Draft Strategic Case
Strategic case for public transport in the Waikato region

August 2017
Executive summary

Like much of New Zealand, Waikato is experiencing demographic change, which brings with it changes in demand for transport services. Waikato’s population is growing quickly in areas in and around Hamilton; while rural depopulation continues in smaller centres, which will require different transport responses to fulfil community needs to access essential services and employment.

Given the above context, the review of the RPTP provides an opportunity to shape future transport in the region, with the challenge of creating a user-friendly and accessible document for public transport in the Waikato.

In June 2017, key stakeholders from health and education joined local government representatives on the Regional Public Transport Plan Development Subcommittee to engage in an Investment Logic Mapping exercise. This exercise has led to the development of a draft strategic case which outlines the regional problems and benefits that could be gained from investing in public transport in the region.

This strategic case identifies the regional problems that need to be addressed. These are:

- **Problem 1**: High population growth and increasing dependency on cars is causing congestion in our towns and city, hampering economic development and community wellbeing.
- **Problem 2**: Lack of suitable transport options is limiting access to essential services and employment, impacting on economic and social viability of communities.
- **Problem 3**: Poor perceptions and journey experiences are a barrier to growing Public transport patronage, resulting in reduced value for money spent on transport infrastructure and services.

Addressing these problems has the potential to benefit the Waikato region in a number of ways. These benefits have been identified as:

- **Benefit 1**: A transport system that moves people more efficiently and affordably, influencing the way land is used to increasingly enhance the attractiveness and liveability of our urban areas.
- **Benefit 2**: People have increased suitable choices in how they get to where they need and want to be.

There are a number of different sectors working in the region on specific remits to provide public transport. Many of their mandates overlap, as do the funding sources that they rely on. By clearly identifying where the synergies lie and by collaborating where appropriate, the region will get greater value from its current public transport investment.

All parties have a stake in making the Waikato a more vibrant and liveable region and by getting people connected to services, and share the belief that working together will help achieve this. The benefits to the economy of community connectivity are well documented.

There are many obvious benefits to population health and wellbeing through increased connectivity and getting more people, more active, more often through public transport.
Transport benefits include congestion relief in urban centres and improved access and mobility, which provides improved transport choices for communities. The social benefits of enabling people to travel independently and safely around their local community utilising a relatively cheap transport mode cannot be underestimated. From an environmental perspective, public transport is a cleaner mode. Public transport is also a relatively much safer mode of transport.

For all of these reasons, the region is seeking to develop a shared vision and collaborative programme of work focused on taking public transport in the region forward.
1 Introduction

This strategic assessment outlines the context and case for the review of the Regional Public Transport Plan 2015-2025.

The principles of the Business Case approach are being followed for this work. These provide a robust and credible process which gives a voice to stakeholders and offers surety to investors. As part of this process an Investment Logic Mapping exercise has been completed to identify key problems and benefits for public transport in the region. The Investment Logic Map has shaped this strategic case and identifies the key problems, benefits and rationale for investment.

1.1 Factors influencing Waikato’s public transport

Like much of New Zealand, Waikato is experiencing changes to its demographics – ageing populations, rural depopulation, urbanisation, and increasing ethnic diversity. As our population ages, corresponding rates of disability and mobility needs increase.

Acknowledging the influence of Auckland’s growth, Waikato’s population is growing quickly in the Future Proof area; while rural depopulation continues in smaller centres, which will require different transport responses to improve access and fulfil mobility needs.

With the proportion of young people applying for their driver’s licence continuing to decline, changing perceptions about ‘sharing’ transport, and changes to information and transport technologies, this could lead to changes in travel behaviour, and there is opportunity for growth in public transport use.

From an environmental point of view, NZ is transitioning to a low-emissions economy to attempt to mitigate climate change effects, which for transport means reducing reliance on imported fossil fuels, encouraging active transport modes (walking, cycling and public transport), and encouraging the update of electric vehicles.

With better capacity, increased usage of public transport also reduces congestion and improved transport network capacity. Public transport usage also brings safety benefits as one of the safest modes to travel.

