

DRAFT 1**Submission by
Hamilton City Council****DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2018/19 -
2027/28****26 April 2018****1.0 INTRODUCTION**

- 1.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to the Ministry of Transport (MOT) on the draft Government Policy Statement on Land Transport 2018/19-2027/28 (referred to as the Draft 2018 GPS).
- 1.2 Overall, HCC supports the content and direction of the Draft 2018 GPS.
- 1.3 HCC understands that the Draft 2018 GPS is the first stage of Government's development of the GPS, and that a revised 2018 GPS is likely to be released by the MOT towards the end of the year. We would like the opportunity to work with the MOT in developing the revised 2018 GPS.
- 1.4 HCC has a large transport programme with significant investment planned over the next 30 years to enable growth, address safety issues, and deliver on level of service improvements.
- 1.5 HCC also has a focus on the upper North Island and the need to improve the safety and efficiency of connections within and between major urban centres. HCC notes that its programme, and the wider regional programme outlined in the draft Waikato Regional Land Transport Plan (RLTP), is well aligned with the direction signalled in the Draft GPS 2018.
- 1.6 In particular, HCC would like to provide feedback on the following:
 - **STRATEGIC DIRECTION**
 - **SAFETY**
 - **ACCESS**
 - **ENVIRONMENT**
 - **VALUE FOR MONEY**
 - **TRANSITIONAL RAIL FUNDING**
 - **ALTERNATIVE FUNDING**

2.0 STRATEGIC DIRECTION

2.1 Overall, HCC is supportive of the four strategic priorities of Safety, Access, Environment and Value for Money.

3.0 SAFETY

3.1 HCC has adopted a road deaths target of zero by 2027 and this is supported by the draft Waikato RLTP. The focus on Safety as one of the key priorities of the Draft 2018 GPS, and the aim of a safe system, free of death and serious injury is supported.

3.2 The proposed increase in the Road Policing activity class, and Road Safety Promotion and Demand Management activity class funding is supported. Between 2012 and 2016 the Waikato Region accounted for 294 of New Zealand's 1,500 road deaths i.e.19.6 percent. The Waikato regularly accounts for being the region with the single highest number of road deaths, including between 2014 and 2016 (48, 69 and 79 road deaths respectively).

3.3 HCC would like to ensure that funding for education initiatives is available, especially in relation to driver license training in schools. Assistance for learner drivers after they have gained their restricted license is needed, as is a focus on the design of roads and cars to minimise the impact of crashes. HCC would like to see these as priorities in the new road safety strategy and action plan that is signalled for development over the next 12-18 months.

3.4 HCC would also like to see red-light cameras funded through the Road policing activity class. Crashes at intersections are a major contributor to HCC's crash statistics. Over the last five years in Hamilton, red light running was the cause of:

- 17% of all crashes at traffic signals.
- 24% of injury crashes at traffic signals.
- 28% of fatal and serious crashes at traffic signals.

3.5 HCC notes the decrease in the State highway improvements activity class funding, and wishes to ensure that safety focussed State highway projects will be prioritised. In particular, there are significant safety issues in the Waikato between Cambridge and Paerua that need to be addressed to deliver on both the Government's, and Waikato's aim of improving safety.

3.6 HCC notes that the Draft 2018 GPS signals increased investment in footpaths and cycleways to support access to, and uptake of active travel modes to improve safety outcomes for all road users. HCC seeks to ensure that funding will be available for urban footpaths, (both building new footpaths and footpath maintenance).

3.7 HCC notes the importance of having a process in place that allows Council to make speed management changes in a timely fashion, and supports the key objective of the Draft 2018 GPS to reduce road trauma and crash severity through targeting investment in the development of the new Speed Management Guide, and in primary safe system treatments on high-risk parts of the network.

3.8 HCC seeks to be closely involved the development of the new safety strategy that will inform the second stage GPS.

4.0 ACCESS

- 4.1 HCC supports the Draft 2018 GPS focus on Access, specifically a transport and land-use system which enables people to access jobs, education, goods, services and amenities.
- 4.2 It should be noted that Hamilton needs to be looked at in a wider context in regard to access, and particularly incoming/outgoing traffic from surrounding townships i.e. the city is receiving increased commuter traffic and subsequent congestion on a daily basis from surrounding townships such as Cambridge, Te Awamutu, Morrinsville, Matamata and Huntly.
- 4.3 Hamilton's population at June 2018 was estimated to be 168,700. Adding in the population of the districts the townships mentioned previously are located in results in an additional 164,000 people at June 2018 i.e. the total population for the wider Hamilton area almost doubles to become 332,700 (compared to 298,300 at June 2013 – an 11.5 percent population increase over this five-year period).
- 4.4 Connecting surrounding townships to Hamilton, and Hamilton to other metropolitan areas is critical for enabling economic development and social wellbeing.
- 4.5 Hamilton is now also a significant distribution hub/inland port for the country, including the likes of Fonterra's Inland Port, the Waikato-Tainui Inland Port and Logistics Hub at Ruakura, and MainFreight's depot/operation located in Hamilton (with their 18,300 m² depot being largest and newest site in New Zealand). The Ports of Auckland's inland port currently being developed in the Northgate Business Park at Horotiu will also add to Hamilton's national inland port status.
- 4.6 These operations will require ongoing refinement of their operational integration and all of them will place an increasing and significant demand for a high-quality rail freight service.
- 4.7 A key focus for HCC and the wider Waikato Region is getting a commuter rail service up and running between Hamilton and Auckland. This is directly aligned with the GPS aim of metropolitan and high growth urban areas being better connected and accessible. HCC seeks to ensure that funding is available to achieve this outcome.
- 4.8 HCC notes that investigation for enabling funding for alternative transport modes in the longer-term is signalled as part of the second-stage GPS and seeks to be closely involved in this process.
- 4.9 Transport also supports urban growth through opening access to new housing developments, and funding to enable this to occur is critical for Hamilton. Investment in the Southern Links transport network will 'unlock' land that will deliver approximately 8,000 sections to Hamilton. This is vital to accommodate the high level of growth Hamilton is experiencing, and the City has made an application to the Housing Infrastructure Fund (HIF) to help deliver this.
- 4.10 HCC supports the Draft 2018 GPS focus on improving access through investment in public transport. HCC notes that the Draft 2018 GPS supports investment in increases in PT capacity and services, but is unclear on the provision for additional bus lanes. Funding for bus lanes, bus advance in traffic lighting, and bus priority measures for roundabouts and bus stops that are disability accessible is sought by HCC. Hamilton is a prime case for a trial to be carried out for bus priority measures on key routes and cycleways, however a greater subsidy is required to put the measures into action.

