government Policy Statement on land transport (GPS), which outlines how the government will invest in land transport over the next 10 years and where funding should be directed to deliver on this strategy.

Regions then develop their RLTPs through collaboration with regional and local transport partners, and local authorities produce Long Term Plans that confirm local funding availability for transport projects.

The interrelationships between the key policy and funding components are represented in Figure 1 below.

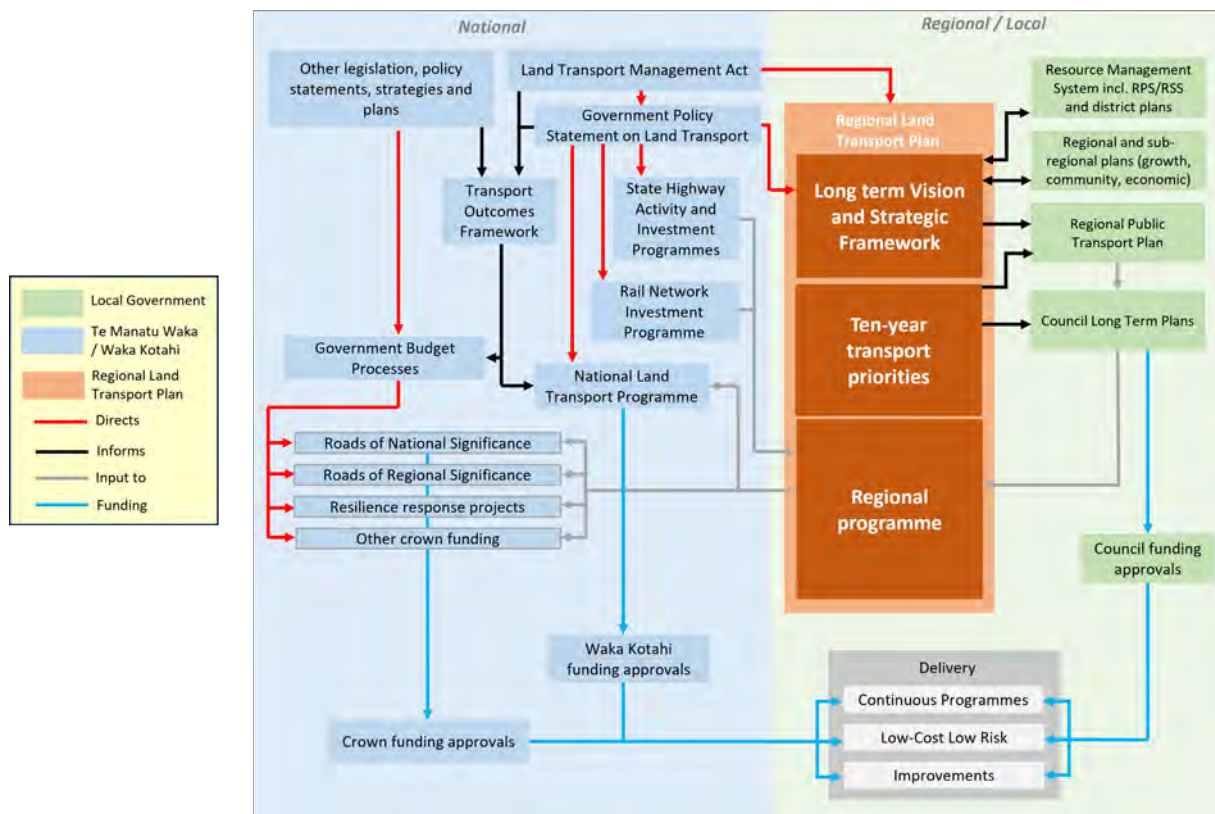


Figure 1: The transport planning and funding policy environment

1.4 Key drivers shaping the 2024 RLTP

The key national and regional policy drivers that have shaped the regional policy framework (presented in Section 3 of the Plan), are summarised in Table 1 below.

Key themes that have emerged since the 2021 RLTP was released include:

- a draft GPS 2024 prepared by the previous government (which shaped early development of the RLTP strategic objectives) and a new draft GPS released in March 2024 outlining the current government’s transport priorities;
- national climate change and emissions reduction policies that have set transport targets the region is expected to work towards on the pathway to net zero by 2050;
- resilience issues as a result of compounding weather events that have severely adversely affected parts of the region, particularly the Coromandel Peninsula;
- a continued strain on available funding and ability to pay local share towards increased maintenance costs and improvement activities (exacerbated by resilience issues);
- national policies requiring the shaping of future compact urban form and transport solutions to support this;
- a regional view on the future of the Hamilton-Waikato Metro Spatial Area and programme business case of what needs to be implemented to provide a future transport system that can support this;
- a new Waikato Regional Public Transport Plan that will deliver a step change in the way in which the PT network and PT system is developed in the region;
- an increasing need to provide for a range of transport options for the region’s different communities; and
- new government policy direction for freight and rail.

The strategic policy framework for the 2024 RLTP was developed through 2023 under the policy environment of the previous Labour government. The change in government and transport priorities in the new draft GPS and NZTA State Highway Investment Proposal (SHIP) has required a change in direction and the RLTP has been amended to reflect the new government’s transport priorities. Some documents and drivers are still government policy and have not been repealed so they still inform policy direction in this RLTP. It is acknowledged that further changes could be introduced during the life of this RLTP. It is important that the region maintains a long-term view of transport priorities for the Waikato. These longer-term objectives and priorities are reflected in the strategic drivers relied on to inform this RLTP.

Strategic drivers for RLTP development 2024

Draft GPS 2024	<ul style="list-style-type: none"> • GPS strategic priorities: economic growth and productivity, increased maintenance and resilience, safety and value for money. • Roads of National Significance (RoNS) programme. • Previous government draft GPS strategic priorities: maintaining and operating the system, increasing resilience, reducing emissions, safety, sustainable urban and regional development, integrated freight system (informed RLTP strategic objectives).
Arataki 30-year plan (Waka Kotahi, NZTA)	<ul style="list-style-type: none"> • Step changes: improve urban form, transform urban mobility, significantly reduce harms, tackle climate change, support regional development. • Waikato outlook: environmental sustainability, healthy and safe people, inclusive access, economic prosperity, resilience and security.
Climate Change	<ul style="list-style-type: none"> • Emissions Reduction Plan: <ul style="list-style-type: none"> • Three focus areas for reducing transport emissions – reduce reliance on cars and support people to walk, cycle and use public transport; rapidly adopt low-emissions vehicles; begin work to decarbonise heavy transport and freight. • Target 1: reduce national VKT by the light fleet by 20 per cent by 2035. • Target 2: increase zero emissions vehicles to 30 per cent of light fleet by 2035. • Target 3: reduce emissions from freight transport by 35 per cent by 2035. • National Energy Efficiency and Conservation Strategy (NEECS) - efficient and low emissions transport is one of three priority areas of NEECS.
Resilience	<ul style="list-style-type: none"> • National Adaption Plan – goals to reduce vulnerability to the impacts of climate change; enhance adaptive capacity and consider climate change in decisions at all levels; strengthen resilience to climate change. • Waka Kotahi Tiro Rangi: our climate adaptation plan – goal is that by 2050 we will have a resilient land transport system in the context of changing climate.
Safety	<ul style="list-style-type: none"> • Road to Zero national strategy - with a target of a 40 per cent reduction in people dying or being seriously injured on our roads by 2030. • Road to Zero policy is currently under review with an objective document pending that will set out the Government's new road safety objectives, priorities and actions. The expectation is a move away from "Vision Zero" to a policy focus on the transport system being "substantially safer". • The Land Transport Rule: Setting of Speed Limits Amendment 2023 has revoked the previous requirements for speed management around schools and the development of speed management plans (now discretionary).
Growth	<ul style="list-style-type: none"> • NPS on Urban Development – housing availability and affordability and to ensure well-functioning urban environments; requirement to provide sufficient development capacity in urban areas; requirement to provide rapid transit corridors in RLTP. • Future Proof Strategy - a 30-year growth management and implementation plan for the Hamilton, Waipā, Waikato and Matamata-Piako sub-region.
Metro Spatial Plan	<ul style="list-style-type: none"> • Hamilton-Waikato Metro Spatial Plan and Transport Programme Business Case objectives: <ul style="list-style-type: none"> • reduce deaths and serious injuries • provide reliable and efficient key freight tasks • deliver alternative mode options that are preferable to private cars for the majority of trips • support the MSP's compact and quality urban form with supportive and capable transport systems that make best use of existing infrastructure, reduce environmental impacts, and protect taonga

Strategic drivers for RLTP development 2024

	<ul style="list-style-type: none"> • reduce carbon emissions to achieve net zero transport by 2050 • provide equitable transport and mobility options for all. • Seeks a radical transport shift to a multi-modal transport network, including the establishment of a rapid and frequent public transport network. • Hamilton-Waikato Metro Area Mode Shift Plan. • Access Hamilton, Waipā Transport Strategy, other Future Proof partner strategies and plans.
Mode Shift	<ul style="list-style-type: none"> • Keeping Cities Moving – a national plan for mode shift • Hamilton-Waikato Metro Area Mode Shift Plan - represents the first step in a longer-term plan to co-ordinate walking, cycling and public transport in the area. The focus areas for achieving mode shift are shaping urban form, making shared and active modes more attractive, influencing travel demand and transport choices.
Freight	<ul style="list-style-type: none"> • NZ Rail Plan investment priorities: <ul style="list-style-type: none"> • investing in the national rail network to restore rail freight and provide a platform for future investments for growth • investing in the metropolitan rail networks to support growth and productivity in our largest cities • the key priorities for investment over the next decade include network renewals and maintenance, level crossing safety improvements, locomotive and wagon replacement, installation of automatic train protection in metro areas, mechanical depot upgrades, design and procurement of two ferries, core asset renewals. • NZ Freight and Supply Chain Strategy has a three-year focus on four high-priority areas: ports and connections to their communities, road and freight decarbonisation, data sharing, international engagement. • Waikato & Bay of Plenty Freight Action Plan 2022 is an action plan to support the sector’s growth and progress.

Table 1: Summary of key strategic drivers shaping RLTP 2024

1.5 Our vision and objectives - What the RLTP is trying to achieve

The Waikato Regional Transport Committee (RTC) has developed the strategic policy framework for the 2024 RLTP in response to the key transport issues and strategic drivers identified in Table 1. This is presented in Section 3 of the plan.

Figure 2 overpage provides a summary of the region’s vision and strategic regional transport objectives and supporting headline targets against the backdrop of the Ministry of Transport’s Outcomes Framework.

Vision for land transport

The high-level vision for land transport in the Waikato region is an integrated, safe and resilient, low carbon transport system that delivers on the 'wellbeings' of our diverse Waikato communities.

The headline targets represent where we want to see progress in key objective areas towards our vision for land transport in the Waikato region. They are supported by a comprehensive monitoring framework in Section 6 of the plan, which will help us to know whether we are on the right track to meeting our transport objectives and regional targets.






Headline targets

Headline targets need to be SMART (specific, measurable, accurate, robust and trackable). This can prove challenging where the objective area is broad and not easily measured and this is the reason why there is currently no headline target for our growth and economic development objective.

The RLTP seeks to:

- continue to build on the momentum set in the 2021 RLTP;
- secure funding to invest in the regional land transport priorities across all five objective areas – they are all important;
- secure funding for projects and transport activities that, with incremental steps, will make substantial progress towards shaping a future transport system that delivers on emissions reductions and provides for the future transport needs of our communities; and
- demonstrate that the region is ready to take up opportunities to shape the future transport system, which

will have wider national benefits beyond the region. These opportunities are discussed further in Section 2 of the plan.

Strategic objectives for the 2024 RLTP	
	<ul style="list-style-type: none"> • Climate change – an environmentally sustainable, energy efficient and low-carbon transport system that delivers emissions reductions and enhances communities long-term resilience to the effects of climate change.
	<ul style="list-style-type: none"> • Resilience – an efficient and resilient land transport system that ensures communities have route security and access to essential services.
	<ul style="list-style-type: none"> • Growth and economic development – an integrated transport system that supports compact urban form and planned future growth; AND an efficient and resilient strategic corridor network that advances regional economic and social wellbeing.
	<ul style="list-style-type: none"> • Accessibility and transport options – an integrated transport system that provides transport options for differing community access and mobility needs.
	<ul style="list-style-type: none"> • Safety – a safe, accessible transport system in the Waikato region where no one is killed or seriously injured.

Land Transport Management Act 2003

Contribute to an effective, efficient, and safe land transport system in the public interest.

Ministry of Transport's Outcomes Framework

The purpose of the transport system is to improve people's wellbeing, and the liveability of places.

Outcome

1

Inclusive Access

2

Healthy and safe people

3

Environmental sustainability

4

Resilience and security

5

Economic prosperity

Waikato Regional Land Transport Plan

Vision: An integrated, safe and resilient, low carbon transport system that delivers on the wellbeing's of our diverse Waikato communities.

Strategic objectives

Climate change objective

An environmentally sustainable, energy efficient and low-carbon transport system that delivers emissions reductions and enhances communities' long-term resilience to the effects of climate change.

Resilience objective

An efficient and resilient land transport system that ensures communities have route security and access to essential services.

= combined 40% weighting

Growth objectives

- An integrated transport system that supports compact urban form and planned future growth.
- An efficient and resilient strategic corridor network that advances regional economic and social wellbeing.

Accessibility/Transport options objective

An integrated transport system that provides transport options for differing community access and mobility needs.

= combined 35% weighting

Safety objective

A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured.

= 25% weighting

Draft Headline targets

Climate Change

A 41% reduction in transport generated carbon emissions by 2035 (from 2018/19 levels), on the path to net carbon zero by 2050.

Safety

A 40% reduction in deaths and serious injuries by 2030 (from 2018 levels).

Accessibility/Transport options

Double PT and active mode share by 2035 (from 2018 levels).

Resilience

- By 2035, number/duration of annual closures of unplanned State Highway closures is reduced by 10%
- By 2035, number/duration of annual State Highway closures caused by natural hazards is reduced by 10%.

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Figure 2: Strategic Policy Framework for RLTP 2024

The road to transformative change is a challenge – but one we are ready for

The transformative change as signalled in this RLTP for the regional land transport system over the long-term (10 to 30 years) is a challenge. Climate change is a long-term problem that requires a long-term solution. It is a priority for the Waikato region. The current Emissions Reduction Plan sets ambitious emissions reduction targets the region will continue to work towards achieving. This will require an increase in urban travel options such as walking, cycling and public transport and a shift to low-carbon vehicles to realise a low carbon transport future.

Through the collaborative work on the Metro Spatial Plan (MSP) and implementation roll-out of the MSP Programme Business Case we have a good understanding of what transport activities are needed to incrementally transform the transport system in our largest urban environment. We have a real opportunity to shape the future. It is in our largest metro area where we can make the most significant advances in communicating and enabling the behaviour change necessary to reduce carbon emissions from the transport sector. This is where we can make the most traction and have the greatest opportunity to implement transport options and mode shift. Future Proof transport partners have an agreed vision and stakeholder buy-in for the Metro Spatial Area. A step change has been mapped out to deliver a public transport system that will fit the future needs of the region under the Regional Public Transport Plan and the region is undertaking innovative work in electric vehicle charging networks, adaptation pathway planning and resilience preparedness.

However, we also have a large rural region facing a different set of issues, including resilience challenges, population ageing and decline in some districts, and accessibility issues. Many of our rural councils in the region also face serious funding constraints. It is essential then that we maintain existing assets, look to ways of providing fit for purpose transport options to support rural communities, and ensure the region's inter and intra-regional strategic corridors are resilient and efficient and can effectively support regional economic development and productivity.

This is why, in the face of a severely constrained funding system and a change in direction under the draft GPS that has particularly resulted in current challenges for funding public transport and walking and cycling activities, the RLTP clearly signals all of the region's land transport objectives that we want to achieve in the longer term. This RLTP demonstrates the region is ready to go—subject to funding—and the case for national investment in the Waikato region is strong. Investing in the Waikato region will not only help to meet regional goals, but it will also have national benefits.

1.6 How to navigate the RLTP

Executive summary	Contains the “line of sight” diagram that summarises the RLTP by mapping out the strategic policy approach – from the core transport problems and objectives the RLTP is focusing on through to the high-level 10-year transport priorities investment is directed to via implementation through the regional programme of transport activities and key stakeholder actions.
Part A: Regional Policy Framework	
Section 1: Introducing the RLTP	Introduces the purpose and strategic approach for land transport in the region and outlines the key drivers that have shaped the 2024 RLTP. It then introduces the region's vision and strategic transport objectives and outlines what this RLTP is trying to achieve for the Waikato region.
Section 2: The Waikato context	Provides the regional context for the RLTP, the key transport issues and opportunities for developing the regional land transport system. This section is supported by key evidence in Appendix A, which also supports the case for investment in the Waikato region.
Section 3: Regional policy framework	Details the regional policy framework for land transport presented in a series of policy templates based around the key transport objectives and the case for investing in our regional priorities.
Part B: Regional Programme	
Section 4: Regional programme of transport activities	Presents the updated regional programme of transport activities, the region’s prioritised significant transport activities, and activities of inter-regional significance. The tables of transport activities are in Appendices G and H.
Section 5: Funding the RLTP	Outlines the anticipated funding to give effect to the RLTP.
Section 6: Monitoring the RLTP	Details how transport partners will monitor the RLTP to see how the region is progressing towards realising our regional land transport vision and objectives.

Section 2
The Waikato context

2.1 The strategic importance of the Waikato

The Waikato region is located in the heart of the upper North Island and the region's strategic inter and intra-strategic corridors (road and rail) play a vital role contributing to regional and national prosperity and productivity.

The Waikato region is the fourth largest regional economy in New Zealand and the fourth largest region by population. The region covers a wide geographical area incorporating 11 local authorities, three police districts, and is home to many different communities and iwi.

The Waikato region's strategic corridors connect the Ports of Auckland and Port of Tauranga through the nationally and strategically important SH1/SH29 interregional RoNS corridor, which also connects the country's largest area of population and population growth: the 'golden triangle' between the Auckland, Waikato and Bay of Plenty regions.

The North Island Main Trunk (NIMT) and East Coast Main Trunk (ECMT) are the strategic rail freight corridors in the region, with the Hamilton to Auckland rail corridor providing the Te Huia inter-regional passenger rail service.

The Waikato region also contains important inland ports and logistics hubs that serve the freight task, including Waikato Tainui's Ruakura Superhub, which will become the largest logistics and industrial hub and inland port in New Zealand. Waikato is also home to Hamilton Airport, which is recognised as regionally significant infrastructure. There is also a smaller domestic airport servicing Taupō.

At the region's core is the Metro Spatial Area (MSA) where most of the Waikato's population resides and where 90 per cent of future growth in the region will occur. Key strategic road, cycling and walking, and passenger transport networks serve the metro spatial population.

The Waikato region has the fourth largest public transport network in New Zealand, servicing the Metro Spatial Area and wider regional towns.

The rest of the region is served by a comprehensive network of state highway and local roads, which are vital in facilitating the social, cultural and economic needs of our people, connecting communities and smaller urban areas.

The Waikato region is also home to hundreds of kilometres of cycle trails to discover, offering riders a close-up look at the region's picturesque scenery.

The region's network of inter and intra-regionally significant road and rail corridors are represented on Maps 1 and 2.

Figure 3 overpage is a visual snapshot of key aspects of the Waikato region's people and economy. This illustrates the fundamentally important role the regional land transport system plays in supporting the diverse transport needs of the region, our people, and the regional and national economies.

The Waikato is rich in Māori history, with ties to many iwi and the home of Kīngitanga. Tangata whenua hold a significant physical and cultural relationship with the Waikato region.

Māori make up nearly one quarter of the population of the Waikato Region (2018 census) and are growing twice as fast as the general population.

The region's Māori economy continues to emerge as an economic force, with Māori assets in the region valued at \$14.7 billion, and a significant 8.9 per cent contribution to regional GDP.

Ruakura Superhub is a project of national significance and one of Aotearoa, New Zealand's largest multi-use developments. The 490-hectare superhub is anchored by the Ruakura Inland Port and is adjacent to the East Coast Main Trunk rail line and the Waikato Expressway. Its location provides efficient and strong connectivity to both Tauranga and Auckland and creates an integrated, cost-effective supply chain solution for both importers and exporters.

Iwi and Māori entities from the region are becoming increasingly important to the region's economic future. The Waikato Regional Transport Committee will continue to support sustainable economic development strategies that will benefit communities now and future generations.

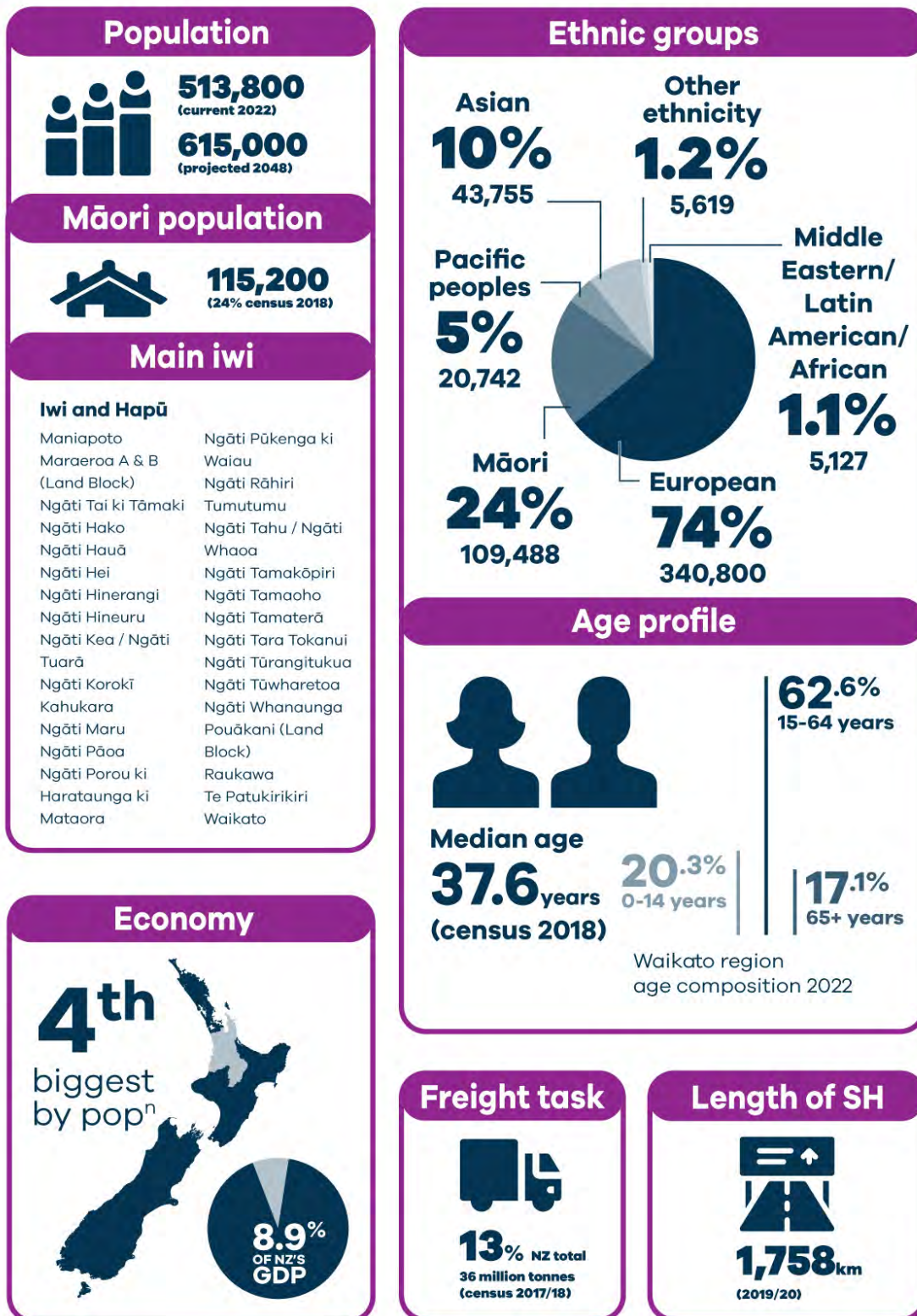


Figure 3: A visual snapshot of the Waikato Region's people and economy

NIMT
Primary rail freight and passenger rail corridor in the North Island.

SH2
Key interregional corridor connecting Auckland, Coromandel and Bay of Plenty - local journeys and tourism.

SH25 & SH25A
Key lifeline corridor supporting community access, freight and tourism around the Coromandel Peninsula.

MAP 1
FUNCTION OF KEY STRATEGIC ROAD AND RAIL CORRIDORS IN THE WAIKATO REGION

- LEGEND**
- National high volume road corridor
 - National road corridor
 - Regional road corridor
 - Arterial road corridor
 - State highway
 - Railway
 - National rail corridor
 - Regional rail corridor
 - Inland port/Freight hub
 - Major sea ports
 - Major domestic airports
 - Auckland International Airport

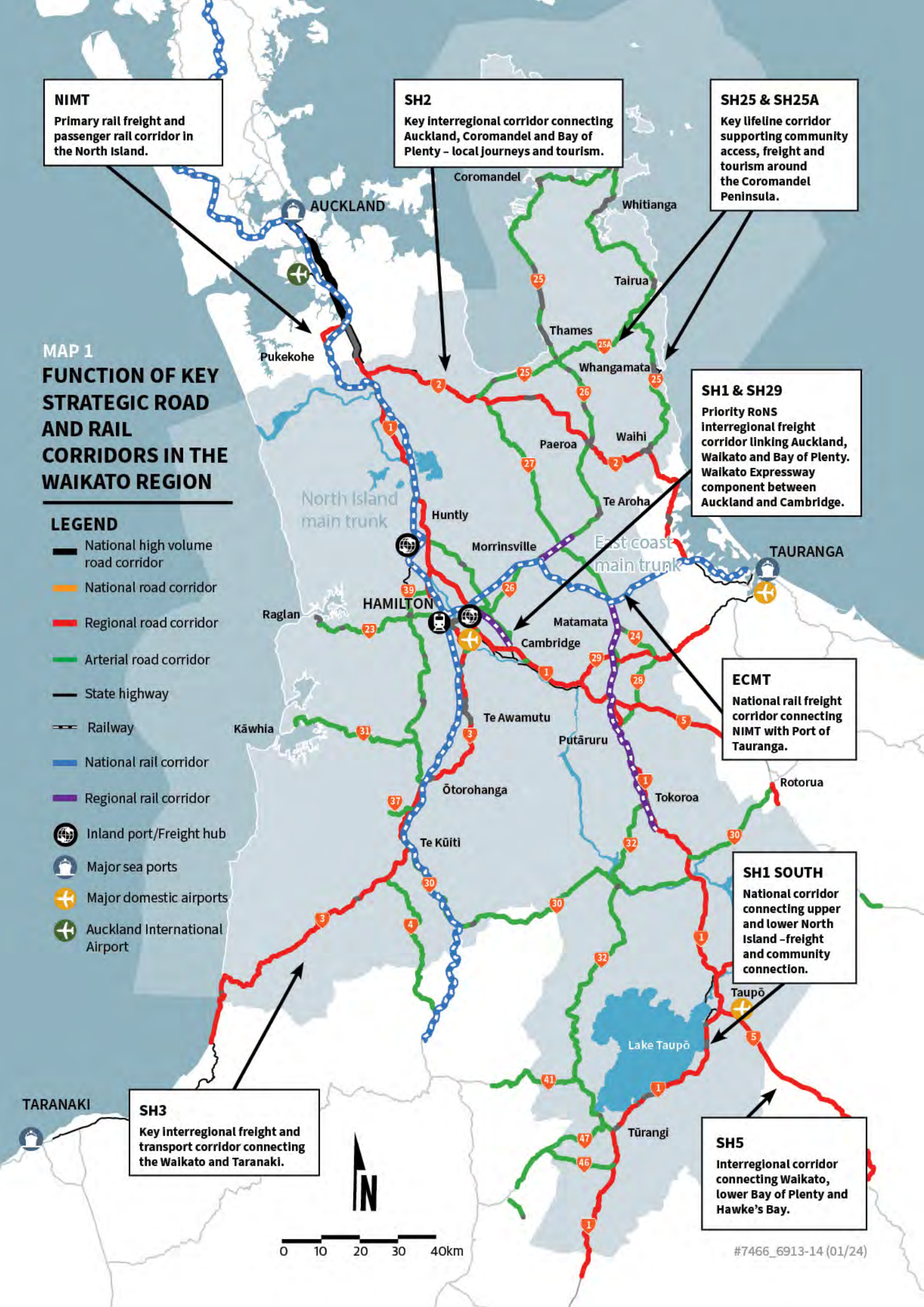
SH1 & SH29
Priority RoNS interregional freight corridor linking Auckland, Waikato and Bay of Plenty. Waikato Expressway component between Auckland and Cambridge.

ECMT
National rail freight corridor connecting NIMT with Port of Tauranga.

SH1 SOUTH
National corridor connecting upper and lower North Island -freight and community connection.

SH3
Key interregional freight and transport corridor connecting the Waikato and Taranaki.

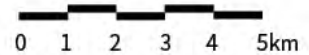
SH5
Interregional corridor connecting Waikato, lower Bay of Plenty and Hawke's Bay.



MAP 2

Function of key strategic road and rail corridors in the Hamilton-Waikato metro area

- National high volume road corridor
- National road corridor
- Regional road corridor
- Arterial road corridor
- Future national road corridor
- Future regional road corridor
- Future arterial road corridor
- National rail corridor
- Regional rail corridor
- Hamilton Ring Road
- Airport
- Waikato Hospital
- Tertiary institution
- Inland port / freight hub
- Transport centre
- Train station



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WAIKATO DISTRICT

WAIKATO EXPRESSWAY HAMILTON SECTION

Function to provide eastern and northern access into the city and bypass of city.

HAMILTON RING ROAD

Key strategic corridor moving people and freight in and around the city.