Recognising the benefits of public transport, the draft 2018-21 Government Policy Statement on Land Transport contains the following relevant priorities:

- Putting the right infrastructure in place to support high urban growth areas
- A one-transport system approach, seeking the best solutions across transport modes with seamless connections between them
- Network resilience through transport choice.

On a regional scale, the Regional Land Transport Plan (RLTP) provides the framework for transport and key transport priorities for the region. The purpose of the RPTP is to give effect to the public transport components of the RLTP (as required by the Land Transport Management Act). The three key focus areas for the RLTP which is currently under review are economic growth, road safety, and access and mobility. Public transport contributes to all of these areas as a means to reduce congestion, a safe mode of travel, and providing transport choices.

There have been some significant changes in the transport space both within the region and at an Upper North Island scale since the last Regional Public Transport Plan 2015 – 2045 was
prepared, including development of strategic corridors, growth in the North Waikato and Hamilton, population changes, tourism increases, and technology developments. These are described in more detail in Appendix B.

2 Strategic assessment - outlining the need for investment

2.1 Defining the problems

In June 2017, an Investment Logic Mapping workshop was held with the Regional Public Transport Plan Development Subcommittee and stakeholders from the health and education sectors. At the workshop these stakeholders were challenged to identify and agree upon the key problems facing public transport in the Waikato region, and benefits of addressing them. The stakeholders’ discussion informed the formulation of the following problems (see Appendix A for the Investment Logic Map):

PROBLEM ONE  High population growth and increasing dependency on cars is causing congestion in our towns and city, hampering economic development and community wellbeing

This problem covers both higher than expected population growth, and increasing dependency on cars which has implications for health, land use, the environment, and economic and community wellbeing.

Population growth driving transport demand

The Waikato region is home to almost 10% of New Zealand’s population and is projected to grow from 415,515 (2013 Census) to about 505,000 people by 2045. The majority of this growth is expected to occur in the Waikato, Hamilton and Waipa sub-region (known as Future Proof), whereas some of the rural areas/towns are facing static or declining populations.

Over recent years, population in the Future Proof area has been growing at a faster rate than previously predicted, primarily fuelled by strong economic growth, significant investment in transport and other infrastructure, and increased housing demand as a result of growth overspill from Auckland.

The level of growth in the Future Proof area is expected to continue in the next 30 years, and it is projected that by 2045 there will be an additional 90,000 to 133,000 people – a total of between 371,000 to 411,000.¹

This population growth and the associated growth in travel demand will place significant pressures on the transport network in this part of the region. Comparing commuter travel patterns in the region since the last Census, some highlights include:

- The average kilometres travelled per person increased 11% from 9.4 to 10.5km (across the region), and 26% increase for Hamilton residents (3.5 to 4.4km)
- Very small changes in mode share - small increases in the proportions of private vehicle, company vehicle, bus and bicycle

¹ 2017 Future Proof Growth Strategy refresh – University of Waikato medium population projections.
• 2,349 people commute from rural areas to Hamilton (67% increase) – reflecting the increasing congestion on key corridors into Hamilton
• Increased flow to and from Cambridge. 2,019 people commute from Cambridge to Hamilton (79% increase) and 615 people commute from Hamilton to Cambridge (225% increase)
• Increased flows to and from Te Awamutu, Morrinsville, Huntly and Raglan and Hamilton
  o 684 extra people coming into Hamilton from these towns (49% increase)
  o 645 extra people going the other way (352% increase)
• 45% more Waikato residents travel to Auckland to work (from 1620 to 2352), while fewer people travel from Auckland to Hamilton to work (from 1584 to 615).

Increasing dependency on cars
Waikato has one of the highest percentages in terms of household access to a car (93%). The national figure is 92%. People in Hamilton are also driving increasing distances in single occupancy vehicles over time compared to the national average.

In general, cars are in use for only five percent of their useful lives. Yet the dominant transport mode in Hamilton is private vehicles, with 88% of journeys to work being by car. Of this, around 5% are passengers and 82% drivers.

