

Section 7: Delivering the plan and looking  
towards 2021 | Whiti 7: Whakapuaki  
mahere kia koke whakamua ki te tau 2021

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## 7.1 Conclusion

This update to the 2015 Regional Land Transport Plan (2015 RLTP) has continued the overall strategic policy direction for land transport in the Waikato region, with a focus on addressing key short-term priorities over the life of this Plan.

The policy framework clearly articulates the region's key transport problems:

- Protecting the function of our strategic corridors in the context of growth pressures in and around Hamilton, the North Waikato, and in the upper North Island overall.
- Tackling our complex road safety problem and the disproportionate number of deaths and injuries in the region.
- Providing for the access and mobility needs of our communities in a changing social, demographic, economic and technological landscape.

There is good understanding across the region's key transport stakeholders on the transport problems we are trying to address, and the benefits of doing so.

The considerable integrated planning work that has been undertaken in the intervening years since the 2015 RLTP was made operative, means that there is a strong consensus regional view on the key transport priorities moving forward. This means we have a robust blueprint in this 2018 RLTP update to guide decision making and national, regional and local investment in the desired outcomes and objectives this Plan is seeking.

Overall, the integrated suite of policies and key implementation measures, along with the regional programme of transport activities, will deliver on the priorities of the Plan, and across the Government's priorities for transport in the draft 2018 GPS.

This 2018 update to the RLTP will see the final realisation of the long-standing Waikato Expressway project, along with a closer focus on resilience issues on our strategic transport corridors. And, for the first time, the Plan will target high growth areas, ensuring through a new policy objective that a planned transport response provides the multimodal infrastructure and services that are needed to support new housing areas and the infill development and continued growth of our largest city, Hamilton.

Through implementation of this Plan and the recently updated Waikato Regional Road Safety Strategy 2017-2021, it is hoped that the targeted focus on the region's priority short-term road safety problems will make strong headway in reducing the road toll and moving the region towards its 'Vision Zero'.

Along with Access Hamilton implementation, progress will also be made under this Plan in delivering on the urban access and mobility needs of our communities. There is still, however, some way to go in delivering on the access and mobility needs of rural communities. Ongoing progress with the Access and Mobility business case work should shine light on these issues and provide a better base for when we develop a new RLTP.

In the interim, the empowerment of the Community Transport Forum should drive a greater focus in this area.

As an interim midterm update, emerging Government policy will need to be considered for the development of the next RLTP. This will include a final 2018 GPS and Transport Agency investment Proposal and Investment Assessment Framework, and it is hoped, a second staged GPS that will provide strategic direction on the future of rail, road, safety, and emissions policy.

A key consideration for the 2021 Plan will be determining our key regional priorities in the context of this new policy environment as it becomes embedded, and in the context of completion of committed funding for the Waikato Expressway, which has been a long-standing policy priority for the Waikato region.