Hamilton City

WESTERN CORRIDOR

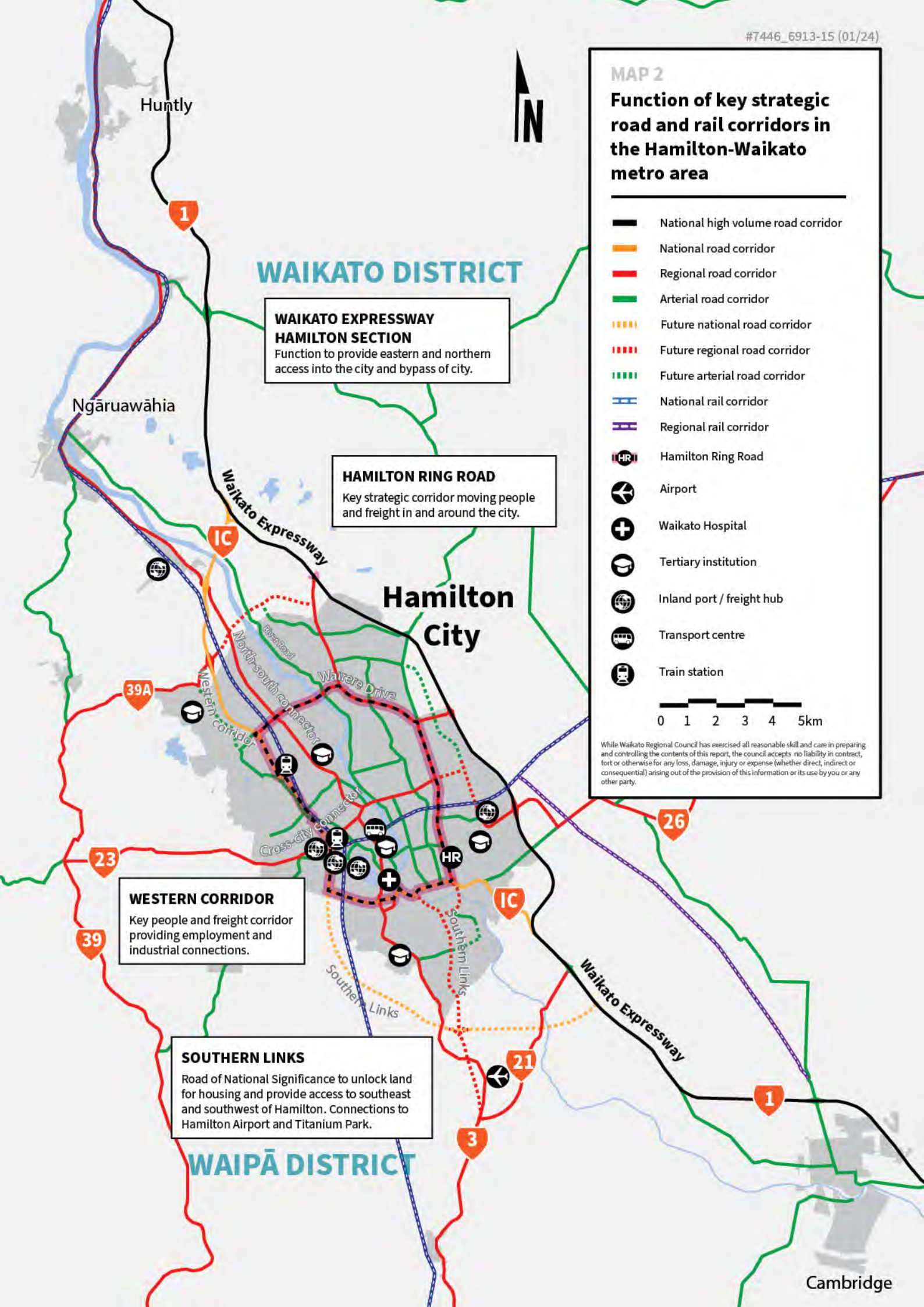
Key people and freight corridor providing employment and industrial connections.

SOUTHERN LINKS

Road of National Significance to unlock land for housing and provide access to southeast and southwest of Hamilton. Connections to Hamilton Airport and Titanium Park.

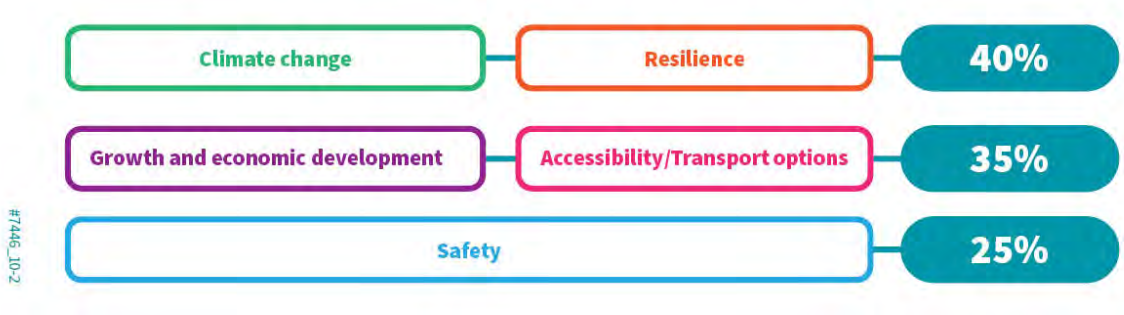
WAIPĀ DISTRICT

Cambridge



2.2 Key transport issues and challenges

The RTC has identified the following key issues that the RLTP needs to address and has weighted the urgency of these issues for the Waikato region.



A summary of the key transport issues and the challenges facing the Waikato region is outlined below, with an infographic provided at the end of this section. This is supported by more detailed analysis in a supplementary report to the RLTP, a summary of which is in Appendix A. This outlines the evidence for the region’s problems and indicates the types of intervention that would be required to reach the headline targets that have been set for the RLTP. The evidence also provides the rationale for the case for investing in the region’s transport priorities (summarised in Section 3 of the RLTP).



2.2.1 Climate change and the challenge of transport carbon emissions

Climate change is a key challenge facing our times. We are heavily reliant on high-carbon transport, and this is contributing to transport emissions that are warming our climate and having consequential adverse effects on our transport networks and on our communities.

Section 1.4 of the RLTP outlined the strategic national policy drivers and targets set to reduce transport emissions. We have also set a regional headline target to reduce our transport emissions. But the “getting there” is the challenge.

The facts

- Transport emissions make up 20 per cent of NZ’s gross emissions profile (92 per cent of which is road transport).
- Waikato contributes 14 per cent of national vehicle emissions.
- 16 per cent of our regional emissions are from transport.
- In the Waikato region more than 90 per cent of journeys to work are made by car.
- Hamilton has the highest reliance on private motor vehicles of all large NZ cities.
- 68 per cent of all car trips in Hamilton City are under five kilometres long and just over one-third are under two kilometres.
- 93 per cent of freight volume is moved by road transport.

Issues/challenges

- Heavy reliance on cars, high vehicle kilometres travelled (VKT) and single-occupancy car use over short distances, particularly in the Metro Spatial Area.
- Low use of public transport and active modes in the Metro Spatial Area.
- Extensive roading network (SH and local) that carries nationally significant freight movements – this is projected to grow, which will increase transport emissions.
- Population growth in the Metro Spatial Area will increase transport emissions if current transport behaviours continue.

- Health impacts (air quality, impacts on human health) that have high social and environmental costs.
- Meeting national emissions reductions targets will require a shift in the regional land transport system – this will require:

Meeting the headline target for climate change will require the following (from 2018 baseline levels):

- Reduce VKT by 24 per cent
- Increase EVs to 30 per cent of the light fleet
- Increase PT by 100 per cent
- Increase walking by 100 per cent
- Increase cycling by 100 per cent
- Increase fuel economy by 10 per cent.

Note: The Waikato RTC will undertake a review of climate change policy which is expected to be updated through the development of a second Emissions Reduction Plan. Targets relating to climate change and transport emissions will be included in the review to ensure alignment with latest data and consistency with the GPS.

2.2.2 Resilience and the impact of climate change on our strategic corridors

In the transport context, resilience is the ability of a transport system to move people and goods around in the face of one or more major obstacles to normal function.

Climate change is increasing the risk, severity and frequency of natural hazards such as severe storm events that are having a devastating impact on the country and on parts of the Waikato region.

A resilient transport system is therefore ever more vital to ensure that strategic community lifelines are maintained and communities are not isolated.

The facts

- Between 2007 and 2017, climate change-related floods and drought cost the economy an estimated \$840 million.
- Cyclone Gabrielle and the extreme weather events of early 2023 severely damaged freight infrastructure and supply chain lines and affected various parts of the region, most notably the Coromandel Peninsula (SH25) with the severance of SH25A by a landslide.
- Over 40 per cent of the funding for major transport activities was spent on road maintenance from 2019 to 2021/22.

Issues/challenges

- Major resilience hotspots include the Coromandel Peninsula, low-lying areas in the Hauraki Plains, interregional connections such as SH3 to Taranaki and SH1 around Lake Taupō, and one way in/out strategic routes such as Raglan (SH23) and Kawhia (SH31).
- The key challenge is the increasing costs of maintaining and reinstating the strategic transport network across such a large region.
- Climate change impacts are not distributed evenly so often vulnerable populations and low-income, ageing or rural communities disproportionately face increased local funding costs to address increasing resilience issues.
- Addressing resilience issues will require:
 - funding the maintenance and renewal of the strategic transport network
 - providing appropriate transport options to build a resilient and sustainable transport system (coastal shipping, public transport)
 - managed adaptation pathways
 - building broader community resilience (e.g., preparing for transport needs of an ageing population).

2.2.3 The challenge of growth

The Waikato regional transport system is vital to supporting a productive and growing regional economy and facilitating wider national economic benefits.

Population growth, particularly in the metro spatial area, along with a growing freight task, is placing pressure on the efficiency of the region’s inter and intra-regionally strategic transport corridors and local road networks. Freight volumes in the region are represented in Map 3.

It is also increasing demand for housing and the need to reshape the region’s urban areas to accommodate future public transport services and alternative transport options that will help support emissions reductions.

The facts

- The Waikato region is expected to grow from 500,000 in 2018 to 615,000 in 2048.
- Half of the region’s population lives in the Metro Spatial Area, which is projected to double within the next 30 years.
- Waikato has 13 per cent of the country’s freight task, which nationally is expected to increase 20 per cent by 2035.
- Freight volumes in the Waikato are forecast to grow 47 to 65 per cent by 2030.

Issues/challenges

- This growth brings a number of challenges including increased congestion, which affects travel times and the efficiency of the transport network as well as increasing safety issues.
- Rail constraints and barriers to the uptake of rail need to be addressed and overcome in order to take up the opportunities rail freight provides (reducing emissions and freeing up road capacity).
- The current transport network does not support compact urban form which is needed to achieve mode shift and emissions targets.
- The region has a plan (MSP) to support the national sustainable urban development priorities but funding this will be a challenge.
- Responding to the challenge of growth will require:
 - focused investment to protect the efficiency of the strategic transport network
 - optimising and prioritising road corridor space for frequent and rapid public transport corridors
 - funding commitment to roll out Metro Spatial Plan implementation that will support agreed national and regional spatial planning outcomes for compact urban form, housing and growth.

2.2.4 Providing transport options and ensuring accessibility

Our current transport system struggles to provide people with safe, reliable and equitable transport options to meet their social, cultural and economic needs. This has a detrimental effect on people's health and wellbeing, and ultimately to the economic health of the region.

The facts

- There is a range of demographic data (refer to Appendix A) that paints a picture of inequitable access to transport options.
- 18 per cent of the population is over 65 years old.
- 25 per cent of the population identifies as having a disability.
- About 10,000 households don’t have access to a car.
- 20 per cent of the population is too young to drive.

Issues/challenges

- The public transport network is not providing what people need – more public transport options are needed for our urban and rural towns.
- Improved transport options that target specific community requirements are needed – e.g. public transport to support access to health, education, employment, rural access needs where transport

options are limited, and for the transport disadvantaged who have mobility issues where the current transport system can be a barrier to mobility.

- Ensuring the region’s communities will have accessible access to a range of transport options will require:
 - funding of innovative and targeted transport options across the region
 - implementation of Metro Spatial Plan, Regional Public Transport Plan, Access Hamilton and other territorial authority initiatives to improve transport options and mode shift.

2.2.5 The safety challenge

Waikato communities want a safe, accessible transport system where no one is killed or seriously injured, but system failures and user behaviours are exposing people to risk. Too many people are being killed or seriously injured on our roads.

The facts

- The Waikato fatal crash rate is higher than the national average and there has been an increasing trend in the number of fatal crashes since 2013.
- 70 per cent of Waikato crashes occur on rural roads.
- Speed or driving too fast for the conditions continues to be a significant contributor in fatal and serious crashes (accounts for 24 per cent of high-severity crashes in the region).
- Pedestrians and cyclists are particularly exposed to much higher risk than car users—Hamilton has the country’s

highest rate of death and serious injury involving pedestrians and cyclists.

- The estimated social cost to the region is about \$500 million a year.

Issues/challenges

- Despite concerted national and regional effort, the safety of the regional transport system and the people who use it remains a priority challenge.
- Safety issues are worsened by the complexity of the regional land transport network and the high proportion of movement both within and through the region. Growth in the Metro Spatial Area and on the region’s strategic freight corridors is also exacerbating safety risk.
- This is resulting in adverse health effects on people and communities, whether it is from road trauma or death, or other health related adverse impacts from the land transport system e.g., air pollution related health implications.
- Addressing the safety issue requires:
 - all aspects of the Safe System approach need continued funding commitment
 - continued collaborative regional approach through the Regional Road Safety Forum and other collaborative partnerships.

Over the next 30 years, significant transformation of the Waikato transport system is needed to address the challenges, including meeting national emissions reductions priorities, to make significant progress on the region’s key transport objectives.



A Safe System is based on four principles that guide how we approach and improve road safety, image courtesy of NZTA.

Climate change



14%
of NZ's vehicle
emissions



87%
of trips in Hamilton
by car



68%
of Hamilton car trips
under 5km



93%
of freight volume
moved by road



90%
of work journeys
by car



37%
of Hamilton car trips
under 2km

Resilience



70+
sites in
Thames-Coromandel
need road repairs after
2023 cyclone events



40%
of major transport
funds spent on road
maintenance from
2019/20 to 2021/22



342km
of roads exposed
to coastal flooding



2750km
of roads exposed to
known floodplains

Safety



70%
of high severity
crashes are on
the open road



20%
of NZ road
casualties
each year



24%
of high severity
crashes are
speed related



\$500m
annual social cost
of death
and serious injury

Accessibility/Transport options



18%
of the population
is over 65 years old



25%
of the population
have a disability.



10,000
households don't
have access to a car



20%
of the population
is too young to drive

Growth - urban development



18.7%
population growth
by 2048



50%
of the population lives in
the Metro Spatial Area



100%
population growth in
MSA over next 30 years



1.1%
growth in Waikato
for 2022



0.2%
NZ growth in same time



90%
of growth will be in the
MSA over the next 30 years

Growth - strategic corridors



13%
of NZ's growing
freight task



40%
of NZ's freight
movements



3
nationally important
ports



47-65%
growth in freight
volumes by 2030





1758km
NZ's largest SH
network

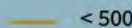
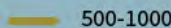
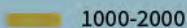
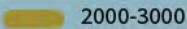
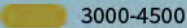
- Auckland
- Tauranga
- Ruakura

**MAP 3
FREIGHT VOLUME IN
THE WAIKATO REGION
(2022)**

LEGEND

-  Major sea ports
-  Inland port

Average annual heavy vehicle counts per day:

-  < 500
-  500-1000
-  1000-2000
-  2000-3000
-  3000-4500

AUCKLAND



AUCKLAND

Coromandel

Whitianga

Tairua /Pauanui

Thames

Whangamata

Pokeno

Tūākau

Te Kauwhata

Paeroa

Waihi

Huntly

Te Aroha

TAURANGA

Ngāruawāhia

HAMILTON

Morrinsville

Raglan

Matamata

Cambridge

Te Awamutu

Putāruru

Rotorua

Ōtorohanga

Tokoroa

BAY OF PLENTY

Te Kūiti

WAIKATO

1

5

5

5

Tūrangi

Lake Taupō

5

TARANAKI

2.3 Key opportunities

The Waikato region undoubtedly faces challenges delivering a transformative regional land transport system that will respond to the future needs of the region's diverse communities, whilst at the same time delivering transport emissions reductions.

As introduced in Section 1, the Waikato region is well placed to take up key opportunities. Several key pieces of collaborative work completed since the 2021 RLTP have put the region in a position to roll out the implementation of transformative projects. This will put us on the path to deliver on our land transport vision and objectives.

The Waikato region can make steady progress towards shaping a future transport system to a multi-modal, low carbon, sustainable and resilient system that supports economic growth and productivity, lowers transport emissions and contributes to other national priorities.

The region is ready to go. The case for investment in our strategic transport priorities is strong, as outlined in Section 3 of this plan. But the region needs committed funding to make this happen.

Key opportunities include:

- Implementation over the long term of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case and Access Hamilton 30-year strategy for Hamilton City—this provides the single most important opportunity to transform urban mobility and transport emissions reductions. Refer to the "Opportunities for the Metro Spatial Area" over page.
- Implementation of the Waikato Regional Public Transport Plan 2022-2032, the mission of which is to enable a better Waikato by enhancing people's lives and shaping the future with outstanding transport solutions. Public transport is the safest form of travel, and the plan prioritises objectives to deliver an integrated network that improves regional accessibility, safety and a transition to a ridership-oriented network for the Metro Spatial Area. The plan also aspires to deliver public transport services in a way that results in at least net neutral carbon emissions from 2025 to 2050.
- The future role of rail in our region is a key opportunity—for freight and passenger rail. Investing in rail will contribute across the region's transport objectives as well as national GPS strategic priorities. Refer to the "Opportunities for investment in Rail" over page.
- The Waikato region will continue to provide a nationally significant role in the distribution of freight with exciting opportunities to enhance freight efficiency and mode shift to rail with the Ruakura Superhub.
- Key opportunities for investment in strategic roading projects in the Waikato region, including Roads of

National Significance (RoNS) projects and resilience activities. Refer to the "Opportunities for strategic roading in the Waikato region" overpage.

- Important resilience work is being undertaken to try and better understand the resilience risk around the Waikato region and pathways for adaptation. Investment in building wider community resilience is vital in sitting alongside the emissions reductions work.
- The climate events of early 2023 have been a wake-up call and this RLTP signals the importance of investing in future coastal transport/shipping as a valid longer-term transport freight option to strengthen the regional transport system, particularly for the Coromandel Peninsula.
- There are opportunities both through the Metro Spatial Plan implementation and more broadly through community transport initiatives to provide innovative transport options that will support accessibility and people's mobility, and regional economic development.
- The region is well set up in the road safety space to deliver road safety implementation across the region, including innovative education programmes.
- The region is collaborative and organised and has a shared regional vision of where we want to go – the region is implementation ready for other agreed integrated land transport strategies and planning delivery.

Opportunities for investment in the Metro Spatial Area

Hamilton-Waikato Metro Spatial Plan

The Hamilton-Waikato Metro Spatial Plan (MSP) outlines a vision and framework for how Hamilton City and the neighbouring districts of Waikato and Waipā will grow and develop over the next 100 or more years. This is delivered through the Future Proof partnership⁽²⁾.

The MSP identifies six transformational moves for change, including the need for **a radical transport shift** to an urban form shaped around a multi-modal rapid and frequent public transport network and safe walking and cycling networks.

This would support economic growth and productivity, reduced carbon emissions, increased housing choice, more affordable housing and improved access to employment and key amenities.

The MSP approach for transport involves:

Key move 1: A place-shaping integrated rapid public transport network linking major growth centres

Key move 2: An appropriately scaled freight and movement road network providing convenient and reliable access for the region's economic activity hubs

Key move 3: An active mode network that improves the health and wellbeing of people, communities and the environment.

The metro area needs a transformational shift in the approach to urban development and infrastructure planning. A radical transport shift to a multi-modal transport network shaped around where and how communities will grow.

Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case

The Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case contains a recommended programme for implementation to support compact urban form and the aspirations of the Hamilton-Waikato Metro Spatial Plan. This includes:

rapid transit land use intensification walking and cycling and micromobility freight hubs and significant shift to rail shared bus and freight lanes supporting interventions (rural access programme, park and ride).	Benefits Mode share regionwide mode shift 20 per cent key bus rapid transport corridors—Hamilton City 44 per cent Emissions reductions for region of 7 to 10 per cent between 2019 and 2035 reductions for area within the key corridors of Hamilton would be 10 to 13 per cent.
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The delivery of the programme requires step-by-step improvements over the long term and relies upon road controlling authorities, land use planning agencies, public transport operators and government investors to work in a collaborative way to deliver the programme over the next 30 years. Along with the Access Hamilton Strategy and Waikato and Waipā integrated transport strategies, this will ultimately deliver a transformative change and represents the single most important opportunity to transform urban mobility and reduce transport emissions in an integrated way.

2 Future Proof sub-regional partnership including regional and territorial authorities, central government agencies and iwi.

Southern Links

The Southern Links project aims to develop an effective transport network of state highway and urban arterial routes to support Hamilton's planned growth, including the Peacocke growth cell to the southwest of the city. The route that has been designated is now identified as a Road of National Significance (RoNS) in the draft GPS. When finished, it will complete a ring road around Hamilton and will open better connections into and out of Hamilton and to Hamilton Airport and Titanium Park employment node. As the project is still in the early stages of its development and following a form and function review in 2023, there is opportunity to provide a multi-modal transport network that will bring many benefits including improved freight and people connectivity within the metro spatial area and wider region, improved traffic flow on the city's urban and subregional arterial network, improved resilience as an alternative access to SH1, improved safety and opportunities to improve future public transport connections between Hamilton and the airport.



Construction of a new bridge over the Waikato River and surrounding transport network is under way in the Peacocke neighbourhood, Hamilton. Photo courtesy of BBO.

Opportunities for investment in rail

New Zealand Rail Plan

The New Zealand Rail Plan outlines the Government's vision and investment priorities for rail including the commitment to seeing rail play its part in a multi-modal transport system and the significant changes that are needed to strengthen rail.

Strategic investment priorities for a resilient and reliable rail network include:

- investing in the national rail network to restore rail freight and provide a platform for future investments for growth
- investing in the metropolitan rail networks to support growth and productivity in our largest cities.

The Government is committed to continuing to invest in rail through the Rail Network Investment Programme (RNIP) to achieve the priorities set out in the New Zealand Rail Plan. The immediate focus is predominantly on funding maintenance and renewal activities and ensuring a resilient rail network.

Emissions Reduction Benefits

On average, every tonne of freight moved by rail produces at least 70 per cent less carbon emission.

Safety Benefits

A 2020 study estimates that rail eliminates about 280 safety incidents a year by reducing the volume of heavy traffic on the road.

A well-resourced and functioning rail freight system has climate and safety benefits, but also reduces heavy vehicles in urban areas, improving amenity through reduced visual, noise and air pollution.

The role of rail in the Waikato

Rail plays an important role in the national and regional transport system, particularly for the movement of freight in and through the Waikato region. The North Island Main Trunk (NIMT) and East Coast Main Trunk (ECMT) lines connect the Ports of Auckland and Port of Tauranga, facilitating economic productivity and regional and national economic growth. This is supported by multi-modal freight and logistics hubs. In 2019, up to 3 million tonnes of freight flowed through the region.

Te Huia inter-regional passenger rail transport – A success story

Backed by commitment of the Waikato RTC, the Te Huia inter-regional passenger rail service five-year trial between Waikato and Auckland launched in April 2021. Despite Covid-19 cancellations and the impacts of multiple projects and maintenance works impacting the Auckland rail network, passenger numbers on this innovative trial continue to grow. Year 1 and Year 2 targets have been achieved. Figures for April 2023 show that Te Huia carries an average of 321 passengers each weekday. This is the equivalent of about 37,000 kilometres of car travel per day, which means more cars off the Hamilton to Auckland corridor and a reduction in transport emissions.

The Government has recently committed to subsidising the Te Huia trial through to its completion (mid 2026). Now embedding Te Huia as a core part of our integrated regional land transport system is a critical priority for the Waikato region. This will continue to provide mutual benefits to Hamilton, North Waikato and Auckland commuters and visitors.

Future opportunities for rail in the Waikato continued:

Better opportunities now that the funding of rail has been brought under the National Land Transport Fund framework to holistically plan for and integrate future rail activities into the regional land transport system.

Supporting inter-regionally significant rail activities that will help to address constraints in the rail network and that will bring benefits to the Waikato region e.g., third and fourth main lines on NIMT, advocating for electrification of the NIMT and ECMT lines, double tracking the entire Hamilton to Auckland rail corridor, network upgrades to enable accelerated and increased levels of service.

Providing additional infrastructure and continuous improvement of rolling stock to support growth opportunities and regional initiatives with a focus on enhancing the Hamilton to Auckland rail corridor (rapid rail).

Embedding Te Huia as a permanent service beyond 2026 (end of five-year trial), enhancing services and providing new stations in the North Waikato.

Expanding inter-regional passenger rail between Hamilton and Tauranga.

Building on the significant opportunities and national benefits the Ruakura Superhub will bring to the freight and logistics task.

Case study: Ruakura Superhub

The Ruakura Superhub is a large logistics zone that is being developed by Tainui Group Holdings (Waikato-Tainui) to meet an expected 60 per cent increase in freight volumes in the area by 2042.

Ruakura Superhub will become the largest logistics and industrial hub in New Zealand and, when complete, will span over 500 hectares of land and will include an 84-hectare logistics zone. Included in the Superhub is an inland port that provides connectivity for high-capacity rail and road links between the major trade nodes of the New Zealand 'Golden Triangle' (Hamilton, Auckland, Tauranga) as well as southwards to the lower North Island. The inland port is a joint venture between Tainui Group Holdings and Port of Tauranga, who together will operate and expand the inland port as freight volumes grow.

Ruakura Superhub seeks to improve the freight system by transitioning the movement of freight away from the predominance of round-trip, road-based journeys towards more rail-based, one-way movements. With its large scale and links with the Waikato expressway, the Ruakura Superhub is expected to make it easier, cheaper and more sustainable to move goods to and from seaports and throughout the upper North Island.

Tainui Group Holdings has designed a range of environmental measures to support cleaner waterways, increase native habitats and reduce the carbon emissions of the project. The inland port is expected to remove the need for 65,000 long-haul truck journeys each year, reducing carbon emissions by 600 tonnes per year. Tainui Group Holdings is also keeping track of the economic and social impacts of the development on Māori and Pasifika peoples and businesses.

This Superhub will provide increased resilience against supply chain disruptions, decreased cost of transport, increased volumes transported, all while decarbonising the national freight system – to the benefit of tenants, users and our environment alike.

The Government has invested \$40 million into enabling public infrastructure for this strategic logistics development and see it as a project of national significance. The Ruakura Superhub is an example of how the Crown and iwi can work together to improve the freight and supply chain system.

Reference: Aotearoa New Zealand Freight and Supply Chain Strategy 2023

Opportunities for Strategic Roding in the Waikato Region

The Waikato region plays a vitally strategic role moving freight and people via the inter and intra-regional roading network comprising state highways and local roads. There are key opportunities to develop the strategic roading network under this RLTP to contribute to national and regional strategic objectives, including improving the facilitation of economic development, growth and productivity outcomes, improving road safety and improving the resilience of the regional roading network.

Roads of National Significance (RoNS)

Economic growth and productivity is the Government's top transport investment priority in the draft GPS. A key part of this approach has been reintroducing the Roads of National Significance programme (RoNS), which was started under the previous National government in 2009. The programme includes some of New Zealand's most essential state highway corridors that require significant development and investment. When complete, it is expected the RoNS projects will boost economic growth, contribute to reducing congestion, improve safety, support housing development, and will provide a more resilient roading network.

There are two RoNS identified for the Waikato region, both of which are prioritised as regionally significant in this RLTP (refer to Section 4.3.1):

Cambridge to Piarere SH1 – one of two stages prioritised for the Tauranga to Auckland corridor; the other stage is Tauriko West SH29 in the Bay of Plenty region. Cambridge to Piarere will be a four-laned, grade-separated highway which will effectively extend the Waikato Expressway from Auckland to the SH1/29 intersection, providing an efficient and safe economic spine for the inter-regional transport system.

Southern Links – identified as a RoNS to unlock housing growth in the southwest of Hamilton but which is also important to the future growth and development of Hamilton Airport and Titanium Park business precincts.

Roads of Regional Significance have also been recently announced including for the Waikato region:

SH1/SH29 intersection – currently under construction. Once built, this will become part of the SH1 Cambridge to Piarere RoNS.

Regionally prioritised strategic roading activities

In addition to the RoNS, the RLTP prioritises other key strategic roading activities which will significantly boost resilience, help to improve efficiency, and will improve road safety. There is a good spread of roading projects across the region in Appendix G Transport Activity Class Tables and Appendix H Significant Transport Activities Table. Key regionally prioritised strategic roading activities in addition to the RoNS include:

SH1 Bulli Point / Te Pōporo around Lake Taupō

Coromandel Network Resilience SH25, SH25A

Other non-prioritised state highway and local road improvements in Appendix G and Appendix H of the RLTP

Strategic importance of the local road network

While the state highway network provides the skeleton, strategically important local roads are the arteries which keep the region's economic blood pumping. Investment in strategic roading will support rural Waikato to deliver economic development and productivity benefits to the region and to New Zealand. Key primary industries in the Waikato region such as dairy, forestry and aquaculture all rely on an efficient roading network that is well maintained.

Maintaining the roading network is a key strategic priority for this RLTP

Maintenance funding has not kept pace with increased demand on the road network or the increased costs of maintenance. But there is good news: increased maintenance and resilience is a key national strategic priority under the draft GPS, and this is reflected in our regional resilience priority "maintaining the transport system".