- 4.11 HCC would also like to see funding provision for 'Park and Ride' facilities, as these are critical in increasing the uptake of public transport and contributing to the outcomes sought by both HCC and the Government through the GPS.

5.0 ENVIRONMENT

- 5.1 HCC recognises the impacts of the transport activity on the environment and is manoeuvring to identify specific impacts, benchmark our current performance and develop an action plan to introduce improved practices. Funding support will enhance and accelerate this programme.

6.0 VALUE FOR MONEY

- 6.1 HCC would like to ensure that any future investment appraisal system (NZTA's Investment Policy) is streamlined to enable investment to occur in a timely fashion. HCC considers that the existing investment decision making processes are a risk to achieving the expenditure and outcomes signalled commencing 1 July 2018.

7.0 TRANSITIONAL RAIL FUNDING

- 7.1 The Draft 2018 GPS talks about investment in transitional rail, and HCC notes that the proposed Hamilton to Auckland rail service meets the aims of this activity class. The development of a business case is underway to identify the costs of this interim service, and it is critical that the funding available through this activity class is sufficient to enable this service to happen.
- 7.2 HCC notes that there are currently five years of increased funding included in the Draft 2018 GPS for this, and recognises that transitional rail is the first phase. Council supports transitional rail providing that there additional rail funding for the continued long-term operation and maintenance of any new services. HCC anticipates that there will be a Permanent Rail Activity class included in either this, or the second-stage GPS to cover Rail Infrastructure. This will also provide certainty of continued Government support for this interregional service.

8.0 ALTERNATIVE FUNDING

- 8.1. HCC is interested and supportive of looking at alternative funding models and would welcome ongoing engagement and involvement in this area.

9.0 FURTHER INFORMATION AND OPPORTUNITY TO SPEAK AT A HEARING

- 9.1. If the opportunity arose, HCC would like to speak to the MOT in support of its submission, and would welcome a visit from MOT representatives to discuss our concerns in more detail.
- 9.2. Should the MOT require clarification of the points raised in this submission, or further information, please contact Robyn Denton (Acting City Transportation Unit Manager) on 07 838 6910, email Robyn.Denton@hcc.govt.nz in the first instance.

Yours faithfully

Richard Briggs
CHIEF EXECUTIVE

1 Key changes proposed to the activity classes in the draft GPS 2018

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Activity class	Average percentage change over three years ¹	Comment
<i>Public transport</i>	46% increase	This will support an expansion in public transport networks. This will support an increase in operating subsidies for public transport and some public transport capital improvements.
<i>Rapid Transit</i>	New activity class	<i>New activity class</i> – allowing \$4 billion over 10 years to establish rapid transit investment with an initial focus on Auckland. Note: While funding ranges show a decrease in rapid transit investment, in later years the intention is to continue with more investment.
<i>Local road improvements</i>	42% increase	To support local road improvements and upgrades.
<i>Regional improvements</i>	96% increase	To support investment in regional projects that improve safety, resilience and access for people and goods. How the NLTF interacts with the Provincial Growth Fund will be a key determinant of the activity class funding expenditure levels.
<i>State highway improvements</i>	11% decrease	This decrease rebalances investment across the transport portfolio. The proposed activity class level will allow for currently committed projects to be completed and will enable the delivery of more safety improvements.
<i>Road policing</i>	14% increase	To enable the NZ Police to maintain an effective road policing service.
<i>Road safety and demand management</i>	81% increase	To continue road safety promotion, alcohol interlocks, and to include demand management measures that promote public transport and walking and cycling.
<i>State highway maintenance</i>	18% increase	This activity class was capped over the last GPS period. It is now proposed to allow for an increase in the level of renewals of state highway pavement surfaces given additional heavy vehicle traffic and severe weather.
<i>Local road maintenance</i>	22% increase	This activity class was capped over the last GPS period. It is proposed to allow an increase to cover the increased maintenance cost of additional heavy traffic and severe weather. However, it is also proposed to allow footpath

¹ In funding range upper boundary, across three financial years.

		maintenance to be funded from the NLTF. This is a scope change that reflects the Government's desire to support the use of active modes.
<i>Investment management</i>	31% increase	This increase will support additional transport planning of NZ Transport Agency and local government given the changes to transport priorities.
<i>Transitional rail</i>	New activity class	New activity class – this activity class will support rail priority transport options for users and benefit congestion in our urban centres until a wider review of rail funding is concluded.
<i>Walking and cycling improvements</i>	248% increase	To support an expansion in walking and cycling infrastructure.