Regional Public Transport Plan Development Subcommittee Meeting

28 April 2017

(Doc #10267832)
Key drivers

- Environment, social, demographic, technology
- Government Policy Statement on Land Transport
- Regional Land Transport Plan

Auckland is growing by the size of Hamilton every 4 years.

By 2043, Waikato’s population is projected to grow by a third, largely in Hamilton and the surrounding Waikato and Waipā districts.
Networks

- Hamilton
- Waikato
- Waipa
- Hauraki / Matamata - Piako
- South Waikato
- Taupo
Guest speakers

Bridget Burdett, Principal Researcher, Traffic Design Group (TDG); and Professor Stuart Locke, University of Waikato

- *The value of public transport to community wellbeing*

Tamara Bozovic, Principal Transport Planner, New Zealand Transport Agency

- *PT: potentials for the transport system and the community, and ideas for development*
The value of public transport to community wellbeing

A proposed case investigation of whether public transport will contribute a net well-being increase.

Bridget Burdett, Principal Researcher, Traffic Design Group
Professor Stuart Locke, University of Waikato
Issue

• Transport can contribute significantly to improved wellbeing
  1. Improved access to services that are drivers of wellbeing
  2. improved perceptions of wellbeing
• OECD gives the broadest means of ranking ourselves against the best of developed countries and regions
  • Waikato rates relatively poorly on two key OECD wellbeing index components.
• QUALITY OF LIFE SURVEY 2016, New Zealand study illuminates key aspects of Well-being that are under-performing in the Waikato.
OECD Regional Wellbeing: A Closer Measure of Life

• OECD Index

• This interactive site allows you to measure well-being in your region and compare it with 395 other OECD regions based on eleven topics central to the quality of our lives. [https://www.oecdregionalwellbeing.org/index.html](https://www.oecdregionalwellbeing.org/index.html)

• Each region is measured in eleven topics – income, jobs, housing, health, access to services, environment, education, safety, civic engagement and governance, community, and life satisfaction. A score is calculated for each topic so that you can compare places and topics within and across countries. [https://www.oecdregionalwellbeing.org/NZ013.html](https://www.oecdregionalwellbeing.org/NZ013.html)
Comparison with other regions not raw scores is important.
Wellbeing in detail

**Access to services**

Waikato Region reaches **6.7 / 10** points in Access to services.

This puts the region in position **8 / 14** regions in New Zealand.

Compared across all OECD regions, the region is in the **bottom 38%** in Access to services.

**Education**

Waikato Region reaches **6.0 / 10** points in Education.

This puts the region in position **8 / 14** regions in New Zealand.

Compared across all OECD regions, the region is in the **bottom 30%** in Education.
The 2016 Quality of Life survey is a partnership between nine New Zealand Councils

http://www.qualityoflifeproject.govt.nz/survey.htm
Transport – access is important

TRANSPORT

25%
USE PUBLIC TRANSPORT WEEKLY (OR MORE OFTEN)

PERCEPTIONS OF PUBLIC TRANSPORT IN THEIR LOCAL AREA:
% Strongly agree or agree
74% 70% 55% 50% 47%
safe easy to access frequent reliable affordable
### Ease of access to public transport (%)

<table>
<thead>
<tr>
<th>Location</th>
<th>Strongly agree</th>
<th>Agree</th>
<th>Neither</th>
<th>Disagree</th>
<th>Strongly disagree</th>
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Legend:
- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree
- Don't know
Community is important

**77%** believe a sense of community in their neighbourhood is important

**58%** experience a sense of community in their neighbourhood

**Community, Culture and Social Networks**

- **Most common social networks**: 43%
  - belong to an online network or social group

- **Neighbourly contact**: 97%
  - had positive interactions with neighbours

- **Sense of isolation**: 68%
  - never or rarely feel isolated

- **Cultural diversity**: 56%
  - say cultural diversity makes their city a better place to live

- **Arts and culture**: 66%
  - agree their city has a culturally diverse arts scene
Community: Where are the 32%?
## Frequency of public transport (%)

<table>
<thead>
<tr>
<th>Region</th>
<th>Strongly Agree</th>
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**Base:** All respondents who have public transport in their area (excluding not answered)