Key opportunities to improve maintenance of the local road and state highway network in this RLTP include:

A new dedicated State Highway Pothole Prevention and Local Road Pothole Prevention Activity Class in the draft GPS which is intended to address the deterioration of the state highway and local roading network. This is in addition to other maintenance, operations and renewal activities.

There is a healthy amount of investment in ensuring our strategic roading networks are maintained (refer to Sections 4 and 5).

Approximately 44 per cent of total regional expenditure is on the maintenance of state highway and local roads

(refer to Figure 7 in Section 5.2)



Southern approach to SH1/SH29 for the new roundabout. Image courtesy of NZTA

Opportunities for sustainable regional development

Regional Waikato

Over half of the region's population lives outside of the Metro Spatial Area. Communities in the region's smaller towns and rural areas have different transport needs to those living in the Metro Spatial Area. Transport options are more limited for people living in rural areas and the ability to provide alternative modes such as public transport is more challenging.

The region's key primary production economic sectors such as dairy, forestry, agriculture and aquaculture all rely on the wider rural road and rail network to get their product to export markets. There are a number of issues that hinder the efficiency of the strategic transport network.

The severe weather events of 2023 highlighted the vulnerability of regional transport networks and regional communities to the impacts of climate change and other stresses. State highways and other lifeline routes were closed, sometimes for many months, leaving some of our regional towns and rural areas isolated.

The region also has a poor safety record with 70 per cent of Waikato crashes occurring on rural roads. This is a significant and ongoing challenge for the region. Growth on the transport network in general is exacerbating the safety risk of travel and exposing people to greater levels of risk.

It is important to ensure that our regional communities can readily and reliably access social, cultural, and economic opportunities through a variety of transport options.

Opportunities to build and maintain regional resilience	Opportunities to enhance well-being
<p>Prioritising transport activities that have climate change and resilience outcomes around the region</p> <p>Looking for opportunities to build coastal shipping and 'blue highway' corridors to build long-term resilience into the transport system, particularly for Thames-Coromandel</p> <p>Implementing adaptation responses and focusing on wider community resilience</p> <p>Proposed new Regional Infrastructure Fund with capital funding of \$1.2 billion over the next three years to promote sustainable regional economic development.</p>	<p>Improving public transport and community transport for rural towns and in those parts of the region that are not well served and where transport options are limited</p> <p>Providing on-demand public transport options where demographic factors mean people are unable to access health and education services (e.g. for ageing populations, for areas with high levels of socio-economic deprivation)</p> <p>Ensuring life-line access for communities</p> <p>Addressing regional road safety issues.</p>

A regional success story

The Te Kūiti Connector and Tokoroa Connector are two new public transport services launched by Waikato Regional Council in February 2023, with support from Waitomo, Ōtorohanga, Waipā and South Waikato District Councils, and tertiary education providers University of Waikato and Wintec Te Pūkenga. These communities previously had limited public transport options, but the new services provide opportunities for residents to access, among other things, higher education and health services in other parts of the region.

2.4 What we want the future regional transport system to look like in 30 years

In the longer-term (10 to 30 years) this is what we want the Waikato regional land transport system to look like:

- a low emissions transport future that is positive for the health of our people and the planet
- multi-modal transport options that are affordable, accessible, inclusive and safe for our users, including targeted public transport solutions to different community needs
- to support compact urban centres with rapid and frequent passenger transport corridors to see an efficient and thriving Metro Spatial Area
- a resilient, efficient and safe strategic transport network that facilitates economic growth and productivity and keeps regional communities connected
- more freight moved by rail and coastal shipping / blue highway corridors to bolster resilience of the transport system
- inter-regional passenger rail enhanced in the Hamilton to Auckland corridor and opportunities realised to extend the reach (intra and inter-regionally to Tauranga)
- a proactive uptake of technologies to enhance and transform the future transport system.

This all requires a sustainable funding model and national funding commitments to realise the region's strategic aspirations for the regional land transport system.



Section 3
Regional policy framework

3.1 Introduction

This section sets out the regional policy framework for the 2024 RLTP. This is presented in a series of policy templates, one for each objective area. The regional policy framework is the road map of how the region will move towards achieving the vision and objectives for land transport in the Waikato region.

RLTP Vision

An integrated, safe, and resilient, low-carbon transport system that delivers on the 'wellbeings' of our diverse Waikato communities.

- Key policy requirements under LTMA 2003**
- Set out the region’s land transport objectives, policies and measures, and identify transport priorities for the region for the next 10 years.
 - Contribute to the purpose of the LTMA and be consistent with the GPS on land transport.
 - Take into account the National Energy Efficiency and Conservation Strategy (NEECS) and national and regional policy statements and plans.
 - Satisfy other core requirements as specified in the LTMA.

The regional policy framework has provided the strategic direction for the development of the regional programme of transport activities and will guide future transport decision making and investment over the life of the RLTP.



3.2 Policy template structure

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The policy templates for each objective area are outlined in Figure 5.

For each objective area, key policies and supporting stakeholder actions are identified which are designed to respond to the key transport issues and problems discussed in Section 2 and Appendix A of the plan.

High-level 10-year investment priorities are also identified, followed by a summary case for investment, which outlines the compelling reasons why the Government and transport partners should invest in the Waikato region’s key transport priorities.

It is important to consider the templates holistically. Many policies and measures will contribute to more than one objective. This particularly applies to policies pertaining to future Metro Spatial Plan activities that cut across several objective areas.

The RLTP will be implemented through a range of measures and by a range of stakeholders. The implementation measures identified in the templates are complemented by transport projects and activities identified in the regional programme of transport activities for funding under the Land Transport Fund.

The RLTP “Line of Sight” diagram in the Executive Summary illustrates the links between problem statements and implementation and provides a summary of the regional policy approach for the RLTP.

Te Ture Whaimana o Te Awa o Waikato requires that the health and wellbeing of the Waikato and Waipā Rivers is restored and protected for current and future generations. This serves as a guiding principle to shape implementation of all relevant actions in this plan.

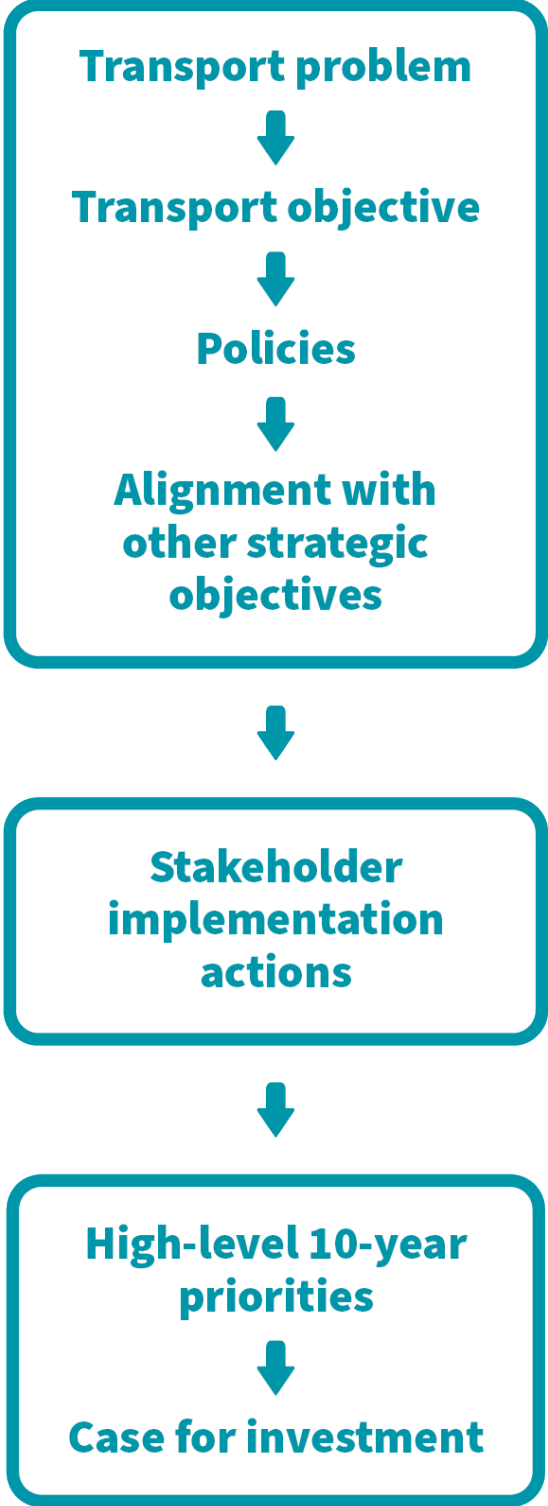


Figure 4: Policy template structure

3.3 Summary of regional transport priorities

The RTC has identified the region’s high-level transport priorities for the next 10 years. These priorities and their case for investment are detailed in the following policy templates. They highlight the key focus areas for stakeholder action and priority investment over the next three to 10 years.

Summary of RLTP 10-year transport priorities



Climate change

- Reduce transport emissions
- Transform towards an environmentally sustainable, low carbon transport system



Resilience

- Maintaining the transport system
- Ensuring community access
- Building regional resilience



Managing Growth and Economic Development

- Implementation of Metro Spatial Plan Transport Business Case programme
- Future proof and optimise priority strategic corridors (road and rail)
- Resolve rail constraints and build capacity



Accessibility / Transport Options

- Shape urban form to grow mode shift and provide transport options
- Targeted intervention to recognise different transport and accessibility needs across the region



Safety

- Implement the Safe System approach for the Waikato Region
- Focus on speed and infrastructure, education and behaviour change for high-risk and vulnerable users, and enforcement

3.4 Climate change

Climate change problem			
“Land use and transport planning has led to transport being a key contributor of greenhouse gas emissions, which exacerbates the effects of climate change.”			
Climate change objective			
<i>“An environmentally sustainable, energy efficient and low-carbon transport system that delivers emissions reductions and enhances communities’ long-term resilience to the effects of climate change.”</i>			
Policies			
P1	<p>Transition to a low carbon regional land transport system that gives effect to the national Emissions Reduction Plan and supports economic growth and productivity by:</p> <ul style="list-style-type: none"> • implementing the Hamilton-Waikato metro area mode shift plan, the Hamilton-Waikato Metro Spatial Plan PBC, Access Hamilton and other regional mode shift or emissions reduction strategies such as the Biking and Micromobility Business Case • providing for urban form that supports low emission transport options and mode shift • encouraging growth in areas that already have good travel options and shorter average trip lengths • supporting the development and improvement of low carbon travel options • supporting the uptake of electric vehicles through a regionally consistent, equitable and enabling approach to charging infrastructure. 		
P2	<p>Reduce emissions from freight by:</p> <ul style="list-style-type: none"> • improving the efficiency of strategic freight routes • encouraging greater use of lower emissions freight modes such as rail and coastal shipping where it can be demonstrated it would result in better emissions outcomes • supporting the decarbonisation of road freight, including the uptake of new technology and low emissions vehicles and their associated infrastructure. 		
P3	<p>Deliver a low emission regional public transport service by:</p> <ul style="list-style-type: none"> • transitioning to a zero-emission public transport fleet as a priority • optimising corridors to improve fuel efficiency and reduce greenhouse gas emissions. 		
P4	Reduce adverse effects of transport on the environment, public health, and communities.		
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Alignment with other strategic objectives</p> <ul style="list-style-type: none"> • Resilience • Accessibility and transport options • Growth and economic development • Strategic corridors • Safety </td> <td style="width: 50%; vertical-align: top;"> <p>Alignment with draft GPS strategic priorities</p> <ul style="list-style-type: none"> • Economic growth and productivity • Increased maintenance and resilience • Value for money </td> </tr> </table>		<p>Alignment with other strategic objectives</p> <ul style="list-style-type: none"> • Resilience • Accessibility and transport options • Growth and economic development • Strategic corridors • Safety 	<p>Alignment with draft GPS strategic priorities</p> <ul style="list-style-type: none"> • Economic growth and productivity • Increased maintenance and resilience • Value for money
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Climate change stakeholder implementation actions

1. WRC to work collaboratively with relevant territorial authorities to implement national direction for urban development, including supporting reductions in both embodied and operational greenhouse gas emissions through good urban design and construction.
2. WRC and transport partners to implement the Regional Public Transport Plan to:
 - deliver an integrated network of public transport services that enhances accessibility and wellbeing
 - electrify the bus fleet (and develop associated charging infrastructure) to enable net-zero public transport for the period 2025-2050
 - support and promote the expansion of mass transit, such as the Te Huia passenger train connecting Waikato and Auckland and a rapid and frequent bus network in the Hamilton-Waikato metro area
 - support community transport providers to change to electric vehicles (EVs) where there are appropriate charging facilities at their destination.
3. WRC to work with stakeholders to advance regional transport emissions reduction, including via implementation of Metro Spatial Plan activities.
4. WRC and transport partners to investigate future urban form and transport planning and actions to support those most vulnerable to the impacts of climate change.
5. WRC to support stakeholders to implement a regionally consistent and enabling approach to EV charging infrastructure, including initiatives to decarbonise road freight.
6. WRC to work with adjoining regional councils to support inter-regional connections, including public transport, passenger rail and EV charging, that reduce transport emissions while contributing to the collective upper North Island strategic transport network.
7. WRC to work with KiwiRail to support greater use of rail as a low emission freight mode.
8. WRC to investigate options to offset interim and currently unavoidable transport emissions, while also increasing environmental and social resilience.
9. WRC to advocate to central government and territorial authorities to ensure that transport services and options for rural communities and provincial towns are improved and options for on-demand public transport in provincial towns are investigated.
10. WRC and RTC to support delivery of services that achieve emission reduction targets.
11. WRC, NZTA and RCAs to progress the rollout of stock truck effluent disposal facilities in the region as prioritised under NZTA's national Stock Truck Effluent Disposal Programme Business Case.
12. WRC to work with transport partners to lead the development of a comprehensive RLTP monitoring and performance framework across all objective areas.

Climate change priorities

1. Reduce transport emissions.
2. Transform towards an environmentally sustainable, low carbon transport system.

The case for investment in the region's climate change priorities

Investment in transport activities that support emissions reduction is critical to limit the growing resilience issues we are seeing around the region. There is a clear link between greenhouse gas emissions and a warming climate, which is exacerbating adverse weather events which are threatening the strategic transport networks around the region.

Reducing transport emissions and transforming towards an environmentally sustainable, low carbon transport system, is a key priority for the Waikato region. Our regional climate priorities have been built off the previous government's policy framework. The Government has now removed the emissions reduction strategic priority from the new draft GPS. However, emissions reduction in the transport sector is still a policy of the Government and the development of the second Emissions Reduction Plan is underway. It is expected the final GPS will reflect progress made. Until then, the Waikato region will continue to work towards achieving net zero emissions by 2050. The long-term vision can be achieved through incremental steps in mode shift, improved public transport services and increased availability of low-carbon transport options.

Regional stakeholders have completed initial work to address transport emissions and the region is well positioned to implement this, but the emissions reduction challenge is a tough one. Funding constraints contribute to the slower delivery of sustainable low carbon transport options, affecting the ability to change travel behaviour of individuals and communities. The evidence is telling us that unless there is concerted and dedicated investment on driving down emissions, the region will not meet these targets and will not be able to attain our regional objective of: *"An environmentally sustainable, energy efficient and low-carbon transport system that delivers emissions reductions and enhances communities' long-term resilience to the effects of climate change."*

Reducing transport emissions (Priority 1) and transforming towards an environmentally sustainable, low carbon transport system (Priority 2) is a key focus of this RLTP. Implementing the Hamilton-Waikato Metro Spatial Plan Programme Business Case (MSP) will lay the groundwork for the transformational change that is needed to develop an environmentally sustainable, low-carbon transport system in the Metro Spatial Area. This represents the single most important opportunity to reduce transport emissions in the region and to transform urban mobility in an integrated way. The MSP activities identified in the regional programme of transport activities in Part B of the RLTP will represent the first step in a mid to longer-term roll-out of programme implementation identified in the business case to transform the metro spatial transport system and drive down transport emissions. The case for investing in the region's wider transport emissions reductions plans is strong: Hamilton-Waikato MSP, mode shift plan, Access Hamilton and other local authorities transport plans, as well as electric vehicle planning support. Investment across this body of work will ensure the region is making a significant contribution to meeting national transport emissions targets. This will also reduce congestion and bring wider co-benefits such as improved air quality and associated health benefits, productivity and growth as outlined in the case for investment in other regional transport priorities.

Investing in MSP implementation will also support other priority implementation areas outside of the LTMA, including helping to meet national climate change emissions targets under the Ministry for the Environment's Emissions Reduction Plan. The Waikato region is also working collaboratively outside NLTF funding to develop a toolkit to support councils and providers to progress a network of electric vehicle supply equipment across the region. This will help to achieve national goals for electric vehicle uptake. Overall, investment in MSP implementation via NLTF and other implementation funding sources will make a significant contribution to meeting national and regional transport outcomes.

Other priorities in the RLTP that focus on enhancing rail and decarbonising road freight will help to drive down freight emissions. The Waikato region has the most extensive state highway network in New Zealand and a large local road network. Targeting investment to maintain resilient networks, the use of new technology, improved fuel efficiency and making better use of freight modes such as rail and potentially coastal shipping, will all help reduce freight emissions with regional and national benefits.

Climate change priorities

1. Reduce transport emissions.
2. Transform towards an environmentally sustainable, low carbon transport system.

Regional public transport activities will be delivered around the region in a way that achieves at least net neutral carbon emissions between 2025 to 2050 by transitioning to a zero-emission public transport fleet as a priority, as well as seeking to offset unavoidable emissions. Continued operation of Te Huia, the inter-regional passenger rail service between Hamilton and Auckland, is currently saving around 37,000 kilometres of car travel and resultant emissions per day. The case for continued investment in this service from an emissions reduction perspective alone, is strong.

Investment in transport activities that support emissions reduction will ultimately help to achieve other national and regional strategic transport priorities, in particular the increased maintenance and resilience and economic growth and productivity strategic priorities under the draft GPS.



State Highway 25A Taparahi Bridge. Image courtesy of NZTA

3.5 Resilience

Resilience problem			
“The transport network is becoming increasingly vulnerable to climate change and other disruptions which is putting communities at risk and affecting the ability to maintain route security.”			
Resilience objective			
“An efficient and resilient land transport system that ensures communities have route security and access to essential services.”			
Policies			
P5	Maintain and operate the regional land transport system in a way that improves the long-term sustainability and resilience of the system for the environment and communities.		
P6	<p>Improve resilience and route security of key strategic corridors and lifeline routes that support community and economic wellbeing, including:</p> <ul style="list-style-type: none"> • SH1 – particularly south of Taupō in recognition of its function as the principal national route linking the upper North Island through to Wellington • SH2 – in recognition of its key tourism function through to the Coromandel Peninsula and through Karangahake Gorge to the Bay of Plenty • SH25 and SH25A – in recognition of their particular vulnerability to climate change impacts and competing access, tourism and economic functions • SH3 – in recognition of its economic and lifeline importance for the Taranaki region and the King Country • NIMT Hamilton to Auckland rail corridor (transport option which improves resilience). 		
P7	Ensure short-term recovery of lifeline community access in the event of a disruption.		
P8	Use best practice design, construction and maintenance standards (including nature-based solutions) to increase resilience of transport infrastructure projects.		
P9	Avoid building new transport infrastructure in locations that are subject to hazard risk.		
P10	Recognise and plan for the anticipated effects of climate change including flooding, storm surge and sea level rise including where appropriate, protection, accommodation or managed retreat and alternative transport options such as coastal transport.		
P11	Build community resilience by adapting the regional land transport system to support and facilitate future community needs by responding to changing demographics, transport options and energy transition.		
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Resilience stakeholder implementation actions

1. Waikato RTC to advocate for a sustainable and long-term funding commitment for maintenance of existing assets, and to address climate change impact vulnerabilities, particularly in areas of the region subject to the highest risk.
2. WRC to work with key partners to undertake comprehensive community and lifeline risk assessment, including planning for improving the resilience of strategic roads most at risk in the region.
3. WRC and partners to implement long term adaptation pathways for the Wharekawa Coast, Thames Coromandel Shoreline, Port Waikato and support the development of future adaptation pathways for areas such as the west coast (Kawhia and Marokopa) and Hauraki.
4. WRC to support territorial authorities to implement best practice for nature-based, climate-friendly urban design and transport and infrastructure networks, including:
 - low emissions urban form and innovation for whole of transport and infrastructure system emissions reduction
 - water-sensitive urban design
 - integrating green spaces and natural features into urban areas to help with temperature and flood control, improve air quality and create biodiversity corridors
 - increased maintenance on rural road networks in locations where resilience issues are highest.

Resilience priorities

1. Maintaining the transport system.
2. Ensuring community access.
3. Building regional resilience.

The case for investment in the region's resilience priorities

The Waikato region, along with much of New Zealand, has experienced significant resilience issues over the last year in particular. A resilient and reliable transport network lies at the heart of a well-functioning land transport system that provides for the social and economic needs of the region's communities. Increased maintenance and resilience is a strategic priority under the draft GPS.

Climate change is increasing the severity and frequency of weather-related events. The evidence is clear and visible for all to see on parts of the region's ravaged strategic roading networks. This is taking a huge toll on communities around the region, particularly on Coromandel Peninsula communities. Priority investment must be directed to building resilience in order to meet the region's transport objective: *"An efficient and resilient land transport system that ensures communities have route security and access to essential services."*

1. **Investment in maintenance of our transport system (Priority 1)** is critical and is the first step in ensuring a resilient transport network. It is a core enabler for the delivery of all our other strategic priorities and objectives. The better we maintain the regional land transport system, the better chance it has to withstand extreme weather events. Deferring investment will only result in more costs down-track, particularly as the region faces the likelihood of greater resilience challenges. The maintenance cost burden for some of our rural districts is large and a growing issue which needs national funding attention. Thames-Coromandel District for example, faces critical resilience issues on both its state highways and local roads with an ageing population expected to pay ever-increasing local share of maintenance costs. The draft GPS has put significantly more money into road maintenance requiring a proactive approach and this is welcomed by the Region.
2. **Ensuring community access (Priority 2)** recognises the need to invest in the resilience and maintenance of lifeline corridors to ensure communities have access to social and economic needs. The region's top two significant activities in the regional programme of transport activities in Part B of the RLTP are resilience projects, which reflects the Regional Transport Committee's priority weighting for addressing resilience issues around the region. SH1 Bulli Point / Te Pōporo will address the resilience, safety and environmental concerns on this stretch of highway along Lake Taupō. Investing in this activity will address a resilience pinch-point on the North Island's main inter-regional transport corridor and will bring wider local community, regional and national economic benefits. The Coromandel Network Resilience tranche of activities and end of life bridge replacements provide a significant opportunity to improve the

Resilience priorities

1. Maintaining the transport system.
2. Ensuring community access.
3. Building regional resilience.

resilience of the Coromandel and Hauraki transport network. This will bring a host of co-benefits including improved safety and social well-being outcomes, as well as saving money spent on remedial works.

3. The case for prioritising investment to **build wider regional resilience (Priority 3)** is strong. It recognises that the challenge of climate change is not going to go away. The region has identified the need to focus on other strategic priorities that will work alongside the maintenance and community access priorities to strengthen the overall resilience of our regional communities. This includes investing in transport activities that provide a better integrated and more resilient land transport system, such as building rail capacity to complement and provide an alternative mode to freight transport when disruptions to the strategic road network occur. In the longer term, future coastal shipping initiatives is another way that we could build resilience for the Coromandel Peninsula. But building regional resilience also includes looking beyond climate change to other resilience factors, such as proactively looking at the future demographic needs of the region's communities, whether it is providing targeted public transport options for ageing communities or investing in transport solutions for areas of high deprivation. Investing in multi-modal transport options (as in the case for MSP investment) will increase the resilience of the transport system and will provide a range of other co-benefits.

Investing in the region's transport priorities will also support other priority implementation areas outside of the LTMA, such as supporting and complementing work already underway in the region to determine adaptation pathways for areas at highest risk of climate change impacts, such as Wharekawa Coast, Thames-Coromandel shoreline and Port Waikato. In the longer term, each of these communities will need to consider adaptation strategies that will impact transport infrastructure. Funding transport activities to adapt in line with other national and regional plans and the outcome of local adaptation pathway planning will be critical to ensuring resilient communities.

Investing in activities that improve the overall resilience of the Waikato transport system will build community resilience and underpin the Government's increased maintenance and resilience, safety, and economic growth and productivity strategic priorities under the draft GPS.

3.6 Growth and economic development

Growth and economic development problem	
“Growth in the upper North Island and the Hamilton-Waikato Metro Spatial Area is impacting on the efficient movement of people and freight.”	
Growth and economic development objective	
“An integrated transport system that supports compact urban form and planned future growth.”	
Policies	
P12	<p>Implement transport solutions that support agreed national and regional spatial planning outcomes for compact urban form, housing and growth, particularly in the Hamilton-Waikato Metro Spatial Area including:</p> <ul style="list-style-type: none"> • transitioning to an integrated, frequent and rapid public transport network linking urban growth centres • optimising, and where appropriate prioritising, road corridor space for public transport and active modes in response to the changing transport needs of communities and future generations • using a range of interventions and incentives to manage demand on the transport network, especially where network reliability and economic productivity is compromised • supporting Future Proof, Metro Spatial Plan, Access Hamilton and the Waikato & Bay of Plenty Freight Action Plan implementation.
P13	Support high density urban development around key public transport corridors in the metro area.
P14	<p>Increase the capacity and resilience of rail freight through support for:</p> <ul style="list-style-type: none"> • Building third and fourth main lines on Auckland southern corridor • Rapid rail in the Hamilton to Auckland corridor.
P15	Plan for future inter-regional rail opportunities between Hamilton and Tauranga.
P16	Manage demand on the road network by supporting mode shift initiatives.
P17	Embed rail as an integral part of a regional multi-modal transport system for both passengers and freight.
P18	Invest in the national rail network to restore rail freight and provide a platform for future investments for growth.
P19	Encourage continued improvements and investment on the regions strategic rail network (NIMT and ECMT).
Strategic corridor objective	
An efficient and resilient strategic corridor network that advances regional economic and social wellbeing.	
Policies	
P20	Develop, maintain, protect and promote the use of SH1/29 and the NIMT/ECMT rail lines as the primary strategic freight corridors between Auckland, Waikato and the Bay of Plenty regions.

Growth and economic development problem

“Growth in the upper North Island and the Hamilton-Waikato Metro Spatial Area is impacting on the efficient movement of people and freight.”

P21	Protect and develop regionally significant multi-modal corridors to serve the future development and transport needs of the region.		
P22	Manage growth to protect the function, capacity and efficiency of the strategic transport network in the region, in particular the Waikato Expressway, other strategic and lifeline corridors, and rail corridors.		
P23	Optimise the region’s strategic locational advantage and support critical freight and supply chain logistics hubs.		
P24	Provide safe and appropriate multi-modal transport connections to key regional visitor destinations.		
P25	Encourage an efficient and resilient land transport system that improves regional economic wellbeing.		
P26	Support other regions’ transport activities deemed to be of inter-regional significance to the Waikato region and that support inter-regional connections, including public transport, passenger rail and electric vehicle charging.		
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Growth and Economic development stakeholder implementation actions

1. Future Proof partners to implement the transport initiatives of the Hamilton-Waikato Metro Spatial Plan Programme Business Case, Waikato Regional Public Transport Plan, Access Hamilton and the Waikato and Waipā District Council strategies to provide an integrated, frequent and rapid public transport service and other activities including walking, cycling and micro-mobility.
2. WRC to advocate for expansion of funding and services of Te Huia passenger rail service.
3. KiwiRail to undertake analysis of capacity on existing rail routes for freight services.
4. RTC and KiwiRail to advocate for rail (rolling stock, electrification, stations) and resolving constraints.
5. RTC to advocate for new funding models to fund future transport initiatives.
6. RTC to advocate for funding outside of the region for key inter-regionally significant activities.
7. WRC to work with Bay of Plenty partners to ensure both regions have aligned infrastructure and spatial planning strategies that protect and support development of the SH1/29 inter-regional road and rail corridor through to the Port of Tauranga.
8. WRC to work with Auckland partners to ensure both regions have aligned infrastructure and spatial planning strategies that protect the function and efficiency of the SH1 inter-regional road and rail corridor.
9. WRC and Auckland partners to work on delivering services that support reduction of vehicle kilometres travelled (public transport and passenger rail), including inter-regionally.
10. WRC and transport partners to support Bay of Plenty Regional Council for funding to undertake a business case for a Hamilton to Tauranga rail service.

Growth and economic development priorities

1. Implementation of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case.
2. Future proof and optimise priority strategic corridors (road and rail).
3. Resolve rail constraints and build rail capacity.

The case for investment in the region’s growth and strategic corridor priorities

The Waikato regional transport network is a critical component of the upper North Island transport system. The efficiency, safety and resilience of this system is therefore vital for supporting the Government's economic growth and productivity top strategic priority in the draft GPS.

The regional land transport system is coming under increasing growth pressure at regional, metro spatial area and upper North Island scales. The evidence is clear that this is resulting in a number of issues and challenges that impact the efficiency of the system. If nothing is done, then these issues will compound and be a hindrance to achieving the region’s transport objective: *“An integrated transport system that supports compact urban form and planned future growth.”*

1. **Committing investment to Priority 1, implementation of the Hamilton-Waikato Metro Spatial Plan Programme Business Case (MSP)** will lay the groundwork for the transformational change that is needed to develop a sustainable land transport system in the Metro Spatial Area, fit for the future growth needs of the metro. The roll-out of MSP activities that are identified in the regional programme of transport activities in Part B of the RLTP will represent the first step in a mid to longer-term roll-out of programme implementation identified in the MSP business case to transform the metro spatial transport system. This demonstrates the region is ready with its planning and now needs funding prioritisation to realise the many co-benefits investing in these transport activities will bring; transport efficiencies which will support future urban form and growth, emissions reduction, mode shift and greater transport choice, improved safety outcomes, and wider regional and inter-regional transport benefits.