When different modes are compared by space they take up and people they throughput, single occupancy vehicles are found to be the most inefficient, with around 2,000 people able to be moved by car per hour per lane in a city, versus 9,000 by bus.

Land use – planning for car as priority
Section 6A: General development principles of the Waikato Regional Policy Statement states that new development should promote compact urban form, design and location to:

i. minimise energy and carbon use;
ii. minimise the need for private motor vehicle use;
iii. maximise opportunities to support and take advantage of public transport in particular by encouraging employment activities in locations that are or can in the future be served efficiently by public transport;
iv. encourage walking, cycling and multi-modal transport connections; and
v. maximise opportunities for people to live, work and play within their local area.

There are often conflicts between best-practice planning and commercial imperatives. This can result in developments which do not promote compact urban form for the above purposes. For example, there may be perceptions that parking supply is more directly correlated with commercial and retail success than reallocation of land and road space to provide for more and better connections for active travel modes. The cumulative benefit for a group of shops, for example, with good pedestrian connections is good economic return, whereas a shopkeeper may only be aware of the number of parking spaces in the vicinity of their premises.

The imbalanced focus on excessive parking supply in new developments perpetuates reliance on individual car travel for all manner of trip purposes. When environments are best suited to car travel, individuals who have potential to make other transport choices are implicitly

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2 2013 Census
3 Tumlin, J From Roads for Vehicles to Streets for People: Transport’s Role in Making Auckland the World’s Most Liveable City.
4 2013 Journey to Work survey.
5 www.railwaypro.com/
encouraged to drive, perpetuating driving as a first-choice habit. Furthermore, the environments are particularly unfriendly for active transport modes, resulting in reduced participation by these modes and unsafe outcomes when people do use them.

High quality urban design that results in highly walkable built environments is linked to good health and wellbeing outcomes, but there is disconnect between policy objectives and the way that new development is designed and constructed.

**Congestion as a result of population growth and increasing use of cars**

Based on modelling undertaken, growth means congestion on the existing Hamilton network will get worse if we do nothing to reduce demand or increase network productivity or capacity:

- by 2045, demand during peak periods is expected to exceed practical throughput on over 15% by length of the road network
- by 2045, travel time delays due to congestion would cost more than $12M annually, equivalent to a present value cost of over $180M over 30 years.

At a network level, there is an increase of congestion levels over the last seven years. This is likely influenced by a background trend of increasing demand due to population growth, coupled with roadworks and temporary speed restrictions due to the current significant investment across the city, adding to commuter frustration.

Increasing congestion in Hamilton city is also leading to decreases in travel speeds, meaning longer journeys and less efficient use of time.6

**Effects on land use, urban amenity and community wellbeing**

The consequence of communities that are planned for vehicle trips and not for people is that the environments themselves are not friendly for active modes; urban form is not integrated with sustainable transport choices; and less than best-practice accessibility results in reduced levels of participation. People therefore continue to use cars as their primary mode of transport, causing congestion in our towns and city, spending increasing times in cars which

6 Hamilton Traffic System Performance Monitoring Report- March 2016, BECA
contributes to increases in harmful emissions and decreases productive and personal time spent elsewhere, and becoming decreasingly active. The attractiveness of living and working in the Waikato as a central and accessible region would therefore not be capitalised on.

Air pollution (from all sources) is a risk factor for a number of health conditions, including respiratory infections, heart disease, chronic obstructive pulmonary disorder, stroke and lung cancer.