**Source:** Q13. Thinking about public transport in your local area, based on your experiences or perceptions, do you agree or disagree with the following: Public transport is ...frequent (1 – Strongly Disagree, 2 – Disagree, 3 – Neither, 4 – Agree, 5 – Strongly Agree, 6 – Don't know)
Transport opportunities

• Publicly subsidised transport can come in many forms
  • UK has centrally subsidised “socially necessary” services

• Services can be door to door, volunteer-based, flexible

• Good examples of Community Transport in Waikato already
  • Particularly well resourced in East Waikato (Thames-Coromandel / Hauraki)
  • Variety of funding and governance models
  • Different central government funding around New Zealand

• Leverage mobile technology to enhance route efficiency and capacity
Links between transport and quality of life are indirect but important and measurable.

Opportunity

• Loneliness was measured as costing £2,000 per lonely person each year.

• We can measure more than loneliness:
  - Broader mental health issues
  - Participation in society as a determinant of good physical health (exercise, social interaction)
  - Value of access to primary and tertiary healthcare
  - Valuing access to education, employment, recreation
Education participation level

• There are some exciting transport enablers for tertiary education occurring in Waikato.
  • cheaper tickets for Uni students in Hamilton
  • Cheaper buses to Uni from rural centres, e.g. Tokoroa

• Learning hubs associated with High Schools for tertiary students
  • Excellent role modelling to encourage ongoing participation among secondary students
  • Libraries as learning centres?

• More home based learning outside of Te Aho o Te Kura Pounamu, using mobile based services creates need for transport to provide connectedness to ensure participation in sport and social networks.
Proposal

• Pilot in South Waikato
  • Tokoroa: more background work has been done
  • North Waikato is undertaking initial work and will benefit from a populated appraisal as part of pilot study in South Waikato.

• Prior international studies indicate there are benefits to Wellbeing that may be secured through enhanced public/community transport
The Waikato Region Opportunity

We are best placed in the world to attribute public transport investment to broader community wellbeing:

• High level of engagement within Waikato Regional Council (politicians and staff)

• Existing connections across senior leaders in different sectors, particularly health (Waikato DHB), education (University of Waikato) and community (Community Waikato)

• Ready access to international best-practice

• Demonstrable links from national and regional governance to real people community
PT: potentials for the city and the people, ideas for the development
PT review committee meeting, 28 April 2017
A short story: BAU, as it happened everywhere

A short story: BAU, as it happened everywhere

A short story: BAU, as it happened everywhere

A short story: BAU, as it happened everywhere

BAU, led by traffic, leading to more traffic

A frequent BAU chain reaction
Urban density and efficiency

The Built-up Area of Atlanta and Barcelona Represented at the Same Scale

10 km of metro line

**Atlanta:**
2.5 million people (1990)
4,280 km² (built-up area)

**Barcelona:**
2.8 million people (1990)
162 km² (built-up area)
Illustrations

- PT benefits for the city and the people
- A social dilemma
- Some good examples
PT benefits: space, and infrastructure spending
**PT benefits: consumption of space**

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Space used per person</th>
</tr>
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<tbody>
<tr>
<td>Walk</td>
<td>0.8 m²</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.8 m²</td>
</tr>
<tr>
<td>Public transport</td>
<td>0.8 m²</td>
</tr>
<tr>
<td>Car, single</td>
<td>20 m²</td>
</tr>
<tr>
<td>Car, couple</td>
<td>18.7 m²</td>
</tr>
<tr>
<td>Car, family</td>
<td>60 m²</td>
</tr>
<tr>
<td>Bus</td>
<td>3.1 m²</td>
</tr>
<tr>
<td>Train</td>
<td>9.4 m²</td>
</tr>
<tr>
<td>Taxi</td>
<td>1.5 m²</td>
</tr>
<tr>
<td>Trolley</td>
<td>4.6 m²</td>
</tr>
</tbody>
</table>

There is a tendency for the infrastructure capacity in a growing city to be overused, so that existing space must be used in the best way possible. The diagram shows the space used by each mode of transport.