Growth and economic development priorities

1. Implementation of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case.
2. Future proof and optimise priority strategic corridors (road and rail).
3. Resolve rail constraints and build rail capacity.

Investing in MSP implementation will also support other priority implementation areas outside of the LTMA, such as land-use policies and programmes under other national and legislative frameworks (e.g. NPS on Urban Development). Investment in MSP implementation will make a significant contribution to meeting other national and regional spatial planning outcomes.

2. **Continued investment in the region's priority strategic inter and intra-regional transport corridors (Priority 2)** is critical to ensuring wider regional and national economic outcomes. Funding the state highway maintenance and improvement activities identified in the regional programme will ensure the strategic upper North Island transport system is more efficient in serving its function of moving people and freight. Key to this is two RoNS projects identified in the Waikato region. The Waikato Expressway is a key component of the region's key strategic SH1/SH29 inter-regional corridor. The expressway improves economic growth and productivity through more efficient movement of people and freight. But it is currently constrained south of Cambridge where the four-laning stops. Strategic investment in the extension of the expressway, the Cambridge to Piarere RoNS, will provide national and regional efficiency and safety benefits. This is a key priority for the Waikato region. Prioritising funding for this, along with inter-regionally significant activities on SH29 in both the Waikato and Bay of Plenty regions, including the Tauriko West SH29 RoNS is also supported. This will ensure this nationally strategic transport corridor is able to accommodate future growth demands.

The case for investing in other key corridor activities in the region that will bring regional and national economic development and productivity, increased maintenance and resilience, and safety benefits is strong. The Hamilton Southern Links RoNS will unlock housing growth and support a future multi-modal transport network that will improve connectivity in a rapidly growing part of the metro spatial area. Investment in SH1 Bulli Point / Te Pōporo around Lake Taupō will improve the efficiency and safety of the North Island's principal strategic corridor.

Investing in a spread of activities across the region (both state highways and local roads) with an emphasis on maintenance (both a national and regional priority), will help to underpin economic development in the region. The strategic importance of maintenance is vital to ensure our rural industries are supported and the high levels of projected growth in the regional freight task are provided for.

3. **The case for investing in rail (both regionally and in the upper North Island) is compelling (Priority 3).** The desire to see rail opportunities enhanced is signalled in the NZ Rail Plan, and under the draft GPS the Government will continue to invest in the national rail freight network to support the overall objective of economic growth and productivity. The focus will be to invest in maintaining the network between the busiest and most productive parts of the existing rail network – between Auckland, Hamilton and Tauranga. Investing in rail is also a key priority for the Waikato region. The region's NIMT and ECMT strategic rail corridors are an integral part of the Waikato and upper North Island's freight system. To unlock the opportunities for rail and the benefits it will bring, including contributing to a more resilient integrated transport system and emissions reduction, funding commitment is needed to tackle the current constraints holding back rails potential. Targeting these constraints will unlock the tremendous opportunities we see in the region with the on-going development of Tainui's Ruakura Superhub. It will also help to realise a more efficient Hamilton to Auckland NIMT rail corridor that can support the desired expansion of Te Huia's inter-regional passenger rail services. This service provides inter-regional benefits, beyond the users of the service. It provides resilience and transport options to communities on both sides of the regional border, and it provides benefits to the wider inter-regional transport network that is facing significant future growth pressures. Investing in Te Huia as a continuous transport activity will provide wider benefits and a stepping-stone for future inter-regional passenger rail between the Waikato and Bay of Plenty regions.

Investing in the Waikato's inter and intra-regionally significant transport corridors (road and rail) to support growth and the region's economic development, is critical in underpinning the Government's economic growth and productivity strategic priority under the draft GPS.

3.7 Accessibility/Transport options

Accessibility/Transport options problem	
“The transport system struggles to provide people with safe, reliable and equitable transport options to meet their social, cultural and economic needs.”	
Accessibility/Transport options objective	
“An integrated transport system that provides transport options for differing community access and mobility needs.”	
Policies	
P27	Improve accessibility and travel options to enhance individual and community wellbeing across the region.
P28	Provide an efficient, accessible, inclusive and equitable public transport system across the region by: <ul style="list-style-type: none"> • implementing the policies and actions in the Regional Public Transport Plan • supporting tailored transport solutions for different communities • providing for the transport disadvantaged.
P29	Move to a funding model that supports the expansion of public transport services across the region.
P30	Embed Te Huia as a permanent inter-regional passenger rail service beyond 2026 (end of five-year trial).
P31	Plan for opportunities to improve the Te Huia service including enhanced timetable, replacement of rolling stock and new railway stations in north Waikato.
P32	Provide for urban form that supports the uptake of walking, cycling, and public transport.
P33	Increase and enhance safe, accessible and inter-connected walking, cycling and micro-mobility networks in urban and rural towns.
P34	Promote travel demand initiatives and technology that supports travel behaviour change, mode shift and compact urban form.
P35	Develop fit-for-purpose transport options to support rural communities.
P36	Support community-led transport initiatives to improve access for communities, particularly in rural towns and where transport options are limited.
P37	Embed community transport as an integral component of the public transport system in the Waikato region.
P38	Expand Total Mobility throughout the region to provide for the transport disadvantaged and accessible health needs of communities.
P39	Recognise the positive impact on health, wellbeing and connectedness of active transport modes, and improved accessibility and transport options, including for the transport disadvantaged.
Alignment with other strategic objectives	
<ul style="list-style-type: none"> • Climate change 	
Alignment with GPS strategic priorities	
<ul style="list-style-type: none"> • Safety 	

Accessibility/Transport options problem

“The transport system struggles to provide people with safe, reliable and equitable transport options to meet their social, cultural and economic needs.”

- Resilience
- Safety
- Growth and economic development
- Increased maintenance and resilience
- Value for money
- Economic growth and productivity



Accessible infrastructure at the Rotokauri Transport Hub, Hamilton

Accessibility/Transport options stakeholder implementation actions

1. WRC and Futureproof partners to implement the MSP-PBC and interventions needed to build a public transport network that supports the Hamilton-Waikato Metro Spatial Plan, Regional Public Transport Plan and Access Hamilton Strategy.
2. WRC to advocate for additional funding for improvements to Te Huia that would enhance access including additional stations in north Waikato.
3. WRC to continue to focus on improvements that enable patronage growth of Te Huia.
4. WRC and RCAs to support development of the infrastructure that enables transport options, including for diverse community access and mobility needs and improve public transport reliability and frequency.
5. WRC to work with tangata whenua and transport partners to investigate options to improve rural community access to transport.
6. WRC to collaborate with territorial authorities to expand the community transport services and Total Mobility Scheme beyond the existing service areas.
7. WRC along with transport partners to support and expand delivery of community transport services within rural communities.
8. WRC and Greater Wellington Regional Council to work together to develop a joint procurement strategy for optimising inter-regional rail rolling stock and rail infrastructure investment and use this to commence the procurement to replace the Te Huia passenger rail rolling stock by June 2024.
9. WRC to instigate trials of low-cost low risk public transport services over the next three years (e.g., Eastern Connector service enhancement; Raglan regional bus extension).
10. RTC and WRC to advocate for national funding recognition and guidance to develop a sustainable community-led transport service.
11. WRC to build stronger partnerships with the health sector to enhance access to transport options for communities to improve health outcomes.
12. WRC to work with the education sector to support safe transport options to access education.

Accessibility/Transport options priorities

1. Shape urban form to grow mode shift and provide transport options.
2. Targeted intervention to recognise different transport and accessibility needs across the region.

The case for investment in the region’s accessibility / transport options priorities

The Waikato region is diverse with urban and rural communities requiring different transport solutions. Our current transport system does not effectively meet these diverse needs, particularly for the transport disadvantaged (which is a specific consideration for RLTPs under the LTMA). Ensuring accessibility and providing transport options for our regional communities is therefore critical if we are to meet our objective for: *“An integrated transport system that provides transport options for differing community access and mobility needs”*.

The draft GPS removed the previous government’s strategic priority relating to sustainable urban and regional development, which focused on people being able to readily and reliably access social, cultural and economic opportunities through a variety of transport options. The key focus of this government for public transport is investing in modern rapid transit systems that will support urban development and housing growth, which will also allow for increased public transport choice. Whilst the main funding attention in the draft GPS is on Auckland and Wellington, the case for investing

Accessibility/Transport options priorities

1. Shape urban form to grow mode shift and provide transport options.
2. Targeted intervention to recognise different transport and accessibility needs across the region.

in Waikato’s public transport system is strong. The Waikato Metro Spatial Area is one of the fastest growing areas in the country and an accessible public transport system will support the Government’s top strategic priority of economic growth and productivity.

1. The case for investment in **Priority 1 to shape urban form to grow mode shift and provide transport options** is compelling. The Waikato region is ready to implement a tranche of activities through the Hamilton-Waikato Metro Spatial Plan programme business case, Regional Public Transport Plan, Access Hamilton Strategy and other territorial authority integrated transport strategies to transform urban mobility and deliver on national strategic priorities. The MSP outlines the radical transport shift required to support an urban form shaped around a multi-modal rapid and frequent public transport network and safe walking and cycling networks. The MSP activities identified in the regional programme of transport activities in Part B of the RLTP represents the first step in a 30-year programme of transformational delivery and is the single most important opportunity to provide transport options to the metro spatial and wider community. A series of incremental steps to improve public transport infrastructure (for accessibility and safety), improve walking and cycling networks, and improve reliability and frequency of key ridership services in the short term, will actively move the region towards achieving the vision of the MSP. It will also have wider benefits as outlined in the other regional policy templates case for investment.

Enhancing passenger rail opportunities will also contribute to providing transport options. The case for continued investment in the innovative Te Huia inter-regional rail service between Hamilton and Auckland can be seen in patronage growth, despite setbacks to the trial over the last few years including Covid-19 cancellations and projects and maintenance works impacting the Auckland rail network. Both Year One and Year Two targets have been achieved and funding has been secured to see the five-year trial to its conclusion. Securing future funding to embed Te Huia and expand the service as part of an integrated inter-regional transport network is of critical importance to the Waikato region. This will provide social, economic and emissions reductions benefits to the wider inter-regional community.

Investing in MSP implementation will also support other priority implementation areas outside of the LTMA, such as integrated land-use and transport policies and programmes under other national and legislative frameworks that support the achievement of well-functioning urban and regional environments (e.g. NPS on Urban Development; housing affordability policy). National Land Transport Fund (NLTF) investment in MSP implementation along with other funding implementation will make a significant contribution to meeting national and regional spatial planning outcomes that support improved quality of life and transport options for our urban and rural communities.

2. The case for **targeted intervention to recognise different transport and accessibility needs across the region (Priority 2)** is compelling. The demographic picture tells us where we have communities that require targeted transport options. With a growing elderly population, particularly in some of the region’s rural districts, the region has an increasing need for public transport and community transport providers to help assist people access essential services and health care. Community transport providers are a lifeline for some rural communities. The region is well set up to build on these community-led transport initiatives; the challenge is securing funding to continue to deliver and expand these services. The operative RPTP recognises this changing role for public transport with more targeted and demand-led services providing better community reach. The region has seen success stories like the Te Kūiti and Tokoroa connectors highlighted under “Opportunities for sustainable regional development” in Section 2.3 of the RLTP.

Investing in a range of integrated transport options including public transport, walking and cycling, micro-mobility and inter-regional passenger rail, will improve the overall accessibility and well-being of our regional communities which will ultimately support the Government’s strategic priorities under the draft GPS.

3.8 Safety

Safety problem

“System failures and user behaviours expose people to risk, resulting in the unacceptable occurrence of deaths and serious injuries.”

Safety objective

“A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured.”

Policies

P40	Ensure investment in road safety improvements is based on the safe system approach and is consistent with new national policy direction when this is confirmed.
P41	Plan and implement safe and appropriate speeds and infrastructure with a focus on areas of high safety concern and encompassing local speed management planning.
P42	Use best practice design with safety at the core of integrated land use and transport planning.
P43	Maintain a collaborative and regional approach to implementing Road to Zero for the Waikato regional strategy and facilitation of road safety initiatives.
P44	Ensure better road safety outcomes for Māori through meaningful partnerships and initiatives.
P45	Target behaviour change and education programmes to highest risk and vulnerable road users.
P46	Improve road safety outcomes by focusing on high-risk intersections, rail level crossings, and urban and rural roads and for vulnerable transport users.
P47	Implement key actions under the Road to Zero for the Waikato strategic plan.
P48	Support integrated infrastructure improvements that have a primary focus on safety outcomes.

- Alignment with other strategic objectives**
- Resilience
 - Accessibility and transport options
 - Growth and economic development
 - Climate change

- Alignment with GPS strategic priorities**
- Safety
 - Increased maintenance and resilience
 - Value for money
 - Economic growth and productivity

Safety stakeholder implementation actions

1. WRC to work with RCAs to deliver consistent speed management planning across the region.
2. Waikato Regional Road Safety Forum to oversee development of an updated Regional Road Safety Strategy for the Waikato region.
3. KiwiRail to work with RCAs to address rail level crossing safety and other associated road and rail safety issues in the Waikato region.
4. Regional road safety partners including NZ Police and ACC to lead Safe System conversations and implement education and behaviour change programmes.
5. RTC to advocate for greater enforcement and funding for road safety activities in the region.
6. Road Controlling Authorities to implement road safety improvement programmes.

Safety priority

1. Implement the Safe System approach for the Waikato region.
2. Focus on speed and infrastructure, education and behaviour change for high-risk and vulnerable users and enforcement.

The case for investment in the region's safety priorities

Road safety is a national priority and is embedded in the Road to Zero national strategy. This strategy is based on the Safe System principles that recognise that 'while we promote good choices,' 'we need to plan for mistakes,' 'we need to design for human vulnerability,' 'we share responsibility for improving road safety,' and 'we need to strengthen all parts of the road transport system.'

The draft GPS continues to uphold safety as a strategic priority for Government. The Road to Zero policy is currently under review with an objective document being developed that will set out the Government's new road safety priorities and actions. It is signalled that this will include a move away from a policy focus of "Vision Zero" to a policy focus on making the transport system "substantially safer for all". Regardless of the policy language, the Waikato region has prioritised safety as a key objective for this RLTP.

Despite concerted efforts by regional stakeholders over a number of years, the Waikato region continues to face significant challenges in addressing transport safety issues. The Waikato region has the highest number of road trauma deaths compared to the rest of the country. Population growth and associated growth on the transport network is exacerbating the safety risk of travel and exposing vulnerable road users to greater levels of risk. Since 2013, road deaths and serious injuries in the region represent on average about 20 per cent of national road casualties each year. In 2022 alone, 73 people were killed and 374 were seriously injured on Waikato roads. This is nearly twice what a region might expect based on population numbers, with the estimated social cost to the region about \$500 million per year. If this situation continues, we will be unable to meet our regional objective of: "A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured."

1. Implementing the **Safe System approach for the Waikato region (Priority 1)** requires committed funding across all components of the Safe System. Given the evidence in Appendix A of the RLTP, it is clear that the case for investment in road safety in the Waikato region is a nationally significant issue. If well-funded road safety interventions can target Waikato's road safety problem, it will help to address national targets set in Road to Zero. This will provide both regional and national benefits.
2. **Targeting investment to speed and infrastructure, education and behaviour change for high-risk and vulnerable users, and enforcement (Priority 2)** will enable a Safe System approach. The regional programme of transport activities in Part B of the RLTP contains a suite of maintenance, state highway and local road improvement activities

Safety priority

1. Implement the Safe System approach for the Waikato region.
2. Focus on speed and infrastructure, education and behaviour change for high-risk and vulnerable users and enforcement.

and low-cost low risk safety improvements. Coupled with road safety promotion activities across the region, this will go a long way in contributing to a safer, more efficient transport network.

Speed or driving too fast for the conditions continues to be a significant contributor in fatal and serious crashes in the Waikato. As an early adopter of local speed management plans, the Waikato has the opportunity to continue to build on speed management leadership both regionally and nationally. The RTC believes that local decision making on speed management, coordinated regionally to ensure consistency of approach in the setting of speed limits, will result in better speed management outcomes for the region.

The Waikato region is well set up collaboratively to continue to deliver targeted road safety outcomes for the region. The region invests heavily in education and behaviour change programmes, targeting highest risk and vulnerable people to help save lives and reduce serious injuries. On-going funding commitment is crucial to educate the next generation of Waikato drivers.

Investing in the region's transport priorities will also support other priority implementation areas, most notably the work of the NZ Police in their enforcement work and KiwiRail with respect to rail safety. The contribution of police activities in complementing the safety activities identified in the regional programme of transport activities is outlined in section 4.3.1 of the RLTP. The work of the Waikato Regional Road Safety Forum also complements and supports the integrated land use and safety work that territorial authorities undertake to enhance the safety of urban environments through their land use policies and plans.

Ultimately, safe roads and a safe transport system are fundamental to the well-being of our communities to enable all people to have equitable transport choice and to safely use alternate modes to the car, and to arrive safely at their destinations every time they travel. Investment across the region's other transport priorities will help to achieve the road safety vision for the Waikato.

Investing in a safe Waikato will contribute to the Government's safety, and economic growth and productivity strategic priorities under the draft GPS.

Wāhanga B: Te Hōtaka ā-rohe
mō ngā mahinga waka

**Part B: Regional Programme
of Transport Activities**

Section 4

Regional programme of transport activities

4.1 Introduction

Section 4 sets out the regional programme of transport activities for our region, including a list of prioritised significant transport activities the Regional Transport Committee (RTC) is seeking funding for through the National Land Transport Fund (NLTF).

Transport activities considered to be inter-regionally important to our region are also identified in this section. These include transport projects that either span regional boundaries or lie within adjacent regions, that are considered to be fundamental to achieving the Waikato region's transport objectives.

The regional programme, alongside other implementation actions identified in Section 3 of the plan, is a key tool in implementing the strategic policy direction for transport in the region, especially over the next three to six years.



4.2 Development of the regional programme

The regional programme of transport activities is comprised of transport activities put forward by organisations responsible for their delivery, including the New Zealand Transport Agency, local authorities and for the first time KiwiRail with their Rail Network Investment Programme included.

Activities for which funding has already been approved are referred to as committed activities and, along with maintenance and operational activities, are automatically included in the programme.

Other activities are put forward at the discretion of the Regional Transport Committee, including a list of prioritised significant activities over \$2 million which is required under the LTMA. The method for prioritising the region’s significant activities is set out in Appendix F along with the Significance Policy in Appendix E.

As well as the need to consider scheduling and efficiency factors and the need to satisfy statutory alignment with the GPS, the RTC has also considered the contribution of significant activities to the strategic policy framework of the RLTP (outlined in Section 3). This means the activities in the

programme have been assessed as to how well they contribute to the region’s strategic transport objectives and priorities.

Legal requirements for the regional programme:

- must identify a regional programme of activities proposed by approved organisations in the region for a period of six financial years, and the form and level of detail in which this information must be provided
- must identify and prioritise regionally significant activities seeking funding through the NLTF
- must identify regionally significant activities funded through mechanisms other than the NLTF.

The draft regional programme of transport activities was prepared under the previous government’s draft GPS. The Regional Transport Committee then incorporated NZTA’s final State Highway Investment Proposal (SHIP) into the programme to ensure consistency with the Government’s strategic investment priorities under the new draft GPS.

4.3 Regional programme

The full regional programme of transport activities for which funding is sought from the NLTF is included in Appendix G. The activities are costed on six years. It is set out as a series of tables grouped by activity class. The activity classes represent similar groups of transport activities to which funding is allocated to.

The previous draft GPS activity classes have been used to present the regional programme because at the time of RLTP finalisation, road controlling authorities are still transitioning towards the new system required under the new draft GPS. The new GPS activity classes are displayed alongside the previous activity classes that are used for this RLTP for reference.

Previous draft GPS activity classes	New draft GPS activity classes
Public transport services	Public transport services
Public transport infrastructure	Public transport infrastructure
Inter-regional public transport	
State highway maintenance	State highway pothole prevention
State highway improvements	State highway improvements
	State highway operations
Local road maintenance	Local road pothole prevention
Local road improvements	Local road improvements
	Local road operations
Investment management	Investment management
Rail network	Rail network
Safety	Safety
Walking and cycling improvements	Walking and cycling
Coastal shipping.	

Each activity class table identifies the project or activity, the project phase and indicative costs over the next three and six-year periods. The primary contribution the activity makes to the region's strategic transport objectives is also noted.

It is important to note that many activities will provide cross-benefits to other strategic regional transport objectives beyond the primary objective area identified in the programme tables

Key components of the regional programme

- The majority of the programme is made up of maintenance, operations and renewals activities across the region. This reflects the Waikato region's large roading network (state highway and local roads) and the strategic priority (both national and regional) to maintain the operational resilience of our transport networks. The maintenance, operations and renewals programme is significant, representing 45 per cent of the regional programme 2024-27. This is a key focus for the NZ Transport Agency and is the core focus of many of our rural territorial authorities operating under constrained funding conditions. There is also a continued focus on rebuild activities following recovery works on parts of the roading networks that have been adversely affected over the last 18 months by weather events.
- Improvement activities in the programme include a range of state highway corridor improvement activities across the region, including key strategic Roads of National Significance (RoNS) (SH1 Cambridge to Piarere and Southern Links projects) and key activities to address resilience issues around the Coromandel Peninsula and Lake Taupō. There is also a range of local road improvement activities across the region.
- Most of the improvements programme is focused on pre-implementation works over the next three years with some implementation staged to start within the next six years. The programme is therefore laying down the groundwork for important projects that will start to deliver on the Government's strategic transport priorities and the Waikato region's desire to see a longer-term transformation in the regional transport system.
- Rail activities in the programme include the continued operation of the five-year Te Huia inter-regional passenger rail trial between Hamilton and Auckland.
- There is continued delivery of safety activities across the region through the value for money Safety Improvements Programme (which replaces the former Road to Zero Speed and Infrastructure Programme—SIP). The focus is on some of the larger corridors in the Waikato region like State Highway 1 with a lot of safety work either planned or underway. There are also a number of other smaller low cost / low risk safety improvements and safety promotion activities across the region.
- A number of planned activities focused on MSP Programme Business Case implementation have had to

be held back as a result of the change in government strategic direction under the draft GPS, most notably the removal of a number of Waka Kotahi MSP activities. The programme does, however, contain a tranche of activities to improve public transport and urban mobility in Hamilton and the wider Future Proof sub-region.

- Overall, the programme is part of a wider RLTP delivery approach with other key implementation actions signalled through the regional policy framework. The programme contributes across all the regional transport objectives and national and regional strategic priorities with many activities contributing considerable cross benefits.

4.3.1 Regionally Significant Activities

The RLTP has prioritised a list of regionally significant activities, as required under the LTMA. The prioritised list of regionally significant activities is outlined in Appendix H.

The majority of significant activities have been put forward by NZ Transport Agency for state highway improvements, with a smaller number of activities put forward by Hamilton City Council (HCC) and Waipā District Council to deliver on Metro Spatial Plan (MSP) and Access Hamilton objectives.

Top 10 priority activities include:

- 1) *SH1 – Bulli Point / Te Pōporo* – addressing the safety, resilience and environmental concerns on this stretch of State Highway 1 alongside Lake Taupō has been a long-standing priority for the RTC. This is part of the nationally strategic route linking the upper North Island to Wellington and the resilience of this section of highway is of utmost importance to the country. The case for investment in upgrading this section of SH1 is clear with continued truck safety issues threatening the safety and efficiency of this corridor and posing a serious environmental threat to Lake Taupō. A longer-term solution to securing the resilience of the SH1 Taupō to Desert Road corridor is supported by a first step programme business case activity that has been prioritised in this plan.
- 2) *Coromandel Network Resilience Rebuild and 3) SH25 and SH27 end-of-life bridge replacements* – there are significant resilience issues on the Coromandel state highway network (SH25 and SH25A) and the wider Coromandel/Hauraki state highway and local road network in the region. This includes significant storm damage following Cyclones Hale and Gabrielle as well as several other extreme weather events in the summer of 2023. These events have been responsible for closing sections of road along the length of SH25 and most notably at Taparahi on SH25A and the alternative/detour routes.

This tranche of activities provides a significant opportunity for cyclone strategic response rebuild and resilience improvements for those corridors which suffered widespread damage, as well as local roads which act as detour routes. The end-of-life bridge replacements also provide more

resilience for Coromandel communities that have been advocating for this for some time. Overall, the priority focus on the Coromandel provides an opportunity to build a more resilient transport network for Coromandel communities, which will be better able to withstand future weather events.

Resilience and climate change response has been given the largest weighting in terms of RLTP objective focus. But it will also bring other cross benefits including saving money spent on emergency remedial maintenance and improving safety.

The pre-implementation of the Coromandel Bypass activity is also prioritised at *number 8*) on the list of regionally significant activities. This recognises its place in contributing to the tranche of resilience activities for the Coromandel but also recognises that there is more work to do with the community before committing to any further decisions on this activity.

- 4) *SH1 Cambridge to Piarere* – long-term improvements / extension of Waikato Expressway. This has been a long-standing priority for the RTC. This activity is identified as a Road of National Significance (RoNS) in the draft GPS and is of national importance to the country. The SH1/29 inter-regional corridor including Cambridge to Piarere and Tauriko West SH29 (also a RoNS) is recognised in this RLTP as inter-regionally significant (see section 4.4). This signals the need to improve safety, reliability and connectivity of SH1 between Cambridge and Piarere to reflect the nationally strategic importance of the SH1/SH29 corridor linking the Auckland, Waikato and Bay of Plenty regions.
- 5) and 6) *Hamilton Southern Links* – this activity is also recognised as a RoNS in the draft GPS to unlock housing growth. The project aims to develop an effective transport network of state highway and urban arterial routes to support Hamilton's planned growth, including the Peacocke growth cell to the southwest of the city.
- In addition, the Waikato share of RoNS project development and property funding is ranked highly at *number 7*) to primarily support project development work on Southern Links.
- 9) to 13) *MSP Activities* – this tranche of activities put forward from Waipā District Council, Hamilton City Council and Waikato Regional Council collectively deliver on Metro Spatial Plan Programme Business Case implementation. This includes activities to improve public transport and urban mobility (walking, cycling, micro-mobility) in the Future Proof sub-region. Metro Spatial Plan implementation has been identified as a key priority for this RLTP to start to deliver on the transformational change needed to drive down transport emissions and provide transport options for the sub-region.

Map 4 depicts the region's top regionally significant transport activities and their contribution to the region's strategic transport objectives.

MAP 4 CONTRIBUTION OF REGIONALLY SIGNIFICANT ACTIVITIES TO OBJECTIVES

LEGEND

- Resilience
- Climate change
- Safety
- Accessibility/Transport options
- Growth and economic development

Coromandel Network Resilience

Coromandel Bypass Pre-Implementation

SH25 Bridge Replacements - Pepe, Ramarama, and Boundary Creek

SH27 Ohinekaia Bridge

Waikato Expressway local effects Waipā

SH1 Cambridge to Piarere long-term improvements (RoNS)

Cambridge Connections

Bus Rapid Transit Business Case

Eastern Pathways

Public Transport Pathways

Waipā Urban Mobility

Hamilton Southern Links (RoNS)

SH1 Bulli Point / Te Pōporo

BAY OF PLENTY

WAIKATO

Contribution of regionally significant activities to transport objectives

The contribution of the prioritised regionally significant activities above to the region’s transport objectives is depicted in the following pie graph (Figure 5).

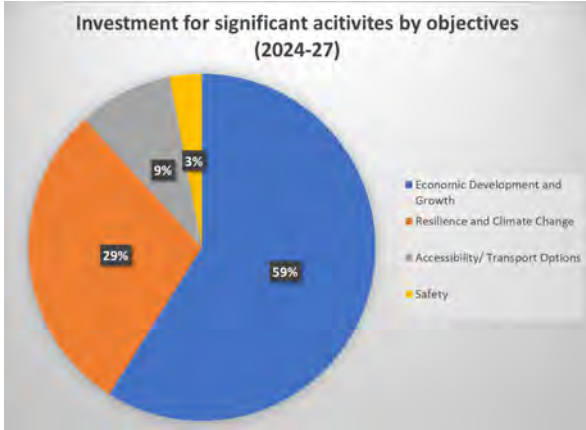


Figure 5: Investment for significant activities by objective

This illustrates a spread of significant activities across the region’s weighted objectives discussed in Section 2.2 of the plan.

In particular, there is a sizeable contribution of projects and activities that will contribute to the region’s economic development and growth strategic objective and the Government’s economic growth and productivity strategic priority. Most of this contribution is made up of the RoNS activities (predominantly Cambridge to Piarere).

Nearly one-third of activities address the resilience and climate change strategic objective, which the RTC has identified as being the most significant issue the RLTP needs to respond to over the short to longer term. Of course, many of these activities will also contribute to better safety outcomes, which will elevate the overall contribution the significant activities programme will make to our regional safety objective and national safety priorities. It is important to note that most of the safety related activities do not fit the definition of a significant activity so sit under a bucket of small safety improvements like “low-cost-low risk” activities which are not visible in the pie chart.

The safety aspects of the regional programme are also complemented by the work of the NZ Police (funded nationally outside of the NLTF). Under the LTMA, the RLTP must include an assessment of the relationship of police activities to the plan. This is outlined over page.

The significant activities programme also contains a number of transport activities (around 10 per cent) that primarily contribute towards the accessibility / transport regional objective. The change in government direction has resulted in the removal of a number of MSP walking and cycling and public transport activities by road controlling authorities in the region. The programme therefore reflects that we will need to take smaller steps towards transforming our regional transport system in the short-term on our longer-term journey towards our accessibility and transport options goals.

Contribution of road policing activity to the Waikato Regional Land Transport Plan

The New Zealand Police play a vital role in delivering road safety outcomes for the Waikato region. As a key regional partner represented on several regional working groups including the Waikato Regional Road Safety Forum and the Road to Zero Working Group, the New Zealand Police provide valuable leadership, helping to deliver a Safe System for the Waikato region.