The health effects of air pollution can result in increased medication use, increased doctor or emergency room visits, more hospital admissions, restricted activity days and premature death. 2012 estimates are that the social cost to New Zealand related to air pollution health effects was approximately $8.4 billion. Of that total, approximately 11% was attributed to motor vehicle emissions. The health effects and social cost of nitrogen dioxide exposure was not quantified; and as a result, the social cost of vehicle emissions may be underestimated.7

Physical inactivity is also a serious public health issue in New Zealand, as it is in many other countries of the world, causing significant economic costs. Local government plays an important role in motivating and providing for people’s physical activity, including providing active transport opportunities (cycling, walking, public transport, walking buses), urban design and land use planning. A jointly commissioned study to examine the full costs of physical inactivity found that the total cost of approximately half the population not having adequate physical activity, was approximately $106 million annually for the Waikato region.8

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PROBLEM TWO   Lack of suitable\textsuperscript{9} transport options is limiting access to essential services\textsuperscript{10} and employment, impacting on economic and social viability of communities\textsuperscript{11}

Essential services and employment opportunities are limited in rural areas, as are transport options to take people to these places. This results in higher costs for people who live rurally, reduced opportunities for participation in their communities, and therefore reduced health and wellbeing of these communities.

Services are limited in rural areas

Many health, employment, education and social services are limited in small towns and rural areas in the Waikato, and are instead concentrated in larger cities such as Hamilton and Taupō. There is some provision for services to be accessed remotely, for example with health specialists visiting smaller towns; some opportunity for working from home where high quality internet connections are available; and some secondary and tertiary education courses delivered online. However for most people living outside of the main urban areas, there is a need to travel from time to time, to access essential services.

Higher costs for people who live rurally

Provision of centralised services in urban areas for people who live rurally carries financial costs for individuals who use these services. When these costs are too high, individuals and communities accrue broader social costs due to missed opportunities for participation in education, employment and social activities. A consequence of these missed opportunities is increased health costs, which only increase as peoples' ability to participate reduces.

More than 70 percent of jobs require licences, however only a quarter of beneficiaries aged 18-24 can legally drive.

For people who do have access to a car, there are vehicle-related costs of driving to main urban centres. There are also financial and opportunity costs, including reduced levels of participation when multiple appointments cannot be conveniently clustered. Having access to one car within a household does not necessarily mean that all members of that household can access all opportunities that contribute to their wellbeing. Also, those who drive without a licence because of difficulty accessing licencing services which are only in urban centres also carries risk of encounters with law enforcement, further exacerbating barriers to essential services and employment.

Transport choices are very limited in rural areas

For people who do not have access to a car in rural areas, transport choices to access services in larger centres are often non-existent, inaccessible, inconvenient or expensive.

\textsuperscript{9} The concept of “suitable” transport options includes: accessible; appropriate routes, frequencies, and times; affordable for funders and users; publicly available; coordinated; and communicated.

\textsuperscript{10} “Essential services” are defined in the current Regional Public Transport Plan to include primary health care, education, employment and other services that are essential to the daily life of the residents (eg grocery shopping, childcare).

\textsuperscript{11} This problem explanation has been substantially taken from the Programme Business Case transition document for Access and Mobility in the Waikato region, prepared by Bridget Burdett of TDG Ltd, for Waikato Regional Council, in 2017.
Most people living in rural Waikato, including small towns, do not have access to any transport services. The Waikato Region is experiencing population ageing. As people get older, they are less likely to drive themselves or to have a spouse or family member who can drive them. Some communities have community-run transport options, with varying structures and availability. In the absence of convenient services, some people have to rely on neighbours or friends in a community for transport.

In the Waikato Region, the number of people aged over 65 years is projected to more than double between 2013 and 2043, from 61,600 to 130,000 people. People aged over 65 years will make up 25% of the region’s population in 2043, compared to 15% in 2013.

Across the Waikato the proportion of households with no access to a motor vehicle in 2013 was highest in:
- Stanley Park (Tokoroa) and Tokoroa Central (19.8%),
- Meremere (16.0%),
- Mangakino (16.3%),
- Huntly West (19.2%)
- and Moanataiari (Thames) (17.5%). These communities are also ageing, meaning that it is more likely that inconvenience and expense will become barriers to travel.

Although the region as a whole is ageing as it grows, many rural areas are facing the combined issue of ageing within overall local population decline. In South Waikato for example, the 2013 population of 23,200 is projected to decrease to 19,750 by 2043. This change will include an increase of 2,500 people aged over 65 years, who will make up 31% of the population of South Waikato District by 2043. A lack of suitable access to essential services can also cause people to move out of rural communities, further exacerbating population decline.