Source: Vienna 2025 strategy

PT benefits, if alternative to all

Noise, pollution, crashes, health, participation, $$$

Source: Norwalk complete streets concept
Alternative for all?
Big challenge: the shift

Social dilemmas

Source: Prof. Glenn Lyons, Trafinz Conference, November 2016
Big challenge: the shift

Social dilemmas

1

ME

2

ME

Source: Prof. Glenn Lyons, Trafinz Conference, November 2016
Big challenge: the shift

Social dilemmas

1. 😞 ❌
2. 😞 ❌
3. 😊 ✔️

Source: Prof. Glenn Lyons, Trafinz Conference, November 2016
Big challenge: the shift

Social dilemmas

1. ME

2. ME

3. ME

4. ME

Source: Prof. Glenn Lyons, Trafinz Conference, November 2016
Big challenge

Attracting those who have the choice – Providing an attractive alternative to driving
Some success stories

**Villa Maria**, AR (85,000), +180% PT journeys, 2005-12
simpler routes, more frequency, a better pedestrian access, traffic and parking management

**San Luis Obispo**, CA, (45,000), 7% PT, 12% goal 2020
more adapted service, parking management, whole system approach, prioritisation in the CBD

**Brussels** (172,000), 28% PT, doubled from 1998
offer improved (frequency, tram coverage), traffic and parking management, better pedestrian and bicycle accessibility

**Graz**, AT (276,000), 20% PT, 46% car
Traffic and parking management, 30 km/h on all non main roads since 92, PT network efficiency improvement and quality (frequencies, 6 tram lines), good pedestrian and bicycle networks
But the subsidies…

Then to be fair, we should put them against the costs of driving for the society – infrastructure, crashes, space consumption, noise, pollution, properties value degradation, severance, …

Pro-rata approx. 60 cents per VKT
Source: VTPI
Huge potential for the city
To be realized with a whole system in mind
Targeting users, or origin-destination flows, providing a good alternative to driving

Source: https://www.itdp.org/
TOD standard
Thank you for your attention
Roundtable open discussion

Opportunity for members to take five minutes each to provide their perspectives, with particular reference to the goal and strategic priorities in the current RPTP:

• **Goal:** “A growing and affordable public transport system that contributes to the economic, social and environmental vitality of the region.”

• **Strategic priorities:** affordability, safety, integration, transport choices, efficiency, reliability, accessibility.
Current & proposed activities
Mass Transit Plan

- Proposed activity
- How do efficiently enable mobility?
- What’s required to achieve modal shift?
- Joint project - service design & infrastructure
Passenger Rail
Network reviews

- North Waikato
- Waipa
- Matamata Piako
- Taupo
- South Waikato
- Thames Coromandel?
Fare review & Integrated Ticketing

- New Ticketing System
- Fare Review
  - Simple for customers and simple to administer
  - Reflective of the costs of running the service
  - Affordable for funders and users
  - Supports increased use of public transport.
Fare review & Integrated Ticketing

• Fare Review
  • Implement a zonal fare structure
  • Enable free transfers between all routes and services
  • Standardise smartcard & concession discount rate
  • Review fare concession eligibility
  • Simplify fare products and pricing structures
  • Offer products that incentivise greater use of PT.
  • Review farebox recovery policy
Total mobility review
RPTP Review: Approach

• LTMA requirements

• Business case approach
  • Core PT problems that need to be addressed
  • Consequence of not addressing these
  • Expected benefits/outcomes from addressing these
  • Whether the existing policy framework is still fit for purpose and/or any different policy intervention is required.
RPTP Review: timeframes and milestones

Phase 1
Strategic case
May-June 2017
Reconfirm the problems & outcomes—existing RPTP

Phase 2
Programme Business Case
June-July 2017
Identify policy and service gaps

Phase 3
Indicative Business Case
Aug-Oct 2017
Develop high level of options (stakeholder workshops)
Options refinement & technical analysis

Phase 4
Plan development
Oct-Dec 2017
Draft plan development & public consultation
Dec-April 2018
Hearings and final plan development
May-Aug 2018

Healthy environment
Strong economy
Vibrant communities
Next steps

- Next meeting **12 June:**
  - Workshop problems and benefits
  - Agree key focus areas for review

- Staff will then identify policy and service gaps and how to address these.
Recommendation:

That the Regional Public Transport Plan Development Committee:

1. Receives the report Regional Public Transport Plan Review 2018 (Doc # 10251232 dated 07 April 2017) for information

2. Endorses the proposed project timeframe and key milestones as outlined.