The New Zealand Police have a key role in delivering on the safety objective of the RLTP and implementing the vision for *Road to Zero for the Waikato*, the region's strategic direction and plan for "accessible journeys free of deaths and serious injuries".

The New Zealand Police directly implement complementary road safety policy through their Safe Road Operating Model (2023). The purpose of the operating model is to ensure every person who lives, works or transits through New Zealand is safe and feels safe – on the roads and in our communities. This underpins the Road to Zero strategy. New Zealand Police is committed to road safety, reducing crime and social harm, and building public trust and confidence to make Aotearoa the safest country.

The operating methodology for New Zealand Police is based on the following:

- road safety is approached from a 'whole of police' perspective
- prevention first – putting all people at the centre of everything police do
- working in partnerships (national and local partners)
- evidence-based policing and deployment to risk
- general deterrence theory
- being highly visible
- Waka Kotahi activity requirements under the Road Safety Partnership Programme
- Road to Zero 2020-2030 for the Waikato Region.

Key priorities that the New Zealand Police focus upon include:

- restraints
- impairment (alcohol and drugs, both legal and illegal)
- distractions
- speed (primarily in rural areas) including lower end speeding offences.

Other key focus areas include:

- a focus on public awareness (to achieve the mind shift needed to achieve the road safety target).

The contribution of the Waikato and Bay of Plenty Police Districts to the road safety outcomes sought through the Waikato Regional Land Transport Plan, is therefore significant.

4.4 Inter-regionally significant activities

There are a number of inter-regionally significant activities that are important to the Waikato region because they give effect to our regional objectives and priorities, as well as being important contributors to the upper North Island integrated transport system.

The Waikato region cannot realise its vision for our land transport system within our jurisdictional boundaries alone. Waikato is part of an upper North Island interconnected system and it plays an important role in facilitating the

inter-regional movement of people and freight through the Golden Triangle of Auckland, Waikato and Bay of Plenty regions.

A shared view on our inter-regionally strategic corridors is therefore very important. Understanding and supporting inter-regionally significant activities will help to ensure that benefits are maximised for the Waikato region.

A list of inter-regionally significant activities supported by the RTC is included in Table 3 below.

Inter-regionally significant activities	
Activity	Description of Significance to Waikato
Significant inter-regional activities Auckland region	
<ul style="list-style-type: none"> SH1/SH29 inter-regional corridor between Auckland, Hamilton and Tauranga Tauranga to Auckland RoNS 	<ul style="list-style-type: none"> Supporting transport activities and improvements that enhance safety and efficiency on this nationally significant inter-regional corridor, including the RoNS stages Cambridge to Piarere and Tauriko West SH29. Supporting delivery of growth initiatives for people and freight.
<ul style="list-style-type: none"> SH1 Auckland southern corridor optimisation and capacity improvements SH1 Papakura to Drury Roads of Regional Significance 	<ul style="list-style-type: none"> Supporting this activity will ensure that the significant investment in the Waikato Expressway will not be compromised. Constraints on the network that could undermine travel time savings, improved connectivity and enhanced access and safety outcomes need to be addressed.
<ul style="list-style-type: none"> SH2 corridor activities between Pōkeno and Tauranga that improve safety outcomes 	<ul style="list-style-type: none"> Supporting these activities will help to improve safety outcomes in the Waikato region.
<ul style="list-style-type: none"> North Island Main Trunk (NIMT) rail corridor 	<ul style="list-style-type: none"> Addressing rail constraints within the Auckland region is essential to reduce the conflict between freight and passenger rail, to improve reliability and efficiency of rail, and to enable the future expansion of freight and passenger rail services. Te Huia inter-regional passenger rail.
<ul style="list-style-type: none"> Inter-regional planning activities that support integrated land use, cross-boundary public transport and other transport investment activities with co-benefits 	<ul style="list-style-type: none"> Ensuring an upper North Island lens over the transport network will ensure we are planning and implementing a sustainable future transport system.
Significant inter-regional activities Bay of Plenty region	
<ul style="list-style-type: none"> SH1/SH29 inter-regional corridor between Auckland, Hamilton and Tauranga Tauranga to Auckland RoNS 	<ul style="list-style-type: none"> The Waikato region views the SH1/29 inter-regional corridor as a key priority with co-benefits to the upper North Island regions. The draft GPS has identified Cambridge to Piarere SH1 and Tauriko West SH29 as two stages prioritised for the Tauranga to Auckland Corridor. It is therefore vital to support activities on this corridor on both sides of the regional boundary that will

Inter-regionally significant activities

	provide safe and reliable journeys for people and freight and that will support the delivery of growth initiatives in both regions.
<ul style="list-style-type: none"> • East Coast Main Trunk (ECMT) rail corridor 	<ul style="list-style-type: none"> • Support activities that enhance resilience and efficiency of the ECMT, including future proofing for future inter-regional passenger rail (electrification of rail network, Kaimai Tunnel, third and fourth main lines on NIMT). • Support the Bay of Plenty business case for a Hamilton to Tauranga inter-regional passenger rail service. • Support the Bay of Plenty in extending cross-boundary public transport services (e.g. Waihi Beach to Waihi).



Figure 6: Inter-regional initiatives identified by Future Proof (Waikato) and Smart Growth (Bay of Plenty) partners.

<ul style="list-style-type: none"> • SH2 corridor activities 	<ul style="list-style-type: none"> • Supporting activities on this corridor will help to improve overall efficiency of the strategic transport network in and around the Port of Tauranga.
<ul style="list-style-type: none"> • Inter-regional planning activities that support integrated land use and transport investment outcomes and co-benefits 	<ul style="list-style-type: none"> • Ensuring an upper North Island lens over the transport network will ensure we are planning and implementing a sustainable future transport system.

Significant inter-regional activities Taranaki region

<ul style="list-style-type: none"> • SH3 construction of the Mount Messenger and Awakino Gorge improvement projects 	<ul style="list-style-type: none"> • Realising this project will support improved network resilience, efficiency and road safety between the Waikato and Taranaki regions.
<ul style="list-style-type: none"> • SH3 inter-regional transport activities 	<ul style="list-style-type: none"> • Support activities on this corridor that improve safety, efficiency and resilience, including stock truck effluent planning and implementation

Significant inter-regional activities Manawatu/Whanganui region

<ul style="list-style-type: none"> • SH1 inter-regional transport activities Taupō to Waiouru 	<ul style="list-style-type: none"> • SH1 is strategically significant connecting the upper North Island to the Manawatu/Whanganui Region south to Wellington. This
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Inter-regionally significant activities	
	inter-regional corridor contains high-risk safety and resilience issues. Bulli Point / Te Pōporo alongside Lake Taupō has been identified as the Waikato’s top priority significant activity. Other activities that address safety, efficiency and resilience issues across the regional boundary and along the Desert Road are therefore supported to improve this strategically vital transport corridor.
<ul style="list-style-type: none"> • SH4 interregional corridor 	<ul style="list-style-type: none"> • Support activities on this alternative north-south route linking the Waikato and Manawatu/Whanganui regions (route resilience).
<ul style="list-style-type: none"> • North Island Main Trunk (NIMT) Central Connector 	<ul style="list-style-type: none"> • Support business case activities for future inter-regional passenger rail and support planned freight hubs in the Manawatu/Whanganui region.
Significant inter-regional activities Hawkes Bay region	
<ul style="list-style-type: none"> • SH5 Taupō to Napier corridor 	<ul style="list-style-type: none"> • Support activities on this corridor that improve safety and resilience.

Table 3: Inter-regionally significant activities

Section 5
Funding the RLTP

5.1 Funding the RLTP

Funding regional transport activities is essential to give effect to the transport objectives and strategic transport priorities the RLTP is seeking for our region.

- other sources including Crown appropriations through various funding streams, fares and revenue collected from public transport and other third-party funding sources.

The main sources of funding for land transport activities include:

- revenue from the National Land Transport Fund (NLTF)
- council funding (local funding share of transport activities determined by funding assistance rates FAR subsidy)

Key LTMA requirements for funding in the RLTP

- RTC must take into account likely funding sources.
- RLTP must include a 10-year forecast of revenue and expenditure.



5.2 Funding from the NLTF

The key source of funding for the RLTP comes from the NLTF; the funding of which is sourced largely from road user charges, fuel excise duty and motor vehicle registration and licensing.

The draft GPS has allocated funding across the activity classes discussed in Section 4 and has proposed a substantial increase in available funds from the previous GPS to address the growing resilience issues that have adversely affected our roading networks over the last three years.

Investment in maintenance and operation of the system is a key focus for GPS 2024. This comes on the back of significant resilience issues the country has been grappling with.

For 2024-27, \$700 million is requested for local road maintenance out of \$1.1 billion total investment requested from councils.

The regional programme of transport activities represents the Waikato Region's funding bid to the NLTF.

5.2.1 10-year forecast of revenue and expenditure

The LTMA requires regional land transport plans to include a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan.

The region has identified a long list of transport activities it would like to see funded to achieve the transport objectives and priorities the RTC has outlined for transport in the Waikato region.

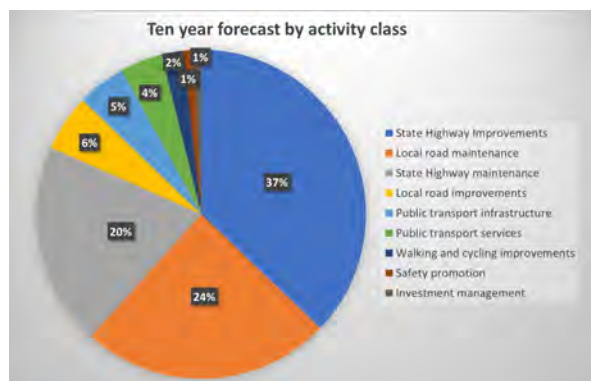


Figure 7: Waikato region's indicative 10-year investment by activity class

Figure 7 illustrates the region's indicative 10-year forecast by activity class. There is significant investment going into state highway and local road maintenance (44 per cent of total) which reflects the strategic importance of roading maintenance prioritised in this RLTP and in the draft GPS.

State highway and local road improvements account for 43 per cent of total regional expenditure. Proportions of other types of investment are relatively small, with public transport, walking and cycling, investment management and safety making up the remaining 13 per cent share.

It is acknowledged that long-term Plan and annual plan processes will affect the final values. However, the 10-year forecast does indicate forecast of expenditure based on the best information available at this stage.

Activity Class (based on draft GPS 2024)	10-year expenditure (\$ million)	NLTF Share (\$ million)	Local Share (\$ million)
Subsidised activities			
SH improvements	\$4,068	\$4,068	-
SH maintenance	\$2,188	\$2,188	-
Local road improvements	\$606	\$311	\$270
Local road maintenance	\$2,685	\$1,245	\$1,073
Public transport infrastructure	\$521	\$485	\$36
Public transport services	\$456	\$265	\$190
Walking and cycling improvements	\$232	\$150	\$79
Safety promotion	\$113	\$55	\$52
Investment management	\$79	\$64	\$14

Activity Class (based on draft GPS 2024)	10-year expenditure (\$ million)	NLTF Share (\$ million)	Local Share (\$ million)
(incl. Transport Planning)			
Total subsidised expenditure	\$10,949	\$8,831	\$1,714
Total unsubsidised expenditure	\$883	-	\$883
10 Year Total	\$11,831	\$8,831	\$2,597

Table 4: Waikato region's 10-year indicative investment by activity class

Table 4 contains indicative investment figures by activity class for the Waikato region over the next 10 years. The 10-year total expenditure is around \$11.8 billion. The NLTF share of this expenditure is \$8.8 billion, with the balance made up from local share and other funding sources yet to be confirmed.

While investment for state highways is fully covered by the NLTF, the local councils share will be around \$880 million (refer to Section 4.4).

Looking at investment by activity class, NZTA will invest \$6.2 billion dollars for state highway improvements (\$4 billion) and maintenance (\$2.2 billion). It will cost \$2.7 billion for local road maintenance and \$600 million for local road improvements. Investment for public transport will be around \$520 million for infrastructure and \$460 million for services. For walking and cycling, \$230 million will be spent.

5.3 Other sources of funding

Funding the region’s transport priorities and aspirations requires sources of funding beyond the NLTF.

Known sources of alternative funding for this RLTP cycle are outlined in Table 5 below.

You will see from this table that some of the region’s significant transport activities are being funded outside of the NLTF.

Other sources of funding for RLTP			
Revenue	Description	Waikato activities	Contribution
NZ Upgrade Programme (Replaced by RoNS programme under draft GPS)	Infrastructure funding package announced in 2020 to provide growing communities across the country with better travel choices, improved safety and to support growth	SH1/29 roundabout at Piarere (Road of Regional Significance) – designed to improve safety and allow connection to future expressway between Cambridge and Piarere (construction 2024/45)	Economic development and safety benefits on this nationally significant and regionally prioritised strategic transport corridor
Crown Funding Budget 2024	Additional funding for resilience response and recovery works	Waikato share of national resilience activities (e.g. Coromandel Peninsula)	Resilience of strategic roading network
Crown Funding Budget 2024	Decarbonising the Public Transport bus fleet	Available to public transport authorities to help to meet the cost of initiatives to accelerate decarbonisation of the public transport bus fleet, such as zero emission buses, charging and depot infrastructure	Reducing transport emissions
Regional Infrastructure Fund	\$1.2 billion capital funding over three years to promote sustainable regional economic development	Resilience and climate adaptation activities (new and existing infrastructure)	Resilience of infrastructure
Climate Emergency Response Fund (CERF) (projects being carried over, but fund no longer available)	Dedicated funding source announced in 2021 for public investment in climate related initiatives Directed to Transport Choices Programme to increase uptake and reduce emissions	Hamilton City Council small to medium transport improvements (walking and cycling activities, bus stop upgrades); other TA activities	Reducing transport emissions and supporting travel options in Hamilton City
Infrastructure Acceleration Fund (IAF)	\$1 billion contestable fund which is part of the Housing Acceleration Fund announced in March 2021 to support new housing development in areas that face the biggest housing supply issues	Pedestrian/cycle (active modes) bridge for central Hamilton (\$16.5 million) Support investigations into other strategic transport infrastructure in the central City (\$150 million)	More transport choice and safer connections across the Waikato River to Hamilton East

Other sources of funding for RLTP

Housing Infrastructure Fund (HIF)	Funds land transport investments that will help ensure an increased supply of serviced land for housing development	Hamilton City Council infrastructure development of Peacocke suburb; Peacocke Bridge \$7.4 million upsize contribution	Growth needs of city
Accelerated Regional Roading Package	Funds acceleration of regionally important state highway projects	Mount Messenger Bypass and Awakino Tunnel between Waikato and Taranaki regions	Resilience and safety benefits to both regions

Table 5: Other sources of funding for RLTP

5.4 Unfunded activities

The regional programme of transport activities does not represent all that we need to do to get the outcomes we seek in the region. Some of our local councils have mapped out extensive lists of projects and activities that are required to truly give effect to what we are trying to achieve for the land transport system, both locally and regionally.

Hamilton City Council and Taupō District Council for example, have identified many activities outside of the NLTF and their own funded draft long term plans. Hamilton City’s

unfunded capital expenditure represents about \$120 million for the 2024/27 NLTP period (compare this to the city’s capital expenditure included in the RLTP at \$110 million). A list of activities is included in Appendix I. This gives us a good idea of the investment gap between what we know we can fund and what we want to fund.

It also highlights why we need to look for new collaborative funding opportunities outside of the NLTF to advance our transport priorities.

5.5 Funding impacts on this RLTP

Funding through the NLTF for this RLTP is constrained for a number of reasons including:

- reduced revenue from road user charges
- traditional funding models are no longer able to sufficiently fund increased maintenance requirements and new infrastructure
- the need for high maintenance spend to catch up on under investment on the roading network
- additional investment is required to address recent resilience issues, and
- the effects of inflationary pressure.

This is all happening in a current global and national economic environment that is driving up costs.

This means that after funding is allocated to maintenance and operations activity classes, there is little discretionary funding left for improvement projects above and beyond the RoNS projects. An increase in costs also means that all phases of project development for new activities (pre-implementation, implementation and property) are less likely to be funded over this NLTP.

Local councils also face a huge challenge to raise local share to fund transport activities, relying as they do mainly on rates and loans for capital expenditure. Councils around the country are facing hard choices as the rates burden on ratepayers becomes untenable. Some councils are having to cut priority improvement activities and others are finding it difficult to even maintain levels of service for core transport activities.

This will all have a huge impact on what we can realistically achieve as a region and the pace at which we can roll out our priority transport activity implementation works. One of the main effects on this RLTP is the adverse funding impact on Metro Spatial Plan (MSP) activities. With the change in government policy direction, road controlling authorities (RCAs) have had to withdraw a number of MSP activities from their programmes, and this will set back the rollout of the MSP Programme Business Case (PBC).

The draft GPS has also reduced funding for public transport and walking and cycling and this will make it more difficult to fund these types of activities over the RLTP period. Ultimately, unless alternative long-term sustainable funding is committed, the transformational change we are seeking through our strategic regional policy framework will not be realised.

The Government undertake major reforms to the National Land Transport Funds (NLTF) revenue system to determine how land transport should be funded in the future, to ensure sustainability of funding transport activities in the long term.

It is expected that changes to Road User Charges (RUC) and tolling legislation reform will be advanced over the course of the GPS.

National funding constraints mean that we will be unable to fully fund the transformative mode shift and emissions reductions we are seeking through our strategic objectives and priorities through this RLTP cycle.

5.5.1 Timing of RLTP 2024 development

The delivery of RLTP 2024 comes at a time of significant policy change. The regional programme of transport activities has been finalised under the draft GPS. Evolving policy and funding decisions are likely to influence funding for this RLTP.

Key factors likely to influence the funding impact on this RLTP include:

- rolling policy and funding announcements post draft GPS, e.g. additional funds for pothole repair
- more information released on funding RoNS and Roads of Regional Significance (RoRS)
- final draft GPS expected post approval of RLTP, and this is likely to provide updates on activity class funding ranges
- outcomes of transport funding system reform, and
- signalled policy changes that might have funding implications, e.g. updated Emissions Reduction Plan (ERP 2) and new national safety objective document.

Section 6
Monitoring and
performance
of the RLTP

6.1 Monitoring framework for the plan

This chapter sets out the monitoring framework of the RLTP. The table below outlines the measurements we will use to track the progress and achievements of the strategic objectives of the Plan.

Monitoring of this RLTP is undertaken via multiple mechanisms and stakeholders. It relies heavily on the quality of data from key external organisations.

Three key mechanisms for monitoring the plan include:

- tracking progress against headline targets
- tracking progress against key performance indicators
- monitoring progress against delivery mechanisms (key actions) in the Plan.

The Headline targets support the region’s strategic vision and objectives. They provide an important tool to communicate the level of change sought in a few key areas. Progress towards these targets will demonstrate that the region is on track to achieve the vision for land transport in the Waikato over the next 10 years.

Key performance indicators (KPIs) are identified for each objective to provide a high-level indication about whether the outcomes and benefits sought have been realised. They are guided by the Transport Outcomes Framework developed by the Ministry of Transport.

The indicators are obtained from data that could be reliably sourced on a regular basis (at least annually) and at regional levels. The SMART (specific, measurable, attainable, relevant, and time-bound) criteria were used to select the indicators.

Together, monitoring of the headline targets and KPIs will provide a clear picture about how the commitments in the RLTP are tracking and whether the long-term outcomes sought for the region have been achieved.

Where possible, the data will also reflect trends at a Territorial Authority (TA) level.

WRC will work with transport partners to lead the development of a comprehensive RLTP monitoring framework.

It is important to note that national climate change emissions targets are predicated on the reduction of VKT. The VKT reduction programme has, however, been put on hold. This will make it even more difficult to achieve national and regional emissions reductions targets.

MOT Transport Outcome: Healthy and safe people

RLTP Objective Safety:

A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured.

Indicator	Description	Data source
Number of Deaths and Serious Injuries (DSI)	Headline Target: A 40% reduction in deaths and serious injuries on our roads by 2030 (from 2018 levels). A five-year rolling average is applied to annual crashes.	Waka Kotahi Crash Analysis System (CAS)
Number of cyclist and pedestrian DSI	A five-year rolling average is applied to annual crashes.	Waka Kotahi Crash Analysis System (CAS)
Number of DSI by causal factor	Number of DSI where speed is a contributing factor, a five-year rolling average is applied to annual results.	Waka Kotahi Crash Analysis System (CAS)

MOT Transport Outcome: Economic Prosperity

RLTP Objective Growth and Economic Development:

MOT Transport Outcome: Healthy and safe people

1. An integrated transport system that supports compact urban form and planned future growth.
2. An efficient and resilient strategic corridor network that advances regional economic & social wellbeing.

Indicator	Description	Data source
Travel time predictability – general/freight/public transport	Travel time predictability on key strategic freight corridors and the Hamilton City roading network	Traffic Watcher Waka Kotahi, Hamilton City Council, EROAD
Rail freight movements to, from and within Waikato	Tonnes of rail freight moved to and from region	Freight information gathering system, Ministry of Transport (MoT)

MOT Transport Outcome: Inclusive Access

RLTP Objective Accessibility / Transport Options:

An integrated transport system that provides transport options for differing community access and mobility needs.

Indicator	Description	Data source
Travel mode share by walking and cycling and public transport	Headline Target: double active travel (walking and cycling) and public transport mode shares by 2035 (from 2018 levels).	Household travel survey, Ministry of Transport (MoT)
	Proportion of active travel and public transport journeys to work	Census, Statistics NZ
	Proportion of active travel and public transport journeys for short trip legs (under 2km and under 5km)	Household travel survey, Ministry of Transport (MoT)
Public Transport patronage	The number of people boarding bus and train services Per capita based	Waikato Regional Council Public Transport Operation
Percentage of population with access to frequent bus routes within 600m	Proportion of dwellings within 600m of frequent bus routes in urban areas	Waikato Regional Council
Unmet travel needs for GP due to lack of transport	Proportion of child/adult having had a medical problem but not visiting a GP due to lack of transport	EHINZ/Ministry of Health
Perception of public transport (Hamilton)	Perceptions of public transport with respect to affordability, safety, ease of access, frequency, and reliability	Quality of life survey, Hamilton City Council

MOT Transport Outcome: Healthy and safe people		
Car ownership	Car ownership per capita	Ministry of Transport
Car occupancy	Proportion of single occupant car and average car occupancy	Household travel survey, Ministry of Transport Hamilton City Council Analytics
Length of cycleways	Km of cycle lanes, cycle paths, shared paths and number of cyclists in Hamilton City, Waipā District and Waikato District.	Waka Kotahi
MOT Transport Outcome: Resilience and Security		
RLTP Objective Resilience:		
An efficient and resilient land transport system that ensures communities have route security and access to essential services.		
Indicator	Description	Data source
State Highway closures	Headline targets: <ul style="list-style-type: none"> By 2035, number/duration of annual closures of unplanned State Highway closures is reduced by 10% By 2035, number/duration of annual State Highway closures caused by natural hazards is reduced by 10% 	Waka Kotahi Traffic Event Information System (TREIS)
Length of key social and economic corridors (including lifeline routes where relevant) with viable alternative routes		Waka Kotahi
MOT Transport Outcome: Environmental sustainability		
RLTP Objective Climate Change: An environmentally sustainable, energy efficient and low-carbon transport system that delivers emissions reductions and enhances communities' long-term resilience to the effects of climate change.		
Indicator	Description	Data source
Transport-generated CO ² emissions	Headline target: reduce carbon emissions from the transport sector by a minimum of 41% by 2035 (from 2018/19 levels), on the path to net carbon zero by 2050.	Statistics NZ Alternative: Waikato GHG Inventory
CO ² emissions from Public Transport	CO ² emissions from rail and bus is monitored.	Waikato Regional Council Public Transport Operation
Electric vehicle proportion	The proportion of light vehicles that are electric based on car registration data	Ministry of Transport

MOT Transport Outcome: Healthy and safe people		
Zero emission bus fleet proportion	Percentage of the bus fleet that are electric and hydrogen vehicles	Waikato Regional Council PT operation
Fuel purchase	Alternative of transport-generated CO ² emission measurement	Hamilton City Council
Vehicle Kilometres Travelled (VKT)	Per capita based vehicle kilometre travelled	Waka Kotahi Ministry of Transport
Air quality <ul style="list-style-type: none"> • Benzene • Carbon monoxide • Nitrogen dioxide • Lead 	Concentration of pollutants are collected from monitoring sites on state highways and local roads	Waikato Regional Council Environmental monitoring

Table 5: Monitoring the RLTP 2024

Appendices

Appendix A: Summary of supporting evidence for key transport issues

The transport system in the Waikato region is complex and needs to address several issues. Analysis of national and regional research and data reveals important trends and lessons. The most important lesson is that solving transport issues requires a multi-faceted approach. Cities and regions that have great transport systems have adopted a complementary mix of policy, infrastructure projects and service enhancements.

Appendix A represents a summary of a separate supplementary document that contains detailed evidence to support:

- Section 2.2 - Key transport issues and challenges
- Section 3 – Regional policy framework and case for investment in the region’s transport priorities.

Climate change (reducing emissions)

Waikato region is the highest emitter of total greenhouse gases in New Zealand and accounts for 14 per cent of national vehicle emissions.

The main sources of emissions in the Waikato region are shown in Figure 3 below.

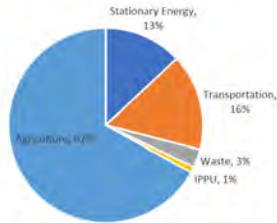


Figure 3. Percentage of gross emissions by source (excl. forestry) for Waikato region, 2021/22

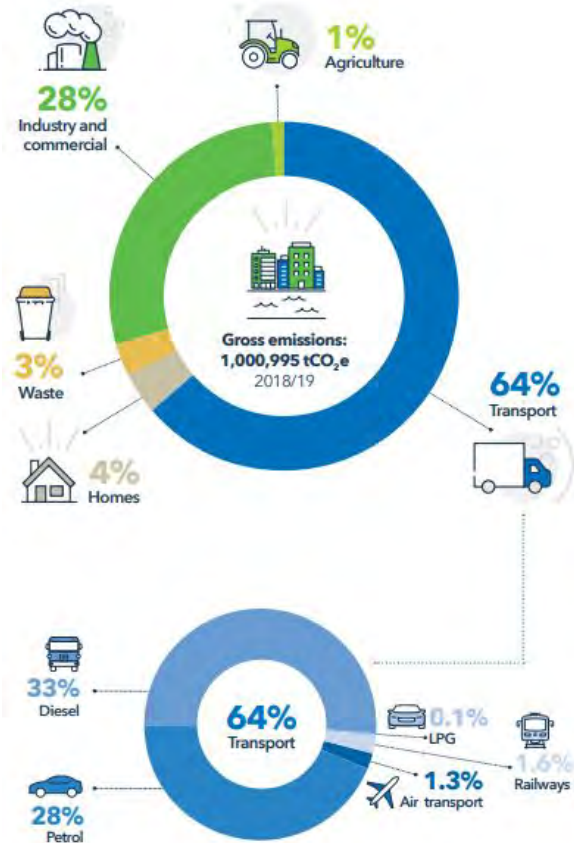
The 2021/22 Waikato Region Greenhouse Gas Inventory shows that transport sources emitted 1,903,581 t CO₂e, representing 16 per cent of the Waikato region’s total gross emissions and about 19 per cent of net emissions. Transport was the second highest contributor to regional net and gross emissions after agriculture.

This is a decline in regional transport emissions compared to the previous 2018/19 reporting period and is largely attributed to covid lockdowns and people working from home. However, the overall general trend is that transport emissions are increasing but with a fluctuating trend between years.

Over two thirds of regional transport emissions are generated in the Hamilton-Waikato metro area:

- Hamilton City: 35.5 per cent
- Waikato: 17.2 per cent
- Waipā: 11.8 per cent.

Transport is responsible for 53 per cent of CO₂ emissions in the Hamilton-Waikato metro area⁽³⁾ and 64 per cent in Hamilton city.⁽⁴⁾



High vehicle kilometres travelled, single occupant car use over short distances, low use of public transport and active modes, low-density and high growth rates in the main urban areas with a traditional emphasis on greenfield development all contribute to transport emissions.

What is required to meet the targets?

3 [Hamilton-Waikato-Metropolitan-Spatial-Plan-Final-Low-Res.pdf \(futureproof.org.nz\)](https://futureproof.org.nz/Hamilton-Waikato-Metropolitan-Spatial-Plan-Final-Low-Res.pdf)

4 [24672-HCC-Access-Hamilton-Strategy-full.pdf \(storage.googleapis.com\)](https://storage.googleapis.com/24672-HCC-Access-Hamilton-Strategy-full.pdf)

We need to invest in interventions that will reduce emissions. If we don't reduce the cause of climate change, we will continue to face threats to nationally and regionally important strategic corridors and lifeline routes. The economic and social burden on the region will be unsustainable.

Without intervention, the region will face further adverse consequences such as extreme weather events, flooding and extreme heat. These can lead to disruptions to the transport system including congestion, loss of productivity and increased travel times. These consequences are likely to create more emissions, further compounding the issue. Community and individual health will also continue to be impacted by transport emissions.

Waikato's target for reducing transport emissions is 41 per cent⁽⁵⁾ by 2035 and net zero emissions is reached by 2050, which is consistent with the Emissions Reduction Plan and numerous other national and international commitments. For Waikato to achieve these targets, the existing land transport system and the way we live and move around needs to be transformed.

Our biggest opportunity to reduce transport emissions is in the metro area through increased patronage on public transport and other low carbon transport modes. It is critical to focus on this area to achieve the transformation required to meet national and international obligations, and to reduce the impact of climate change into the future.

Other opportunities exist to reduce emissions in the freight and public transport sector, and through adoption of new technology, both for the light and heavy vehicle fleets.

Specifically, we need to:

- Reduce vkt by 24 per cent
- Increase EVs to 30 per cent of the light fleet
- Increase PT by 100 per cent
- Increase walking by 100 per cent
- Increase cycling by 100 per cent
- Increase fuel economy by 10 per cent.

Resilience

The Waikato region transport network is one of New Zealand's busiest because of its strategic location in the upper North Island. It is a corridor region between Auckland and the rest of New Zealand to the south and contains strategic freight and tourism routes, as well as access to rural communities and access to and within the large metro urban area of Hamilton.

Some of these routes are particularly affected by disruptions from natural hazards because of extreme weather events. For example, Cyclone Gabrielle took a very heavy toll on

State Highways 25 and 25A on the Coromandel Peninsula, 23 between Hamilton and Raglan, and State Highway 31 to Kawhia.

Other areas of the region are also susceptible to longer term climate change impacts such as:

- 558 kilometres of road in areas impacted by a rise in sea level of 1.2 metres above the current coastal 1 per cent AEP levels
- 2,750 kilometres of road exposed to known or mapped floodplains
- 4,600 hectares below sea level in the Lower Waikato River area
- 22,148 hectares below sea level on the Hauraki Plains.

Adaptation responses

The ability of a community to respond to transport disruptions depends on the level of resilience built into the transport system. The best way to build resilience into the future is to avoid the conditions that lead to climate change, adapt to increased natural hazards and the threat they pose to the transport network using a variety of strategies, enable a variety of transport options, and improve community preparedness and connections so that disruptions are more successfully recovered from.

The New Zealand transport system needs to adapt to the impacts of climate change and be resilient to other disruptions. The National Adaptation Plan provides a framework for adaptation response. A regional response to climate related hazards needs to include consideration of:

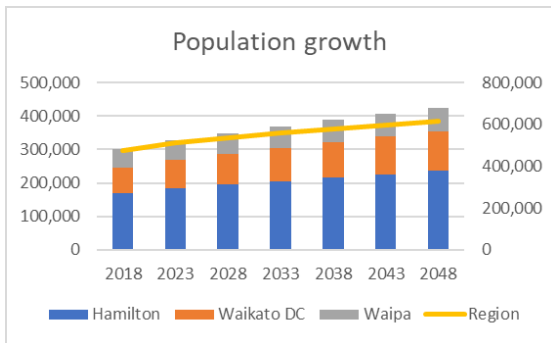
- avoiding building transport infrastructure and other development in locations that are exposed to significant climate-related hazards
- protecting transport infrastructure from climate hazards using both engineering solutions and nature-based solutions
- accommodating climate-related hazards by accepting they will occur but ensuring disruption is minimised and recovery occurs quickly
- retreating by relocating transport infrastructure and other assets away from locations exposed to climate-related hazards.

Growth and economic development

The Waikato region has the fourth largest population and the fourth largest regional economy in New Zealand. The region is part of the 'golden triangle' encompassing Waikato, Auckland and Bay of Plenty regions. The regional transport network forms a key part of strategically important inter- and intra- regional road and rail corridors in the upper North Island and national land transport network.

⁵ of equivalent national reductions by 2035 from 2019 levels where Targets 1 – 4 in the Emissions Reduction Plan are met

The population of the Waikato region has been growing steadily and latest data shows that the region is growing faster than the national average.⁽⁶⁾ Population in most of the districts within the region has increased slightly in the year to June 2023 with the highest increases in Hamilton City and Waikato District. The Hamilton-Waikato metro area is the third fastest growing urban area in New Zealand and its population is expected to double in the next 50 to 100 years. This is equal to about 5000 people extra in the metro area every year.⁽⁷⁾



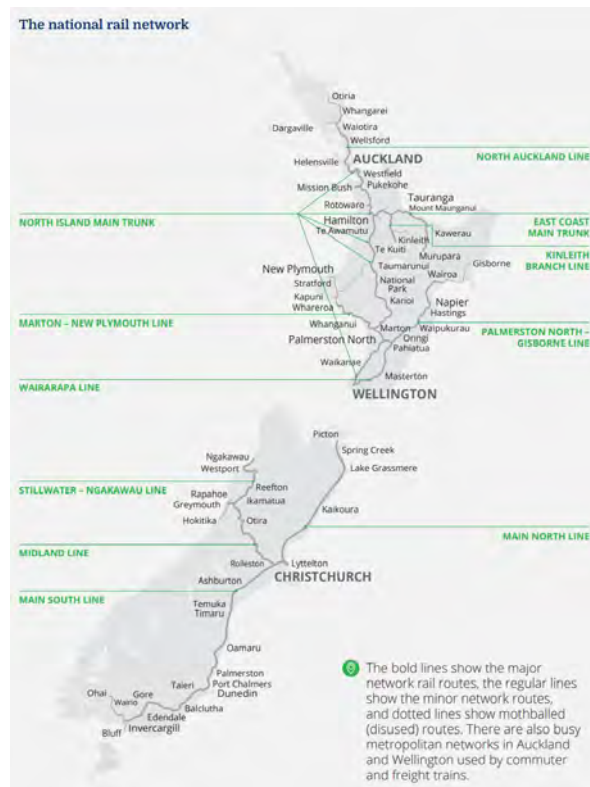
The Future Proof Strategy identifies benefits and challenges for the sub-region. One of these challenges includes “growth displacement from Auckland into the northern Waikato, the strong activity and transport links between Auckland and the Waikato, the impact of shorter travel times between the two regions. There is increasing growth in freight, constraints in the road and rail networks, pressures on land use, particularly residential and industrial land and the need for a more coordinated approach between regions.”

In the Metro Spatial Area, half of Hamilton’s growth has occurred in existing urban areas (infill) with the other half occurring in greenfield areas. Residential expansion onto highly productive land has implications for transport networks.

With the region being part of the ‘golden triangle’ and the projected growth, the network of strategic corridors, both road and rail are vitally important for the movement of freight and the overall economic wellbeing of the region, and all of New Zealand.



Waikato has an increasing commercial and industrial presence and is now home to several major distribution and freight and logistics hubs that have access to road and rail networks, Ports of Auckland, Port of Tauranga and markets to the south. In 2017/18, 68 million tonnes of freight was moved through the region. Freight volumes are forecast to grow by 47 to 65 per cent by 2030. For this reason, the Waikato regional land transport network plays a vital role in the national and regional economy, and it is essential that key corridors are protected and maintained to support this.



6 [Population growth in all New Zealand regions | Stats NZ](#)

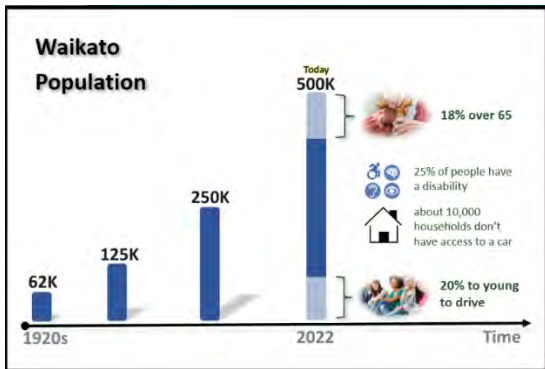
7 [Access Hamilton](#)

Accessibility and transport options

The way people live is shaped by a land use and infrastructure system and cars have become a necessity because of the way our towns and cities are built. Towns have become auto-centric and focused on moving cars around, rather than human-centric and moving people.

While this system provides the foundation for thriving communities, it can also establish and then perpetuate unhealthy travel patterns when poorly designed. In New Zealand, many urban areas have been constructed to accommodate cars as the dominant transport mode at the expense of other ways to travel.

This impacts the way people move around the region, and ultimately affects their ability to access opportunities. Age, ability and income all affect how easily people access opportunities. For example, the 20 per cent of Waikato residents who are too young to drive need different transport options such as safe walking and cycling infrastructure around schools. Residents with a disability may need good access to public transport so they can reach essential services.



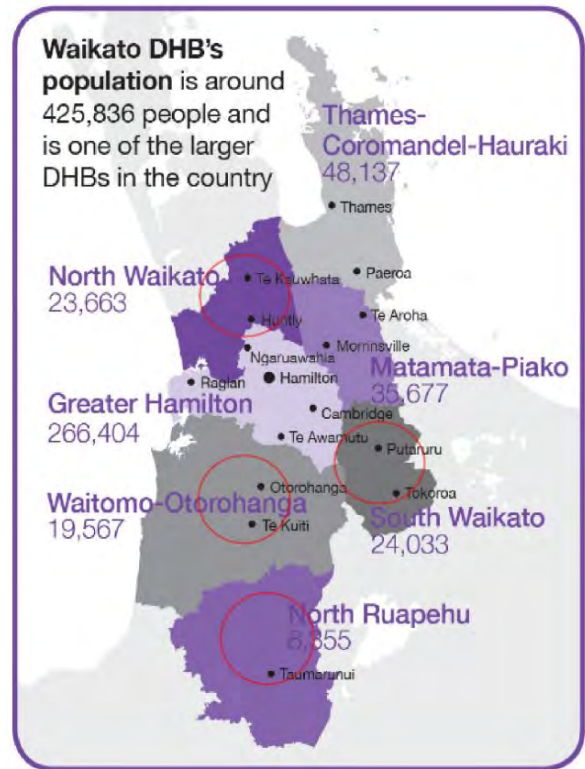
Urban areas

In urban areas, the distance to essential services is a measure of accessibility.⁽⁸⁾ The four biggest urban centres in the region have varying levels of accessibility to amenities such as supermarkets, schools, a pharmacy, a GP or a park. In each of the urban areas of Hamilton, Cambridge, Te Awamutu and Taupō, fewer than 20 per cent of residents live less than a 10-minute walk to all amenities. Hamilton, Te Awamutu and Cambridge had the highest accessibility to amenities by cycling (91, 95 and 80 per cent respectively) while Taupō was the least accessible by cycling with 58 per cent of residents being within a 10-minute cycle of amenities. The least accessible amenity for each of the towns was either a supermarket or a GP.

Rural areas

Location or distance from urban centres also has an impact on accessibility to services such as health care or education. For example, a Waikato⁽⁹⁾ health study shows there are limited accessible and affordable transport options for those in some rural areas of the region.

- South Waikato (64 per cent), north Ruapehu (59 per cent), Waitomo/Ōtorohanga (41 per cent) and north Waikato (36 per cent) are localities that have the highest proportions of people living in high socio-economic deprivation across the Waikato DHB geographic.
- Limited public transport services are provided in some rural towns such as Tokoroa, and between rural towns outside greater Hamilton. Hamilton issues are linked to demand flows and available funding.



Public transport

A good public transport system is essential for people who don't drive to access services beyond their immediate neighbourhood. It provides access to jobs, education and health services, and provides real choice about how to move around a town or city. A good public transport system reduces congestion and emissions and improves health and safety outcomes.

Changes to specific bus routes and frequency of services, and the introduction of new services in Hamilton have led to a positive, and in some cases significant, increase in patronage. The Comet and Orbiter routes accommodate

⁸ [X Minute City - Urban Intelligence \(uintel.co.nz\)](http://xminute.city)

⁹ Formerly Waikato District Health Board

over 1.2 million passenger boardings per year (about 40 per cent of total city patronage) and account for 90 per cent of the city's patronage growth over the last three years.

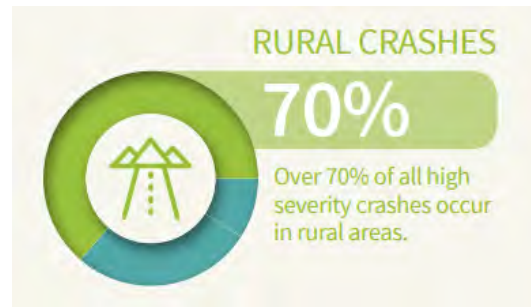
Safe alternative modes

Walking and cycling improve health outcomes. There is also a direct correlation between people having transport choice and their participation in society. The adverse public health impacts of car dependency are of a similar scale to road trauma statistics but are less well recognised.

Cyclists and pedestrians are at risk on the Waikato transport network, with cyclists representing 15 per cent of urban fatal and serious crashes, and pedestrians accounting for 21 per cent of urban casualties in the region between 2009 and 2018. Vehicle speed, unsafe infrastructure, and inadequate visibility by and of pedestrians are factors that influence pedestrian activity. The main risk factors for cyclists are decreased stability and a much lower level of protection than that provided by a vehicle. Cyclists are less visible than other road users and the relatively low presence of cyclists mean that drivers are not used to looking out for them. Poor road and street infrastructure is a barrier to would-be

cyclists, indicating that if these were improved, low-carbon transport options would be considered as a viable travel option by more people.

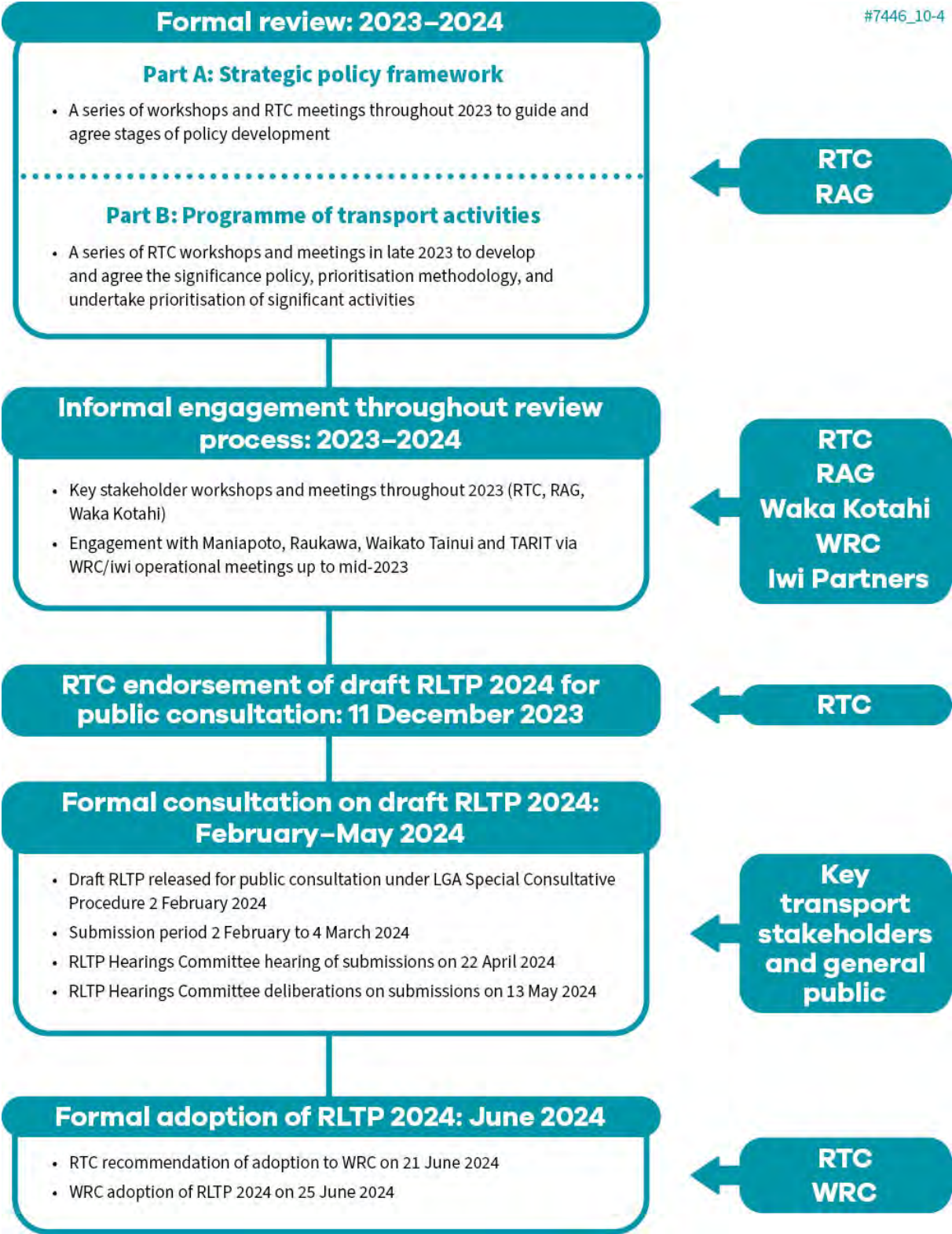
The region is underrepresented for crashes occurring in urban areas and overrepresented in crashes occurring in rural areas compared to its peer group and all New Zealand. Consistently over the 10-year analysis period over 70 per cent of all high severity crashes occur in rural areas.



Beyond direct injuries or death, the social impacts (costs) include loss of quality of life, loss of output due to temporary incapacitation, medical and legal costs, property damage costs, and impacts on family, colleagues, and social connection.

Appendix B: Process for developing RLTP 2024

#7446_10-4



Appendix C: Legislative alignment with the Land Transport Management Act 2003

Outlined in the table below are the key requirements of the LTMA that relate to regional land transport plans, and a description of how the RLTP 2024 has met those requirements.

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
s14 (a)(i)	The RTC must be satisfied that the Regional Land Transport Plan contributes to the purpose of the LTMA—which is to contribute to an effective, efficient, and safe land transport system in the public interest.	Section 3 provides the policy framework for the plan, including objectives, priorities, policies, and key implementation measures. This policy framework, together with the programme component of the plan, has been designed to give full effect to the LTMA's purpose.
s14 (a)(ii)	The Regional Land Transport Plan is consistent with the GPS on land transport	<p>The draft plan was reviewed in response to the release of the draft GPS in March 2024 to ensure that the objectives, priorities and policies were consistent with GPS strategic priorities. The RTC updated the programme of transport activities to reflect the Government's new strategic priorities and NZ Transport Agency's final state highway investment Proposal (SHIP).</p> <p>The RTC is satisfied the RLTP is consistent with the draft GPS on land transport.</p>
s14(b)(i) and (ii)	The RTC has considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives	<p>In the absence of guidelines from the Ministry of Transport detailing the intention of this provision (particularly regarding the feasibility and affordability of alternative objectives), the RTC has developed a set of objectives in Section 1 that closely reflects and is consistent with national objectives as well as reflecting regional priority issues and aspirations.</p> <p>The RTC went through an investment logic mapping (ILM) process under NZ Transport Agency business case principles, which considered alternative strategic responses to the key transport problems.</p>
s14(c)(i)	The RTC has taken into account the National Energy Efficiency and Conservation Strategy.	The National Energy Efficiency and Conservation Strategy (NEECS) has been taken account of and is discussed in Section 3 and addressed in Section 3.4 under the 'Climate change' objective.

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
s14(c)(ii)	The RTC has taken into account any relevant national policy statements and any regional policy statements or plans that are in force under the Resource Management Act 1991.	<p>The national policy drivers shaping the RLTP are set out under Section 1.4 and include the draft GPS 2024 and the Waikato Regional Policy Statement that became operative in 2016. The plan is heavily reliant on these documents for the effective delivery and implementation of integrated land use and transport policies and actions.</p> <p>Also, the National Policy Statement - Urban Development 2020 with direction on how growth will be managed in the region, has also been taken into account.</p>
s14(c)(iii)	The RTC has taken into account likely funding from any source.	Section 5 includes an outline of anticipated revenue sources.
s16(1)	The Regional Land Transport Plan sets out the region's land transport objectives, policies, and measures for the 10 financial years from the start of the Regional Land Transport Plan.	Section 3 sets out the objectives, priorities, policies and key implementation measures for 10 years from the start of the plan.
s16(2)(a)	The Regional Land Transport Plan includes a statement of transport priorities for the region for the 10 financial years from the start of the Regional Land Transport Plan.	Section 3 sets out the transport priorities for the region for the 10 years from the start of the plan.
s16(2)(b)	The Regional Land Transport Plan includes a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the Regional Land Transport Plan	Section 5.2.1 sets out a 10-year forecast of revenue and expenditure on RLTP activities.
s16(2)(c) and (d)	The Regional Land Transport Plan includes all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the six financial years from the start of the Regional Land Transport Plan, and an identification of those activities (if any) that have inter-regional significance.	<p>Sections 5.3 and 5.4 outlines significant activities to be funded from outside the NLTF.</p> <p>Appendix H identifies those activities that have inter-regional significance.</p> <p>Section 4.4 outlines activities of inter-regional significance to the Waikato region.</p>
s16(3)(a)	The Regional Land Transport Plan must contain, for the first six financial years to which the plan relates, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services. For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the	Appendix G includes a table of activities for the first six financial years of the plan.

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
	commencement of the regional land transport plan, and any minor changes to those services.	
s16(3)(c)(i)-(iii)	<p>The Regional Land Transport Plan must contain, for the first six financial years to which the plan relates, the following activities that the regional transport committee decides to include in the regional land transport plan:</p> <ul style="list-style-type: none"> ● activities proposed by approved organisations in the region other than those activities specified in s16(3)(a). ● activities relating to state highways in the region that are proposed by the Agency. ● activities, other than those relating to state highways, that the Agency may propose for the region and that the Agency wishes to see included in the Regional Land Transport Plan. 	Appendix G includes a table of activities for the first six financial years of the plan.
s16(3)(d)	The Regional Land Transport Plan must contain the order of priority of the significant activities that the RTC includes in the Regional Land Transport Plan under s16(a) and (c).	Appendix H includes a table of all significant activities to be funded through the NLTF and lists these in order of priority. This is supported by discussion in section 4.3.1 of the plan. The significance policy that supports this is in Appendix E. The method for prioritising significant transport activities is in Appendix H.
s16(3)(e)(i)-(v) and s16(3)(f)	<p>The Regional Land Transport Plan must include an assessment of each activity proposed by approved organisations that includes:</p> <ul style="list-style-type: none"> ● the objective or policy to which the activity will contribute ● an estimate of the total cost and the cost for each year ● the expected duration of the activity ● any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties) ● any other relevant information ● the measures that will be used to monitor the performance of the activities. 	<p>Appendix F lists all activities proposed by approved organisations, and covers the information required by this section of the LTMA.</p> <p>Section 6 addresses monitoring the plan and includes the framework that will be used to monitor the key performance indicators.</p>
s16(5)(a) and (b)	The Regional Land Transport Plan must be in the form and contain the detail that the NZ Transport Agency may prescribe	The Transport Special Interest Group (TSIG), with support from Waka Kotahi, has developed best practice guidance for

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
	in writing to regional transport committees, and the assessment under s16(3)(e)(i)-(v) and s16(3)(f) must be in the form and contain the detail required by the RTC, taking account of any prescription made by the NZ Transport Agency.	developing the RLTP 2024–2034. This RLTP has been developed in accordance with this guidance.
s16(6)(b)	The Regional Land Transport Plan must include an assessment of the relationship of police activities to the Regional Land Transport Plan.	A discussion on the contribution of road policing activities to the Plan is included in section 4.3.1.
s16(6)(c)	The Regional Land Transport Plan must also include a list of activities that have been approved under s20 of the LTMA but are not yet completed.	Appendix G includes these activities.
s16(6)(e)	The Regional Land Transport Plan must include a description of how monitoring will be undertaken to assess implementation of the Regional Land Transport Plan.	Section 6 outlines how monitoring of the plan will be undertaken.
s16(6)(f)	The Regional Land Transport Plan must include a summary of the consultation carried out in the preparation of the Regional Land Transport Plan.	Appendix B includes a process diagram outlining the consultation undertaken at each phase of development of the plan.
s16(6)(g)	The Regional Land Transport Plan must include a summary of the policy relating to significance adopted by the Regional Transport Committee under s106(2).	Section 4.2 introduces the Significance Policy adopted by the RTC. Appendix E contains the Significance Policy.
s16(6)(h)	The Regional Land Transport Plan must include any other relevant matters.	The plan addresses all the requirements of the LTMA as outlined in this appendix. All other matters included in the plan are considered 'any other relevant matters'.
s18(1) and s18A(2)	<p>The RTC has consulted in accordance with the consultation principles of s82 of the LGA 2002 and may use the special consultative procedure specified in s83 of the same Act.</p> <p>Consultation on the Regional Land Transport Plan has been carried out in conjunction with the relevant regional council's consultation on its long-term plan or its annual plan under the LGA 2002.</p>	<p>The RTC has consulted in accordance with the consultation principles of s82 of the LGA 2002. Public submissions have been received on the draft RLTP and stakeholder views have been taken into account when finalising the plan.</p> <p>The RLTP consultation process ran slightly ahead of the LGA process but LTP and enhanced annual plan information from around the region has fed into the RLTP (particularly with regards to the development of the regional transport programme).</p>
s18B(1) and (2)	The RTC has lodged the Regional Land Transport Plan with Council. If any activities or combinations of activities proposed by an approved organisation of the Agency have not been included in the	The RTC formally approved the final Regional Land Transport Plan on 21 June 2024 and lodged it with Waikato Regional Council to adopt.

LTMA section reference	Provision	Description of how the plan meets the statutory requirements
	Regional Land Transport Plan, the RTC has given the approved organisation, or the Agency written advice of the decision and the reasons for the decision to omit the activity or activities.	
s18B(3)	The Regional Land Transport Plan has been formally adopted at a meeting of the Council.	The final plan was adopted by Waikato Regional Council on 25 June 2024.
s18G	<p>The relevant approved organisation must do everything reasonably practicable to separately consult Māori affected by any activity proposed by the approved organisation that affects or is likely to affect:</p> <ul style="list-style-type: none"> • Māori land • land subject to any Māori claims settlement Act • Māori historical, cultural or spiritual interests. <p>The relevant approved organisation must consult the land holding trustee about any proposed activity that affects or is likely to affect land registered in the name of Pootatau Te Wherowhero under s19 of this Act.</p>	<p>Appendix B includes a process diagram outlining the consultation undertaken at each phase of development of this plan.</p> <p>All policies developed with iwi during the 2018 and 2021 Plan development have been retained.</p>
s18H	<p>The Agency and approved public organisations must, with respect to funding from the national land transport fund:</p> <ul style="list-style-type: none"> • establish and maintain processes to provide opportunities for Māori to contribute to the organisations land transport decision-making processes • consider ways the organisation may foster development of Māori capacity to contribute to decision-making processes • provide relevant information to Māori for the purposes of decision-making processes. 	<p>Appendix B includes a process diagram outlining the consultation undertaken at each phase of development of this plan. All policies developed with iwi during the previous 2018 and 2021 Plan development have been retained.</p> <p>Section 3 contains the specific policy and implementation measures that have been developed based on discussions with iwi authority representatives.</p>
s35	In preparing a programme or plan, the Agency, the Commissioner, the Secretary, every local authority, Auckland Transport, and every approved public organisation must consider the needs of persons who are transport-disadvantaged.	Section 3 sets out the 'Accessibility/Transport options' policy template where the needs of persons who are transport disadvantaged have been considered and resulting policy and key implementation measures identified. The plan also contains an explicit priority to improve access and mobility for the transport disadvantaged.

Appendix D: Contributing strategic policy and planning documents

The following strategic policy and planning documents have informed the development of the RLTP 2024-2054:

- *A Framework for Shaping our Transport System: Transport outcomes and mode neutrality*, Ministry of Transport (2018), (<https://www.transport.govt.nz/assets/Uploads/Paper/Transport-outcomes-framework.pdf>)
- *Access Hamilton Strategy*, Hamilton City Council (2022)
- Aotearoa New Zealand's first emissions reduction plan, Ministry for the Environment (2022)
- Aotearoa New Zealand's first national adaptation plan, Ministry for the Environment (2022)
- *Aotearoa New Zealand Freight and Supply Chain Strategy*, Ministry of Transport (2023)
- *Arataki: 30-year plan version 1.1*, Waka Kotahi NZ Transport Agency (2023)
- *Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023-2035*, New Zealand Government (2023)
- *Climate Action Roadmap*, Waikato Regional Council (2023)
- Climate Change Response (Zero Carbon) Amendment Act 2019
- Developing Regional Land Transport Plans Guidance, Transport Special Interest Group (TSIG) in partnership with Waka Kotahi NZ Transport Agency (2023)
- *Draft Government Policy Statement on land transport 2024/25-2033/34*, New Zealand (Labour) Government (2023)
- *Draft Government Policy Statement on land transport 2024-2034*, New Zealand Government (2024)
- *Future Proof Strategy*, Future Proof Implementation Committee 2022
- *Guidelines for EV charging stations on council land in the Waikato region*, Waikato Regional Council (2023)
- *Government Policy Statement on land transport 2021/22-2030/31*, New Zealand Government (2020)
- *Hamilton-Auckland Corridor Plan & Implementation Programme*, Future Proof Partners (2020)
- *Hamilton-Waikato Metro Area Mode Shift Plan*, Waka Kotahi NZ Transport Agency (2020)
- *Hamilton-Waikato Metropolitan Spatial Plan*, Future Proof Partners (2020)
- *Keeping our Cities Moving - a plan for mode shift*, Waka Kotahi NZ Transport Agency (2019)
- Land Transport Management Act 2003
- *National Policy Statement on Urban Development 2020*, New Zealand Government (2020)
- *National Urban Growth Agenda*, Ministry of Housing and Urban Development (2020)
- *Road to Zero for the Waikato Strategic Plan 2020-2024*, Regional Road Safety Forum (2020)
- *Road to Zero: New Zealand's Road Safety Strategy 2020-2030*, New Zealand Government (2019)
- *State of the Nation Report: e-mobility in New Zealand – 2023*, Drive Electric (2023)
- *The New Zealand Rail Plan*, New Zealand Government (2021)
- *The Upper North Island Freight Story*, Upper North Island Strategic Alliance (UNISA) (2013)
- *Tiro Rangi – our climate adaptation plan 2022-2024*, Waka Kotahi NZ Transport Agency (2022)
- *Toitū Te Taiao Our Sustainability Action Plan*, Waka Kotahi NZ Transport Agency (2020)
- *Upper North Island Freight Study*, Upper North Island Strategic Alliance (UNISA) (2013)
- *UNISA Value Proposition 2019-2020*, Upper North Island Strategic Alliance (UNISA) (2019)
- *Waikato & Bay of Plenty Freight Action Plan*, Te Waka (2022)
- *Waikato Greenhouse Gas Inventory 2021/22*, Waikato Regional Council (2022)
- *Waikato Regional Policy Statement*, Waikato Regional Council (2016)
- *Waikato Regional Public Transport Plan 2022-2032*, Waikato Regional Council (2022).

Appendix E: Significance Policy

1. Purpose

The policy sets out how to:

1. Determine what is a significant activity for the purpose of Section 16(3)(d) of the Land Transport Management Act 2003 (the Act).
2. Determine what is an activity with interregional significance for the purpose of Section 16(2)(d) of the Act.
3. Determine the significance of variations to the Waikato Regional Land Transport Plan (the Plan or RLTP) in accordance with Section 106(2) of the Act.
4. Determine what is significant expenditure from other sources in the Plan in accordance with Section 16(2)(c) of the Act.

2. Determination of a significant activity for prioritisation

For the purposes of receiving funding from the National Land Transport Fund, only activities that meet the criteria for a significant activity as outlined in this policy are to be prioritised. For the purpose of Section 16(3)(d) of the Act, a significant activity is any activity put forward by an approved organisation (including the Waka Kotahi NZ Transport Agency) that:

1. Is not one of the following:
 - committed activities (existing commitments arising from approved activities)
 - business as usual activities (i.e., as identified in Section 16(3)(a) of the Land Transport Management Act 2013):
 - local road maintenance, operations and renewals
 - state highway maintenance, operations and renewals
 - local road or state highway minor improvements
 - existing public transport programmes (existing services)
 - low cost/low risk programmes
 - road safety promotion activities
 - investment management activities including transport planning and modelling
 - business cases that are not part of a package
2. Is a large new improvement activity with a total value greater than \$2,000,000 and one phase is in the first three-year period of the Plan.

3. Determination of interregional significance

For the purpose of Section 16(2)(d) of the Act, for an activity to have interregional significance it must be part of a package of activities that contributes to nationally or regionally significant road or rail corridors as identified in the Plan. An inter-regionally significant activity is any significant activity:

- that has implications for connectivity with other regions; and /or
- for which cooperation with other regions is required; or
- any nationally significant activity identified in the Government Policy Statement on Land Transport.

4. Alignment with Long Term Plans

Recognising the development period for the Regional Land Transport Plan (RLTP) runs in advance of the majority of councils' Long Term Plan (LTP) processes, to allow for any disconnect in which an activity submitted to the RLTP may not be supported by an LTP, or conversely, an activity not included in an RLTP submission but sought to be introduced to the RLTP subsequent to submission and adoption within a Long Term Plan for inclusion, neither would be considered as significant variations to the Plan requiring additional consultation. These will be considered factual corrections to the programme in the Plan.

5. Determination of significance of a variation

The Regional Land Transport Plan can be varied at any time once operative. In accordance with Section 18D of the Act, consultation will be required on a variation if the variation is deemed to be 'significant'.

Any variations that are not considered significant can be approved by the Regional Transport Committee in accordance with the Terms of Reference for the Regional Transport Committee. Any variations that are considered significant, and hence must be consulted on, must first be considered by the Regional Transport Committee before being approved by the full Waikato Regional Council.

There are two key steps when considering variations to the RLTP. These are:

1. Does the change require a variation to the RLTP? And if so:
2. Does the variation to the RLTP carry 'significance'?

Certain activities that do not require a variation

In relation to the first question, there are a number of criteria set out in the Land Transport Management Act 2003 (Sections 18 and 20 in particular) for changes and amendments that do not require a formal variation.

General determination of significance

Where a variation is required, the significance of variations to the Regional Land Transport Plan (RLTP) will be determined on a case-by-case basis. In determining the significance of a proposed variation, the RTC will be guided by the extent to which the variation:

- negatively impacts on the contribution of the RLTP towards the Government Policy Statement on Land Transport
- impacts on the appropriate approved organisation’s own significance policy materially changes the balance of strategic investment in a project or activity
- changes the scope of the project or activity to the extent that it would significantly alter the original objectives of the project or activity
- affects the integrity of the Plan, including its overall affordability affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents, will have a greater significance than those with a minor impact).

If one of more of the above criteria apply, consideration should be given to whether the consultation costs are greater than the benefits.

The following variations to the Waikato Regional Land Transport Plan are considered to be not significant for the purposes of consultation:

- activities that are in the urgent interests of public safety
- changes to activities of state highway and local road maintenance, operations and renewals, existing public transport services, low cost/low risk programmes, road safety promotion activities and investment management activities
- new preventative maintenance and emergency reinstatement activities in accordance with Waka Kotahi NZ Transport Agency’s Planning & Investment Knowledge Base
- addition of an activity or activities that have previously been consulted on in accordance with Sections 18 and 18A of the Land Transport Management Act 2003 and which the Waikato RTC considers complies with the provisions for funding approval in accordance with Section 20 of that Act
- any activity that has not previously been identified or consulted on as a regionally significant activity “on the

horizon” or through other identification/activity in Regional Land Transport Plan planning documents

- a scope change that does not significantly alter the original objectives of the project (to be determined by the Waikato RTC)
- addition of the Programme Business Case phase, Indicative Business Case phase or Investigation phase of a new activity, one which has not been previously consulted upon in accordance with Section 18 of the Land Transport Management Act 2003
- a scope change to an existing Programme Business Case, where that change is supported by a Strategic Business Case
- a scope change to an Indicative Business Case, where that change is supported by a Strategic or Programme Business Case
- minor variations to the timing, cash flow or total cost, of any activities
- replacement of a project within a group of generic projects by another project of the same type.

Where possible, any consultation required on a significant variation will be carried out with any other consultation undertaken by the regional council, such as the Annual Plan consultation.

6. Significant expenditure from other sources

For the purpose of Section 16(2)(c) of the Act, regionally significant expenditure funded from sources other than the National Land Transport Fund is any land transport activity or group of land transport activities being undertaken in the region put forward by an approved organisation (including Waka Kotahi NZ Transport Agency) or KiwiRail that:

- is greater than \$5,000,000 total value over the first three-year period of the Regional Land Transport Plan; AND
- that is not funded by the National Land Transport Fund.

Appendix F: Method for prioritising significant transport activities

1. Purpose

To provide a consensus view to Waka Kotahi NZ Transport Agency on the priority activities that the region wants to be funded through the NLTF in accordance with section 16(3)(d) of the Land Transport Management Act 2003.

2. Method

The prioritisation methodology followed a three-step process:

First order: Investment Prioritisation Method ranking

The first step was to rank all activities that met the significant activity threshold outlined in Appendix E Significance Policy using the three factor assessment criteria outlined in the Waka Kotahi Draft Investment Prioritisation Method (IPM) for the 2024-2027 National Land Transport Programme.⁽¹⁰⁾ Waka Kotahi expect to have a final IPM 2024 by mid-2024 after the Government publishes the final GPS 2024. This does mean some programmes and activities will have been submitted based on the IPM 2021 or with no IPM undertaken. The draft IPM 2024 uses a three factor assessment criteria.

The three factors are:

- GPS Alignment – alignment of an activity with a GPS strategic priority
- Scheduling – indicates the criticality or interdependency of an activity with other activities in a programme or package as part of a network
- Efficiency - measures return on investment and is generally the Benefit-Cost ratio (BCR).

Using the IPM to assess activities was considered to provide the greatest likelihood for activities to be included in the National Land Transport Plan (NLTP).

Second Order: Contribution to Objective

In order to break any deadlocks within an IPM rank (from 1 to 12) assessed in the first order, each activity was assessed against their contribution to the objectives identified in Section 3 of this Plan.

Third Order: Regional Preference/RTC discretion

Lastly, the RTC was provided an opportunity to exercise discretion about the final order of activities in order to reflect regional priorities. This was to ensure that any activities that were of particular significance to the region but may not have been adequately accounted for through the initial quantitative assessment of the activity could be uplifted in priority and reflect the political support for that activity.

Appendix G: Transport activity class tables

This appendix includes regional activities submitted by approved organisations. Activities are collated by their activity class as per the previous Government Policy Statement for land transport (GPS) - refer to Section 4.3 for more detail:

- public transport services
- public transport infrastructure
- inter-regional public transport
- state highway maintenance
- state highway improvements
- local road maintenance
- local road improvements
- investment management
- rail network
- safety
- walking and cycling improvements
- coastal shipping.

Committed activities are separately listed.

The last column in each table (from tables 5 - 10) includes a priority ranking for each activity within its respective activity class. This highlights the importance of activities within an activity class.

The tables include a number of activities for which no costs are allocated for the next 6 years. This indicates that an activity does have some funding forecast within the 10-year programme but outside the scope of the next six years, i.e., the period 2030/31 to 2032/33.

Table 1: Maintenance, Operations and Renewals - State Highways

Project Name	Organisation	Activity Class	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
Maintenance, Operations and Renewals Programme 2024-2027	Waka Kotahi	Maintenance, Operation and Renewals of State Highways	\$183,516,768	\$198,724,286	\$186,533,432	\$215,469,850	\$217,544,442	\$230,603,671	\$1,232,392,449	Resilience & Climate Change

Table 2: Maintenance, Operations and Renewals - Local Roads

Project Name	Organisation	Activity Class	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Maintenance, Operations and Renewals Programme 2024-2027	Department of Conservation (Waikato)	Maintenance, Operation and Renewals of Local Roads - Special Purpose Road	\$200,234	\$351,578	\$992,122	\$1,076,054	\$239,444	\$243,779	\$3,103,211	\$1,582,638	Resilience & Climate Change
Maintenance, Operations and Renewals Programme 2024-2027	Hamilton City Council	Maintenance, Operation and Renewals of Local Roads	\$56,362,900	\$66,705,900	\$71,975,900	\$65,117,900	\$71,220,900	\$76,292,900	\$407,676,400	\$207,914,964	Resilience & Climate Change

Project Name	Organisation	Activity Class	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Maintenance, Operations and Renewals Programme 2024-2027	Hauraki District Council	Maintenance, Operation and Renewals of Local Roads	\$18,953,300	\$19,190,100	\$19,985,000	\$20,584,600	\$21,202,100	\$21,838,200	\$121,753,300	\$74,269,513	Resilience & Climate Change
Maintenance, Operations and Renewals Programme 2024-2027	Matamata-Piako District Council	Maintenance, Operation and Renewals of Local Roads	\$13,269,500	\$13,705,134	\$14,126,465	\$14,479,327	\$14,841,617	\$15,212,658	\$85,634,701	\$43,673,698	Resilience & Climate Change
Maintenance, Operations and Renewals Programme 2024-2027	Ōtorohanga District Council	Maintenance, Operation and Renewals of Local Roads	\$10,883,967	\$12,296,185	\$11,744,297	\$12,663,808	\$12,095,507	\$11,771,932	\$71,455,696	\$45,017,088	Resilience & Climate Change
Maintenance, Operations and Renewals Programme 2024-2027	South Waikato District Council	Maintenance, Operation and Renewals of Local Roads	\$9,486,750	\$10,281,600	\$10,787,700	\$10,872,750	\$11,553,150	\$11,863,950	\$64,845,900	\$43,446,753	Resilience & Climate Change
Maintenance, Operations and Renewals Programme 2024-2027	Taupō District Council	Maintenance, Operation and Renewals of Local Roads	\$12,208,800	\$14,359,768	\$15,596,206	\$12,963,400	\$12,158,600	\$12,731,800	\$80,018,574	\$40,809,473	Resilience & Climate Change

Project Name	Organisation	Activity Class	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Renewals Programme 2024-2027											
Maintenance, Operations and Renewals Programme 2024-2027	Thames-Coromandel District Council	Maintenance, Operation and Renewals of Local Roads	\$18,990,540	\$19,897,000	\$20,924,880	\$21,346,626	\$21,987,025	\$22,646,636	\$125,792,707	\$64,154,281	Resilience & Climate Change
Maintenance, Operations and Renewals Programme 2024-2027	Waikato District Council	Maintenance, Operation and Renewals of Local Roads	\$41,403,475	\$46,870,785	\$53,306,216	\$60,579,736	\$64,868,561	\$68,597,223	\$335,625,996	\$171,169,258	Resilience & Climate Change
Maintenance, Operations and Renewals Programme 2024-2027	Waikato Regional Council	Maintenance, Operation and Renewals of Local Roads	\$120,000	\$120,000	\$120,000				\$360,000	\$183,600	Resilience & Climate Change
Maintenance, Operations and Renewals Programme 2024-2027	Waipā District Council	Maintenance, Operation and Renewals of Local Roads	\$18,417,700	\$19,146,830	\$19,748,882	\$18,924,300	\$19,008,000	\$19,102,700	\$114,348,412	\$58,317,690	Resilience & Climate Change

Project Name	Organisation	Activity Class	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
Maintenance, Operations and Renewals Programme 2024-2027	Waitomo District Council	Maintenance, Operation and Renewals of Local Roads	\$13,787,425	\$14,368,514	\$15,578,331	\$11,133,060	\$11,413,983	\$12,013,333	\$78,294,646	\$58,720,985	Resilience & Climate Change

Table 3: New and Improved Infrastructure for State Highways - Funding Committed

Project Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
SH26 Kirikiri Stream Bridge Replacement	Implementation	\$11,961,384	\$7,814,776	\$7,640,900	\$56,434	\$56,434	\$56,434	\$27,586,362	Resilience & Climate Change
SH26 Kirikiri Stream Bridge Replacement	Property	\$106,000	\$66,870					\$172,870	Resilience & Climate Change
SH1 Cambridge to Piarere	Property-stage1					\$3,779,127	\$31,385,506	\$35,164,633	Growth and Economic Development
SH1 Cambridge to Piarere online safety improvements	Implementation - stage 1&2	\$3,661,309	\$109,000					\$3,770,309	Safety
SH1 Wex Huntly Section	Construction	\$4,171,126	\$189,917	\$54,500	\$54,500	\$54,500	\$54,500	\$4,579,043	Growth and Economic Development

Project Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
SH1 Wex Rangiriri Section	Construction	\$3,703,689						\$3,703,689	Growth and Economic Development
SH1 Wex Hamilton Section	Construction	\$647,670	\$495,963	\$386,836	\$163,500	\$163,500	\$163,500	\$2,020,969	Growth and Economic Development
Hamilton Ring Road - Wairere/Cobham Interchange	Implementation	\$526,610	\$52,320	\$55,590				\$634,520	Growth and Economic Development
SH1 Wex Cambridge Section	Construction	\$109,000	\$136,250	\$136,250				\$381,500	Growth and Economic Development
SH1 Wex Long Swamp Section	Construction	\$289,451						\$289,451	Growth and Economic Development
SH3 Awakino Tunnel Bypass	Construction	\$138,430						\$138,430	Growth and Economic Development
SH30 Kopaki Bridge Replacement	Implementation	\$26,160	\$26,160	\$26,160	\$26,160			\$104,640	Resilience & Climate Change
Waikato SEDF	Implementation	\$43,600						\$43,600	Resilience & Climate Change

Project Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
SH25 Pepe Stream Bridge Replacement	Pre-implementation	\$27,250						\$27,250	Resilience & Climate Change
SH2 Pōkeno to Mangatarata Improvement: Sec A	Design								Growth and Economic Development
SH2 Pōkeno to Mangatarata Improvement: Sec B	Construction					\$29,324,617		\$29,324,617	Growth and Economic Development
SH2 Pōkeno to Mangatarata Improvement: Sec C	Construction					\$37,725,651		\$37,725,651	Growth and Economic Development
SH2 Pōkeno to Mangatarata Improvement: Sec D	Construction					\$57,574,656		\$57,574,656	Growth and Economic Development
SH2 Pōkeno to Mangatarata Improvement: Sec E	Property								Growth and Economic Development
SH29 Piarere to SH28	Pre-implementation: SH29 Piarere to SH28	\$5,370,911						\$5,370,911	Safety

Project Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
SH29 Piarere to SH28	Implementation - SH29 SH1 to SH28 - Stg 1	\$5,586,452						\$5,586,452	Safety
SH5 Tirau to Tarukenga Marae Rd	Pre-implementation	\$5,973,603						\$5,973,603	Safety
SH1 Tokoroa to Taupō Safer Corridor	Implementation	\$3,797,511						\$3,797,511	Safety
SH1 Piarere to Tokoroa Safer Corridor	Pre-implementation	\$1,117,250	\$765,579					\$1,882,829	Safety
SH1 Tokoroa to Taupō - CI Stage 2	Pre-implementation	\$1,324,895						\$1,324,895	Safety
SH27 Mangawhero Bridge	Implementation	\$125,350	\$59,950	\$59,793				\$245,093	Safety
SH1 Hamilton to Cambridge Cycle Connection - Section 1	Implementation	\$17,048						\$17,048	Accessibility/Transport options
SH23 and SH39 Intersection	Pre-implementation								Safety

Project Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Primary contribution to objectives
SH23 and SH39 Intersection	Implementation	\$9,810,000						\$9,810,000	Safety
SH23 and SH39 Intersection	Property	\$106,000						\$106,000	Safety

Table 4: New and Improved Infrastructure for Local Roads - Funding Committed

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
2018 Hamilton Ring Road - Wairewa/Cobham Interchange	Hamilton City Council	Construction	\$22,385	\$22,385	\$22,236				\$67,006	\$34,173.06	Growth and Economic Development
2018 Southern Links Peacocke Arterials HIF	Hamilton City Council	Implementation	\$5,521,246	\$84,068					\$5,605,314	\$2,858,710.14	Growth and Economic Development
2018 Southern Links Peacocke Arterials HIF	Hamilton City Council	Repayment					\$12,060,235	\$20,237,171	\$32,297,406	\$32,297,406	Growth and Economic Development

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives
2018-28 Hamilton Southern Links	Hamilton City Council	Preimplementation	\$298,000	\$305,300	\$313,300	\$321,800			\$1,238,400	\$631,584.00	Growth and Economic Development
Borman Horsham Urban Upgrade and Extension	Hamilton City Council		\$4,860,000	\$60,000					\$4,920,000	\$2,509,200.00	Growth and Economic Development

Table 5: New and Improved Infrastructure for State Highways

Project Name	Phase Type	24/25	25/26	26/27	27/28	28/29	29/30	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Implementation	\$9,663,333	\$9,663,333	\$9,663,333				\$28,989,999	General	1
Coromandel Network Resilience (O'slips/Flood) Pri 1	Single-stage business case	\$2,180,000	\$2,180,000					\$4,360,000	Resilience & Climate Change	2

Project Name	Phase Type	24/25	25/26	26/27	27/28	28/29	29/30	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
Coromandel Network Resilience (O'slips/Flood) Pri 1	Pre-implementation	\$7,630,000	\$7,630,000	\$9,810,000				\$25,070,000	Resilience & Climate Change	2
Coromandel Network Resilience (O'slips/Flood) Pri 1	Property	\$2,120,000	\$2,120,000	\$2,120,000				\$6,360,000	Resilience & Climate Change	2
Coromandel Network Resilience (O'slips/Flood) Pri 1	Implementation	\$5,450,000	\$32,700,000	\$43,600,000	\$43,600,000	\$43,600,000	\$43,600,000	\$212,550,000	Resilience & Climate Change	2
SH1 - Bulli Point / Te Pōporo	Pre-implementation	\$1,090,000						\$1,090,000	Resilience & Climate Change	1
SH1 - Bulli Point / Te Pōporo	Implementation	\$10,900,000						\$10,900,000	Resilience & Climate Change	1
SH1 Cambridge to Piarere	Pre-implementation	\$32,373,000	\$32,373,000	\$32,373,000				\$97,119,000	Growth and Economic Development	4
SH1 Cambridge to Piarere	Implementation			\$54,500,000	\$242,797,500	\$242,797,500	\$242,797,500	\$782,892,500	Growth and Economic Development	4

Project Name	Phase Type	24/25	25/26	26/27	27/28	28/29	29/30	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH1B Telephone Road	SSBC	\$545,000						\$545,000	Safety	7
SH1B Telephone Road	Pre-implementation		\$1,744,000					\$1,744,000	Safety	7
SH1B Telephone Road	Implementation				\$12,644,000			\$12,644,000	Safety	7
SH1B Telephone Road	Property			\$1,590,000				\$1,590,000	Safety	7
SH1, 23 & 27 Commercial Vehicle Reg Safety Centre	Implementation	\$327,000		\$4,469,000	\$8,611,000	\$16,895,000	\$6,213,000	\$36,515,000	Safety	8
SH1, 23 & 27 Commercial Vehicle Reg Safety Centre	Property	\$95,400	\$540,600	\$265,000				\$901,000	Safety	8
SH1 Piarere to Taupo	IBC	\$1,199,000	\$1,199,000					\$2,398,000	Growth and Economic Development	9
SH1 Piarere to Taupo	DBC			\$1,853,000	1,853,000			\$3,706,000	Growth and Economic Development	9

Project Name	Phase Type	24/25	25/26	26/27	27/28	28/29	29/30	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
West Hamilton Network Review	PBC	\$1,199,000	\$1,199,000					\$2,398,000	Growth and Economic Development	10
West Hamilton Network Review	SSBC				1,853,000	\$1,962,000		\$3,815,000	Growth and Economic Development	10
West Hamilton Network Review	Preimplementation						\$13,080,000	\$13,080,000	Growth and Economic Development	10
West Hamilton Network Review	Implementation								Growth and Economic Development	10
West Hamilton Network Review	Property						\$5,300,000	\$5,300,000	Growth and Economic Development	10
SH21 Improvements	SSBC	\$1,199,000	\$545,000					\$1,744,000	Safety	11
SH21 Improvements	Preimplementation		\$3,706,000					3,706,000	Safety	11
SH21 Improvements	Implementation			\$20383000	\$20,928,000			\$41,311,000	Safety	11
SH21 Improvements	Property		\$1,060,000	\$2120000				\$3,180,000	Safety	11

Project Name	Phase Type	24/25	25/26	26/27	27/28	28/29	29/30	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH25 Grahams Stream Bridge (Tairua)	SSBC			\$327,000				\$327,000	Resilience & Climate Change	12
SH25 Grahams Stream Bridge (Tairua)	PreImplementation					\$109,000		\$109,000	Resilience & Climate Change	12
SH25 Grahams Stream Bridge (Tairua)	Property					\$10,600		\$10,600	Resilience & Climate Change	12
SH25 Grahams Stream Bridge (Tairua)	Implementation						\$1,002,800	\$10,028,000	Resilience	12
Hamilton Southern Links	PreImplementation		\$22,587,525	\$22,587,525				\$45,175,050	Growth and Economic Development	5
Hamilton Southern Links	Implementation					\$150,583,500	\$150,583,500	\$301,167,000	Growth and Economic Development	5
WAI Share RoNS Project Development	Detailed business case	\$2,060,100	\$2,060,100	\$2,060,100	\$2,779,500	\$2,779,500	\$2,779,500	\$14,518,800	Growth and Economic Development	6
WAI Share RoNS Property	Property	\$38,513,333	\$38,513,333	\$38,513,333	\$7,066,667	\$7,066,667	\$7,066,667	\$136,740,000	Growth and Economic Development	6

Project Name	Phase Type	24/25	25/26	26/27	27/28	28/29	29/30	Total 6 Years	Primary Contribution to Objectives	Prioritisation within class
SH25 EOL Pepe Stream Bridge	Implementation	\$7,630,000	\$11,445,000	\$3,815,000				\$22,890,000	Resilience & Climate Change	3
SH25 EOL Ramarama Stream Bridge	Implementation	\$3,052,000	\$4,578,000	\$1,526,000				\$9,156,000	Resilience & Climate Change	3
SH25 EOL Boundary Creek Bridge	Implementation	\$763,000	\$1,526,000					\$2,289,000	Resilience & Climate Change	3
SH27 EOL Ohinekaua Stream Bridge	Implementation	\$763,000	\$3,052,000					\$3,815,000	Resilience & Climate Change	3
WAI Share Pre-imp 2027-30 Bridge Rep	Implementation	\$508,757	\$678,342	\$508,757				\$1,695,855	Resilience & Climate Change	3

Table 6: New and Improved Infrastructure for Local Roads

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Hamilton City Council	Implementation	\$2,480,000	\$1,785,000	\$1,785,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000	\$6,120,000	General	1

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Hauraki District Council	Implementation	\$985,000	\$1,210,000	\$1,090,000	\$1,127,900	\$1,161,700	\$1,196,600	\$6,771,200	\$4,130,432	General	1
Low cost / low risk improvements 2024-27	Matamata-Piako District Council	Implementation	\$865,000	\$1,119,950	\$473,415	\$626,147	\$641,800	\$657,845	\$4,384,157	\$2,235,920	General	1
Low cost / low risk improvements 2024-27	Ōtorohanga District Council	Implementation	\$2,022,658	\$1,798,740	\$2,124,351	\$1,940,429	\$2,093,658	\$2,123,017	\$12,102,853	\$7,624,797	General	1
Low cost / low risk improvements 2024-27	South Waikato District Council	Implementation	\$1,077,300	\$1,618,050	\$1,115,100	\$1,090,950	\$996,450	\$950,250	\$6,848,100	\$6,172,455	General	1
Low cost / low risk improvements 2024-27	Taupo District Council	Implementation	\$1,235,000	\$4,425,000	\$3,625,000	\$1,550,000	\$650,000	\$850,000	\$12,335,000	\$6,290,850	General	1
Low cost / low risk improvements 2024-27	TransComarā District Council	Implementation	\$1,778,560	\$1,838,423	\$1,893,250				\$5,510,233	\$6,902,850	General	1

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Waikato District Council	Implementation	\$24,366,117	\$22,473,993	\$26,327,000	\$30,590,000	\$29,615,000	\$29,280,000	\$162,652,110	\$2,810,219	General	1
Low cost / low risk improvements 2024-27	Waipā District Council	Implementation		\$2,803,750	\$5,474,400	\$2,347,500	\$3,197,500	\$2,327,500	\$16,150,650	\$82,952,576	General	1
Low cost / low risk improvements 2024-27	Waitomo District Council	Implementation	\$1,812,000	\$1,035,000	\$875,000	\$875,000	\$875,000	\$875,000	\$6,347,000	\$8,236,832	General	1
Southern Links Designation Provisions	Hamilton City Council	Implementation	\$2,016,000	\$1,360,632	\$1,117,627	\$554,053	\$475,684	\$532,962	\$6,056,958	\$3,089,049	Growth and Economic Development	2
2024 Eastern Pathways - CBD to Uni link - Clyde to CBD	Hamilton City Council	Implementation		\$500,000					\$500,000	\$255,000	Accessibility /Transport options	4
2025 Eastern Pathways -	Hamilton City Council	Implementation			\$2,617,114	\$4,538,518			\$7,155,632	\$3,649,372	Accessibility /Transport options	4

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives	Prioritisation within class
CBD to Uni link - Clyde to CBD												
Eastern Transport Corridor	Hamilton City Council	Implementation				\$1,346,800	\$24,372,600	\$2,524,300	\$28,243,700	\$14,404,287	Growth and Economic Development	5
Eastern Transport Corridor	Hamilton City Council	Reimplementation	\$2,000,400						\$2,000,400	\$1,020,204	Growth and Economic Development	5
Northern River Crossing Designation	Hamilton City Council	Reimplementation						\$3,584,871	\$3,584,871	\$1,828,284	Growth and Economic Development	6
Coromandel Bypass	TransCoastal District Council	Reimplementation	\$10,290,900	\$10,290,900	\$14,700,900				\$35,282,700		Resilience & Climate Change	1
MSP-UP Waikato Expressway Local effects Waipā	Waipā District Council	DBC-Te Awamutu Strategic Network		\$400,000	\$700,000	\$3,500,000			\$4,600,000	\$2,346,000	Growth and Economic Development	3
MSP-UP Waikato Expressway Local effects Waipā	Waipā District Council	Implementation			\$600,000	\$1,500,000			\$2,100,000	\$1,071,000	Growth and Economic Development	3

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total cost for 6 Years	Total NLTF share for 6 years	Primary contribution to objectives	Prioritisation within class
MSP-UP Waikato Expressway Local effects Waipā	Waipā District Council	Implementation Ohaupo effects	\$750,000	\$1,500,000					\$2,250,000	\$1,147,500	Growth and Economic Development	3
MSP-UP Waikato Expressway Local effects Waipā	Waipā District Council	Implementation 3 Kihikihi Effects	\$200,000	\$600,000					\$800,000	\$408,000	Growth and Economic Development	3
MSP-UP Waikato Expressway Local effects Waipā	Waipā District Council	Implementation Pirongia and Ngahinapuri Effects	\$300,000	\$150,000				\$250,000	\$700,000	\$357,000	Growth and Economic Development	3

Table 7: Road Safety

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF share for 6 years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Hamilton City Council	Implementation	\$7,320,000	\$7,225,000	\$10,387,000	\$8,000,000	\$8,000,000	\$8,000,000	\$48,932,000	\$24,955,320	Safety	1

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF share for 6 years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27 (Road to Zero)	Waipā District Council	Implementation	\$664,688	\$1,929,375	\$2,572,500	\$2,572,500	\$2,572,500	\$2,572,500	\$12,884,063	\$6,570,872	Safety	1
Road Safety Promotion 2024-27	Hamilton City Council	Implementation	\$581,000	\$605,000	\$626,000	\$644,000	\$660,000	\$673,000	\$3,789,000	\$1,932,390	Safety	1
Road Safety Promotion 2024-27	Ōtorohanga District Council	Implementation	\$263,213	\$281,901	\$289,271	\$295,325	\$300,326	\$304,538	\$1,734,574	\$1,092,782	Safety	1
Road Safety Promotion 2024-27	South Waikato District Council	Implementation	\$110,250	\$110,250	\$110,250	\$115,500	\$115,500	\$115,500	\$677,250	\$453,758	Safety	1
Road Safety Promotion 2024-27	Taupō District Council	Implementation	\$245,000	\$252,595	\$257,394	\$245,000	\$245,000	\$245,000	\$1,489,989	\$759,894	Safety	1
Road Safety Promotion 2024-27	TransCoastal District Council	Implementation	\$253,501	\$257,800	\$262,300				\$773,6001	\$394,537	Safety	1
Road Safety Promotion 2024-27	Waikato District Council	Implementation	\$388,000	\$399,640	\$411,629				\$1,199,269	\$611,627	Safety	1

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF share for 6 years	Primary Contribution to Objectives	Prioritisation within class
Road Safety Promotion 2024-2027	Waikato Regional Council	Implementation	\$1,200,000	\$1,200,000	\$1,200,000				\$3,600,000	\$1,836,000	Safety	1
Road Safety Promotion 2024-27	Waipā District Council	Implementation	\$170,500	\$175,615	\$181,874	\$185,000	\$185,000	\$185,000	\$1,082,989	\$552,324	Safety	1
Road Safety Promotion 2024-27	Waitomo District Council	Implementation	\$90,000	\$95,400	\$100,170	\$107,163	\$110,378	\$113,689	\$616,800	\$462,600	Safety	1
Road Safety Promotion 2024-27	Waka Kotahi	Implementation	\$87,596	\$87,596	\$87,596				\$262,788	\$262,788	Safety	1
WAI Share VFM Safety Imp Prog	Waka Kotahi	Implementation	\$18,734,378	\$18,734,378	\$18,734,378	\$18,734,378	\$18,734,378	\$18,734,378	\$112,406,270	\$112,406,270	Safety	1

Table 8: Investment Management

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
WAI Share Digital engineering/BIM	Waka Kotahi	DBC	\$254,378						\$254,378	\$254,378	Resilience & Climate Change	4

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
WAI Share Digital engineering/BIM	Waka Kotahi	Implementation	\$757,482	\$757,482	\$757,482	\$842,275	\$842,275	842274.77	\$4,799,270	\$4,799,270	Resilience & Climate Change	4
WAI Share Data Driven Struct Asset Management	Waka Kotahi	Implementation	\$354,264	\$556,749	\$101,243				\$1,012,256	\$1,012,256	Resilience & Climate Change	4
SH1 Taupo to Desert Road	Waka Kotahi	PBC	\$1,090,000	\$2,180,000	\$2,180,000				\$5,450,000	\$5,450,000	Safety	5
Waikato Share Environmental PBC	Waka Kotahi	PBC	\$112,029	\$114,143	\$116,256				\$342,428	\$342,428	Resilience & Climate Change	6
SH29 Piarere to Tauranga	Waka Kotahi	PBC	\$545,000	\$1,090,000	\$1,090,000				\$2,725,000	\$2,725,000	Safety	3
Waikato System Plan	Waka Kotahi	PBC	\$545,000	\$1,853,000					\$2,398,000	\$2,398,000	Growth and Economic Development	7
Hamilton Transport Model	Hamilton City Council	PBC	\$630,000						\$630,000	\$321,300	Growth and Economic Development	3

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Activity Management Plan 2024-27	Ōtorohanga District Council		\$58,365	\$59,891					\$118,256	\$74,501	General	2
Regional Land Transport Planning Management 2024-27	Waikato Regional Council	Implementation	\$650,000	\$650,000	\$650,000				\$1,950,000	\$994,500	Growth and Economic Development	8
MSP_UP_PT Pathways IBC	Waikato Regional Council	IBC	\$1,000,000						\$1,000,000	\$510,000	Growth and Economic Development	2
MSP_UP_PT Pathways IBC	Waikato Regional Council	SSBC	\$350,000	\$350,000					\$700,000	\$357,000	Growth and Economic Development	2
MSP_UP_PT Pathways IBC	Waikato Regional Council	DBC	\$650,000	\$650,000	\$450,000				\$1,750,000	\$892,500	Growth and Economic Development	2
MSP_UP_PT Pathways IBC	Waikato Regional Council	Implementation		\$550,000	\$550,000	\$5,000,000	\$5,000,000	\$5,000,000	\$15,550,000	\$7,930,500	Growth and Economic Development	2
Regional Public Transport Plan 2025	Waikato Regional Council	Implementation	\$200,000	\$100,000					\$300,000	\$153,000	Growth and Economic Development	8

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Regional Resilience Plan 2026	Waikato Regional Council	Implementation		\$150,000					\$150,000	\$76,500	Resilience & Climate Change	8
Regional Road Safety Strategy 2024	Waikato Regional Council	Implementation		\$150,000	\$50,000				\$200,000	\$102,000	Safety	8
MSP-UP Cambridge Connections - Programme Business Case	Waipā District Council	PBC	\$100,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000		\$3,600,000	\$1,836,000	Growth and Economic Development	1

Table 9: Walking and Cycling

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Hamilton City Council	Implementation	\$5,060,000	\$4,600,000	\$4,000,000	\$9,725,000	\$9,625,000	\$9,312,500	\$42,322,500	\$21,584,475	Accessibility /Transport options	1

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Hauraki District Council	Implementation	\$180,000	\$180,000	\$180,000	\$185,400	\$191,000	\$196,700	\$1,113,100	\$567,681	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	Manatāpako District Council	Implementation				\$161,591	\$165,631	\$169,772	\$496,994	\$253,467	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	Taupō District Council	Implementation	\$2,090,000	\$2,130,000	\$1,980,000	\$1,280,000	\$780,000	\$880,000	\$9,140,000	\$4,661,400	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	TransComarā District Council	Implementation	\$1,330,510	\$1,420,418	\$1,510,326				\$4,261,254	\$2,173,240	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	Waikato District Council	Implementation	\$1,150,000	\$1,550,000	\$1,250,000	\$3,670,000	\$3,695,000	\$3,425,000	\$14,740,000	\$7,517,400	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	Waipā District Council	Implementation	\$277,500	\$877,500	\$2,846,000	\$1,550,000	\$5,550,000	\$6,050,000	\$17,151,000	\$8,747,010	Accessibility /Transport options	1

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Waitomo District Council	Implementation	\$200,000	\$250,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,650,000	\$1,237,500	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	Waka Kotahi	Implementation	\$1,969,167	\$1,969,167	\$1,969,167				\$5,907,500	\$5,907,500	Accessibility /Transport options	1
2024 Eastern Pathways - Schools Link (Stage 1)	Hamilton City Council	Reimplementation	\$1,500,000						\$1,500,000	\$765,000	Accessibility /Transport options	2
2024 Eastern Pathways - Schools Link (Stage 1)	Hamilton City Council	Implementation	\$10,050,000	\$15,288,361	\$2,720,390				\$28,058,751	\$14,309,963	Accessibility /Transport options	2
2024 Biking and Micro mobility Priority Routes	Hamilton City Council	Reimplementation	\$1,000,000	\$1,000,000	\$400,000	\$400,000	\$400,000	\$400,000	\$3,600,000	\$1,836,000	Accessibility /Transport options	3

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
2024 Biking and Micro mobility Priority Routes	Hamilton City Council	Implementation	\$3,200,000	\$3,368,000	\$4,134,000	\$4,135,000	\$4,504,000	\$4,700,000	\$24,041,000	\$12,260,910	Accessibility /Transport options	3
MSP-UP Waipā Urban Mobility	Waipā District Council	Implementation	\$200,000	\$3,266,600	\$3,266,600	\$3,266,600	\$3,266,600	\$3,266,600	\$16,533,000	\$8,431,830	Accessibility /Transport options	1

Table 10: Public Transport - All Activities

Public Transport Infrastructure

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Hamilton City Council	Implementation	\$6,290,000	\$3,810,000	\$4,900,000	\$6,000,000	\$6,000,000	\$6,000,000	\$33,000,000	\$16,830,000	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	Taupō District Council	Implementation	\$50,000	\$50,000	\$25,000	\$10,000	\$25,000	\$10,000	\$170,000	\$86,700	Accessibility /Transport options	1

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total MLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Waikato District Council	Implementation	\$700,000	\$1,700,000	\$350,000	\$550,000	\$300,000	\$300,000	\$3,900,000	\$1,989,000	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	Waikato Regional Council	Implementation		\$1,690,624	\$1,147,000				\$2,837,624	\$1,447,188	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	Waipā District Council	Implementation	\$39,375	\$888,750	\$1,161,500	\$844,500	\$844,500	\$844,500	\$4,623,125	\$2,357,794	Accessibility /Transport options	1
Low cost / low risk improvements 2024-27	Waka Kotahi	Implementation	\$1,000,000	\$1,000,000	\$1,000,000				\$3,000,000	\$3,000,000	Growth and Economic Development	1
Te Huia rolling stock replacement	Waikato Regional Council	Implementation	\$260,000	\$12,820,000	\$12,570,000	\$20,770,000	\$31,090,000	\$29,250,000	\$106,770,000	\$54,452,700	Growth and Economic Development	2
National Ticketing Solution	Waikato Regional Council	Implementation			\$1,718,131				\$1,718,131		Accessibility /Transport options	2

Project Name	Organisation Name	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total MLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Electric Vehicle (EV) Bus Charging Station	Waikato Regional Council	SSBC	\$200,000	\$800,000					\$1,000,000	\$510,000	Accessibility /Transport options	2
Electric Vehicle (EV) Bus Charging Station	Waikato Regional Council	Periplementation			\$3,000,000				\$3,000,000	\$1,530,000	Accessibility /Transport options	2
Electric Vehicle (EV) Bus Charging Station	Waikato Regional Council	Implementation			\$4,000,000	\$7,000,000	\$5,000,000		\$16,000,000	\$8,160,000	Accessibility /Transport options	2
Public Transport Programme 2024-27 -capex	Waikato Regional Council	Implementation	\$3,500,323	\$1,020,330	\$1,040,826				\$5,561,479	\$2,836,354	Accessibility /Transport options	2
MSP_UP_Bus Rapid Transit Business Case	Hamilton City Council	DBC	\$1,189,125	\$1,236,690	\$1,454,842	\$1,780,042	\$647,935	\$673,853	\$6,982,487	\$3,561,068	Growth and Economic Development	1

Public Transport Services

Project Name	Organisation	Activity Phase	24/25	25/26	26/27	27/28	28/29	29/30	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives	Prioritisation within class
Low cost / low risk improvements 2024-27	Waikato Regional Council	Implementation	\$5,252,938	\$9,144,840	\$9,581,568				\$23,979,346	\$12,229,466	Accessibility /Transport options	1
Public Transport Programme 2024-27 - Opex	Waikato Regional Council	Implementation	\$33,159,694	\$36,363,026	\$38,538,161				\$106,882,419	\$55,111,049	Accessibility /Transport options	1

Appendix H: Significant Transport Activities table

Appendix H - Significant Transport Activities table

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
1	WK	SH1 - Bulli Point / Te Pōporo	National Resilience risk on SH1 at Bulli Point Lake Taupō - Implementation	SH Improvements	Pre-implementation, Implementation	\$11,990,000	\$11,990,000	Resilience & Climate Change
2	WK	Coromandel Network Resilience (O'slips/Flood) Pri 1	Cyclone strategic response rebuild	SH Improvements	SSBC, Pre-implementation, Property, Implementation	\$117,540,000	\$248,340,000	Resilience & Climate Change
3	WK	SH25 EOL Pepe Stream, Ramarama, and Boundary Creek Bridges, SH27 Ohinekaia Stream Bridge	End-of-life bridge replacements	SH Improvements	Implementation	\$34,335,000	\$34,335,000	Resilience & Climate Change
4	WK	SH1 Cambridge to Piarere	SH1 Cambridge to Piarere Long Term	SH Improvements	Pre-implementation, Implementation,	\$151,619,000	\$880,011,500	Growth and Economic Development
5	WK	Hamilton Southern Links	Creation of new Arterial Network Links in southern Hamilton. High	SH Improvements	Pre-implementation, Implementation	\$45,175,050	\$346,342,050	Growth and Economic Development

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
			buildout risk due to high Hamilton City and peri-urban development growth rates.					
6	HCC	Southern Links Designation Provisions	Delivery of Southern Links Designation monitoring requirements	LR Improvements	Implementation	\$4,494,259	\$6,056,958	Growth and Economic Development
7	WK	WAI Share RoNS Project Development & Property	Project development work for the Roads of National Significance (RONS) is being managed as a national fund to allow NZTA to respond at pace and in an agile way to the need to progress these strategically important projects. The SHIP contains a regional share of this total fund for each region with a RONS project within it. In	SH Improvements	DBC, Property	\$121,720,300	\$151,258,800	Growth and Economic Development

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
			Waikato this is primarily funding allocated to support project development work on Hamilton Southern Links.					
8	TCDC	Coromandel Bypass	It will create resilience benefits by creating a second crossing of the river at Coromandel town that will provide additional network resilience to all roads north of Coromandel town	LR Improvements	Pre-implementation	\$5,600,000	\$5,600,000	Resilience & Climate Change
9	Waipā	MSP-UP Cambridge Connections - Programme Business Case	The project will include an assessment of the Cambridge transport network and the form and function of the surrounding roads and intersections to ensure the network continues to function well into the future	Investment management	PBC	\$1,600,000	\$3,600,000	Growth and Economic Development

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
10	WRC	MSP_UP_PT Pathways IBC	This IBC phase is to determine a 12-year programme for the PT network that supports the delivery of the 30-year vision in the PBC and the RPTP. It will also look at integration with BRT lines and other modes, plus 3 waters integration.	Investment management	IBC, SSBC, DBC, Implementation	\$4,000,000	\$19,000,000	Growth and Economic Development
11	HCC	MSP-UP Bus Rapid Transit Business Case	Business case for RT1 BRT Corridor	Investment management	DBC	\$3,880,657	\$6,982,487	Growth and Economic Development
12	Waipā	MSP-UP Waipā Urban Mobility	Develop an Urban Mobility Business Case to determine a programme of improvements and subsequently funding for walking and cycling infrastructure for urban towns	W&C improvements	Implementation	\$6,733,200	\$16,533,000	Accessibility/Transport options

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
13	Waipā	MSP-UP Waikato Expressway Local effects Waipā	Maximize the investment of the Waikato expressway. Remove urban barriers to transport choices caused by escalating state highway effects	LR Improvements	DBC, Implementation	\$8,700,000	\$10,450,000	Growth and Economic Development
14	HCC	2024 Eastern Pathways - CBD to Uni link - Clyde to CBD	Implementation of bus priority, new separated cycleways, and improved footpaths between Wairere Drive and the Waikato River including intersection safety improvements.	W&C improvements	Pre-implementation, Implementation	\$3,117,114	\$7,655,632	Accessibility/Transport options
15	HCC	2024 Eastern Pathways - Schools Link (Stage 1)	Project will deliver new separated cycleways, footpath improvements, new walking and cycling crossings at schools, bus stop improvements,	W&C improvements	Pre-implementation, Implementation	\$29,558,751	\$29,558,751	Accessibility/Transport options

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
			street planting and stormwater improvements.					
16	WK	SH1B Telephone Road	Safety and level crossing improvements to facilitate reopening of level crossing at intersection at SH1 and Telephone Road, Waikato.	SH Improvements	SSBC, Pre-implementation, Implementation, Property	\$3,879,000	\$16,523,000	Safety
17	WK	SH1, 2, 3 & 27 Commercial Vehicle Reg Safety Centre	SH1 SH2, SH3, SH27 Commercial Vehicle Regional Safety Centres-Tūrangī, Ōtorohanga, Taupiri, Tātuanui, Mangatarata, Waihi South.	SH Improvements	Implementation, Property	\$5,697,000	\$37,416,000	Safety
18	HCC	2024 Biking and Micromobility Priority Routes	Implementation of new separated cycleways, improved footpaths and bus stops on priority routes identified from the Strategic network for biking and micromobility	W&C improvements	Pre-implementation, Implementation	\$13,102,000	\$27,641,000	Accessibility/Transport options

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
19	HCC	Eastern Transport Corridor	Construction of the eastern transport corridor including intersection safety improvements.	LR Improvements	Pre-implementation, Implementation	\$2,000,400	\$30,244,100	Growth and Economic Development
20	WRC	Electric Vehicle (EV) Bus Charging Station	Transitioning to a low carbon transport environment will require a shift to electric vehicles. This is a key strategic priority of the GPS and the Government's manifesto. This project will enable essential infrastructure to be developed to support this transition.	PT infrastructure	SSBC, Pre-implementation, Implementation	\$2,000,000	\$20,000,000	Resilience & Climate Change
21	WK	SH1 Piarere to Taupō	Updated review of the SH network between Piarere and Taupō to ensure resilient, safe and appropriate	SH Improvements	IBC, DBC	\$4,251,000	\$6,104,000	Growth and Economic Development

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
			network with integration of improvements going forward					
22	WK	SH29 Piarere to Tauranga	Operational and capital improvements to improve safety and DSIs and improve freight reliability	Investment management	PBC	\$2,725,000	\$2,725,000	Safety
23	TCDC	Coromandel Bypass	It will create resilience benefits by creating a second crossing of the river at Coromandel town that will provide additional network resilience to all roads north of Coromandel town	LR improvements	Implementation		\$29,700,000	Resilience & Climate Change
24	WK	West Hamilton Network Review	State highway contribution to a joint Waka Kotahi + HCC network review of the western Hamilton network, focused on enabling high quality public	SH Improvements	PBC	\$2,398,000	\$24,593,000	Growth and Economic Development

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
			transport movement, safety, and supporting brownfields growth					
25	WK	WAI Share Digital engineering/BIM	Developing a business case demonstrating the value of digital engineering in the New Zealand context to enable apt scoping of the initiative and its impacts ahead of the decision to commit significant resource	Investment management	DBC, Implementation	\$2,526,824	\$5,053,649	Resilience & Climate Change
26	WK	SH1 Taupō to Desert Road	Programme aimed to address road user safety and provide a reliable and efficient corridor commensurate with the route classification and wide range of users	Investment management	PBC	\$5,450,000	\$5,450,000	Safety

Priority order	Organisation	Project name	Description	Activity Class	Phase	Total Project Cost (3yr 24-30)	Total Project Cost (6yr 24-30)	Primary contribution to objectives
27	WK	WAI Share Pre-imp 2027-30 Bridge Rep	Preparation work for the 2027-30 NLTP bridge replacement programme	SH Improvements	Implementation	\$1,695,855	\$1,695,855	Resilience & Climate Change
28	WK	Waikato Share Environmental PBC	National PBC to identify a common approach to dealing with environmental matters such as fish passage, noise walls etc	Investment management	PBC	\$2,526,824	\$5,053,649	Resilience & Climate Change
29	WK	Waikato System Plan	Programme to update PBC plans for the state highway network	Investment management	PBC	\$2,398,000	\$2,398,000	Growth and Economic Development
30	Taupo	Northern Gateway Project	To improve access for all road users over the Waikato River into Taupō town and also provide for growth to occur on the northern side of town.	LR improvements	Pre-implementation, Implementation	\$450,000	\$64,800,000	Resilience & Climate Change
							Total	
						\$601,163,235	\$2,057,111,431	

Appendix I: Hamilton City and Taupō District Council activities outside the NLTF

Hamilton City

Funding Source	Activity Name
Unsubsidised	Sapper Moore Jones - Theatre access & pedestrian environment
Unsubsidised	Transport network - Proactive upgrades for intensification
Unsubsidised	Eastern Pathways - CBD to uni (Clyde St to CBD)
Unsubsidised	Parking management
Unsubsidised	Transport network upgrade associated with development
Unsubsidised	SH3 Ōhaupō Road
Unsubsidised	Bader Street Urbanisation
Unsubsidised	Extension of Wairere Drive and Bridge
Unsubsidised	Peacocke Road urban upgrade
Unsubsidised	East/west roading arterial
Unsubsidised	Hall Road urban upgrade
Unsubsidised	North-south arterial
Unsubsidised	North-south arterial from east-west arterial to Peacocke Road
Unsubsidised	Peacocke developer upsize programme
Unsubsidised	Peacocke land acquisition programme
Unsubsidised	Peacocke PDA upsize contribution
Unsubsidised	Peacocke Road minor arterial upgrade
Unsubsidised	Peacockes Lane urban upgrade
Unsubsidised	Arterial designations and permanent levels
Unsubsidised	Arthur Porter Drive realignment
Unsubsidised	Brymer Road urbanisation
Unsubsidised	Rotokauri Road urbanisation
Unsubsidised	Rotokauri stage 1 arterial upsize
Unsubsidised	Rotokauri stage 1 collector upsize

Funding Source	Activity Name
Unsubsidised	North City Road upgrade - Bourn Brook to Kay
Unsubsidised	River Road upgrade- Te Huia to Kay Road
Unsubsidised	Rototuna transport upsize programme
Unsubsidised	Rototuna transport urbanisation programme
Unsubsidised	Ruakura Road Transpower land purchase
Unsubsidised	Onion Road realignment
IAF	IAF - Active modes river crossing
IAF	IAF - Anglesea Street investigation and protection

Taupō District

Funding source	Activity Name
Unsubsidised	Cycle/shared path on Lake Road Mangakino
Unsubsidised	Northern Gateway project
Unsubsidised	Poihipi and Huka Falls Road intersection
Unsubsidised	Accessibility audit improvements
Unsubsidised	Footpaths through accessways in Kuratau
Unsubsidised	Lake Terrace and Ruapehu Street (speed management)
Unsubsidised	Titiraupenga Street and Roberts Street
Unsubsidised	Lake Terrace/Mere Road traffic calming
Unsubsidised	Rifle Range Road and Mere Road intersection
Unsubsidised	Pedestrian Bridge Riverside Park to Countdown
Unsubsidised	On-street parking
Unsubsidised	Infill lighting
Unsubsidised	Rakaunui industrial lighting improvement
Unsubsidised	Carpark opposite Two-Mile Bay boat ramp
Unsubsidised	Omori Road playground parking
Unsubsidised	Omori Road and Pukawa path (DOC land)
Unsubsidised	Underpass enhancements
Unsubsidised	Kinloch footbridge
Unsubsidised	Priority changes
Unsubsidised	Pukenamu Road ? Wharewaka Road closure - Play Street activation
Unsubsidised	Napier Road / Lake Terrace intersection

Funding source	Activity Name
Unsubsidised	Miro/Tauhara intersection
Unsubsidised	Four-laning Spa Rd
Unsubsidised	Arrowsmith Avenue and Shepherd Road intersection
Unsubsidised	Tauhara/Spa intersection
Unsubsidised	Taharua (2nd bridge)
Unsubsidised	Broadlands Road (into MS Park)
Unsubsidised	Taharepa and Crown Road intersection
Unsubsidised	Poihipi straightening
Unsubsidised	Bus shelters (school bus routes)
Unsubsidised	New road marking and signs
Unsubsidised	Mokai Marae safety improvements
Unsubsidised	Footpath construction - Huka Falls Road (A/P request)
Unsubsidised	Footpath construction - Mapara Road (A/P request)
Unsubsidised	Rural Road berm widening
Unsubsidised	Napier Road and Crown Road intersection
Unsubsidised	Poihipi Rd (realign 31-31.6km)
Unsubsidised	Anzac Memorial Drive lighting
Unsubsidised	Waikato street surfacing
Unsubsidised	Mapou Road
Unsubsidised	Guardrail improvements
Unsubsidised	Pihanga Road and Waipapa Road, Kurutau
Unsubsidised	Gate on Off Road Highway
Unsubsidised	Harbour area - Parakiri
Unsubsidised	Mangakino streets - upgrade programme (K&C)
Unsubsidised	Omori Road K&C
Unsubsidised	K&C Taupō
Unsubsidised	Seal extension
Unsubsidised	Tongariro River bridge
Unsubsidised	Ute for cycle instructors

Glossary of commonly used terms and acronyms

Glossary of commonly used terms and acronyms

Activity	Defined in the LTMA as a land transport output or capital project or both
Activity class	A grouping of similar transport activities into 11 categories for which funding ranges are established as set out in the Government Policy Statement on Land Transport
Annual plan	Council's annual plan that sets out the proposed finances and service performance for the year
Approved organisations	Organisations eligible to receive funding from Waka Kotahi the NZ Transport Agency for land transport activities. Approved organisations are defined in the Land Transport Management Act 2003 as including regional councils, territorial authorities or a public organisation approved by the Governor General (by Order in Council).
Arataki	Waka Kotahi's 10-year view of what is needed to deliver on the Government's current priorities and long-term objectives for the land transport system
Arterial corridors	High-capacity urban roads. Arterial corridors have a dominant through-vehicle movement and often carry the major public transport routes
Climate change	A change in the state of the climate that can be identified by changes in the mean variability of its properties, and that persists for an extended period (IPCC 2018)
CO2	Carbon dioxide
Covid-19	Coronavirus pandemic
DSI	Deaths and serious injuries
ECMT	East Coast Main Trunk rail line - Main rail line between Hamilton and Tauranga
EV	Electric vehicle
FAR	Funding assistance rate - When a land transport activity undertaken by a council or other approved organisation qualifies for funding from the NLTF the FAR determines the proportion of the approved costs of that activity that will be paid from the fund.
Future Proof	Future Proof is a partnership between Waikato iwi, Waikato Regional Council, Waikato and Waipā District Councils, Hamilton City Council, Auckland Council, Franklin Local Board, Auckland/Hauraki iwi, Waikato District Health Board, Waka Kotahi, and the Crown, to manage growth in the sub-region a coordinated way.
GHG	Greenhouse gas
GPS	Government Policy Statement on Land Transport - A government policy statement issued under section 66 of the Land Transport Management Act 2003 which sets out the Government's direction and funding priorities for 6 financial years
H2A Corridor	Hamilton to Auckland corridor
HCC	Hamilton City Council
HPMVs	High Productivity Motor Vehicles - A longer or heavier (greater than 44 tonnes) truck that must travel on a specified route permitted by all relevant road controlling authorities
IDMF	Waka Kotahi's Investment Decision Making Framework
IPM	Waka Kotahi's Investment Prioritisation Method
KPI	Key performance indicator

Activity	Defined in the LTMA as a land transport output or capital project or both
Local roads	Any road, other than a state highway. Local roads are under the control of a territorial authority
Local share	The contributions communities make (through local government) towards projects that have national and local benefits
LTP	Long term plan - The 10-year community plan (formerly known as the long-term council community plan) produced by regional and territorial authorities under the Local Government Act 2002
LTMA	Land Transport Management Act 2003 - The main statutory framework for land transport planning and funding in New Zealand
MSA	The Hamilton-Waikato metro area (metro spatial area) is an urban sub-region of the Waikato. Hamilton is at the core of this metropolitan area which extends from Taupiri in the north to Te Awamutu and Cambridge in the south.
MSP	The Hamilton Waikato Metropolitan Spatial Plan (MSP) is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years.
MSP-PBC	Metro Spatial Plan Transport Programme Business Case - The Transport Programme Business Case (PBC) establishes transport interventions to promote the compact urban form aspirations set in the Hamilton-Waikato Metro Spatial Plan (HWMSP)
Micro-mobility	Small, lightweight, personal use vehicles like e-bikes and electric scooters
Mode shift	Increasing the share of people travelling by public transport, walking and cycling
MoT	Ministry of Transport
NEECS	New Zealand Energy Efficiency Conservation Strategy 2017-2022
NIMT	North Island Main Trunk rail line - Main rail line between Auckland and Wellington via Hamilton.
NO2	Nitrogen dioxide
NLTF	National Land Transport Fund - A dedicated fund established under Part 2 of the Land Transport Management Act 2003 to pay for land transport activities
NLTP	National land transport programme
NPS-UD	National Policy Statement on Urban Development 2020
New Zealand Rail Plan	Government plan that will guide investment to be made through the rail investment programme to achieve a reliable, resilient and safe rail network
NZUP	New Zealand Upgrade Programme
ONRC	One Network Road Classification - A national road classification developed by Waka Kotahi, Local Government NZ and the Automobile Association and adopted for use nationally by all road controlling authorities
PGF	Provincial Growth Fund
PM	Particulate matter

Activity	Defined in the LTMA as a land transport output or capital project or both
RAG	Regional Advisory Group - Technical staff from approved organisations and NZ Transport Agency that provide technical advice to the Regional Transport Committee on the preparation of the Plan
RATA	Waikato Road Asset Technical Accord
RCA	Road controlling authority
Resilience	The transport system's ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly. It requires minimising and managing the likelihood and consequences of small-scale and large-scale, frequent and infrequent, sudden and slow-onset disruptive events, caused by natural or man-made disasters (National Resilience Programme Business Case)
RLTP/Plan	Regional Land Transport Plan
RPTP	Regional Public Transport Plan 2022-2032
RNIP	Rail Network Investment Programme
RTC	Regional Transport Committee - A Regional Transport Committee is established under section 13 of the LTMA to prepare, on the regional council's behalf, the regional land transport plan. The Committee has representation from Waikato Regional Council, territorial authorities within the region, Waka Kotahi and the NZ Police.
SH	State Highway - A Road managed by Waka Kotahi the NZ Transport Agency
SMP	Shoreline Management Plan
Te Huia	Inter-regional passenger rail service between Hamilton and Auckland
TSIG	Transport special interest group
UNISA	Upper North Island Strategic Alliance - Established in 2011, UNISA responds to and manages a range of inter-regional and inter metropolitan issues, including transport. Members consists of Northland, Waikato and Bay of Plenty Regional Councils, Auckland Council, Whangarei District Council and Hamilton and Tauranga City Councils. Mayors and chairs from the respective regions make up the alliance.
VKT	Vehicle kilometres travelled - A measure of the distance travelled by all vehicles measured along a selected route or within a geographic area
Waka Kotahi	Waka Kotahi, the NZ Transport Agency is the Government agency with statutory functions to manage the funding of the land transport system and manage the state highway system
WKIP	Waka Kotahi's Investment Proposal
WRC	Waikato Regional Council
WRRSF	Waikato Regional Road Safety Forum - A multi-agency group that oversees regional road safety direction in the Waikato



He taiao mauriora ▲ **Healthy environment**

He hapori hihiri ▲ **Vibrant communities**

He ōhanga pakari ▲ **Strong economy**

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