Ageing populations also result in an increased proportion of people with disability, which is strongly correlated with age. In 2013, 25% of people in the Waikato Region identified as being disabled, including 14% with mobility impairment.

**Community transport providers may suffer from a lack of coordination**

Community transport services providers are currently not coordinated, and therefore may be duplicating one another’s services. Rural transport is not centrally coordinated nor dealt with in a consistent manner across the region.

Because of the lack of coordination, people are also not getting the full picture of transport options available to them.

Another consequence of a lack of coordination is that community transport services find difficulty in attracting funding for their services, given they are not aware of the wider context within which they operate, and therefore whether they are actually competing for funding rather than collaborating to provide a stronger investment proposition.

There are effective individual services operating for specific needs, but there are inefficiencies because of restrictions to funding and no interoperability between the services. Any excess capacity on services is therefore not being used. An example is University of Waikato buses which take students from rural towns into the Hamilton campus- this bus goes past local residents with empty seats and some residents wonder why they could not use the service.

**Reduced health and wellbeing**

The consequence of trips not being made because of expense or inconvenience is that opportunities for participation in health, social, education and employment are foregone.
Local social participation is a determinant of good health and therefore local access and mobility contribute to healthy, vibrant communities. Social and community participation contributes to wellbeing generally, particularly for older people\textsuperscript{12}. Stopping driving, for example, is one of the most significant predictors of depressive symptoms in older people\textsuperscript{13} and the influence of mobility on quality of life for older people is very high.\textsuperscript{14}

Issues of local access also impact on younger rural populations. Opportunity to participate in tertiary education locally can keep a higher proportion of young people living in rural areas, which helps to maintain healthy working-aged populations over time.

\textsuperscript{12} Koopman-Boyden, P.G. & Moosa, S. Living alone as a lifestyle among older people in New Zealand, Paper presented at New Zealand Association of Gerontology Conference: The Age of Ageing, 12-14 September 2014, Dunedin, New Zealand


\textsuperscript{14} Mollenkopf, H. (Ed.). (2005). Enhancing mobility in later life: personal coping, environmental resources and technical support; the out-of-home mobility of older adults in urban and rural regions of five European countries (Vol. 17). Ios Press.
PROBLEM THREE  Poor perceptions and journey experiences are a barrier to growing public transport patronage, resulting in reduced value for money spent on transport infrastructure and services

Experiences on public transport in the Waikato region can currently be variable, due to unpredictability of bus timeliness and unreliability of travel times, irregular timetables or long intervals between services, other passengers on the bus (including school children), and pricing due to where people are travelling from and to.

Research from 2016 to identify why patronage in Hamilton in particular was falling\(^\text{15}\) revealed that overall there is a high level of user satisfaction with functional aspects of the bus network. However the study also highlighted safety concerns and private cars’ affordability and convenience relative to public transport as two key reasons why the uptake of public transport had been falling.

**Bus travel is not currently seen as safe by non-users**

Bus travel is often linked to negative social experiences - and this a significant factor for many people. 20 percent of those surveyed did not think that other passengers were well behaved.

Bus timetables to towns surrounding Hamilton finish around 6pm on weekdays, leaving people concerned they will not be able to use this mode of transport to return home in the evenings. People’s concerns about personal safety on buses and at the Transport Centre where many services begin and end are also a barrier. The quality of buses and bus stops and/or shelters may also be of concern to some people.

**Public transport is not currently more affordable nor more convenient than car**

With very few areas where buses may take priority, public transport users are caught up in the same congestion, increased travel times, and variability of travel times as people in private cars, therefore providing no time benefit over private vehicle travel to users.

Bus travel is perceived as less convenient than car travel around Hamilton - especially with recent improvements to the roading network, and where multiple transfers by bus are required to get to destinations. Another contributing factor is the free and readily available parking at retail centres.

Despite indications that the overall cost of owning and operating a car is more expensive than using bus services in our region,\(^\text{16}\) people also tend to perceive the cost of bus use as no cheaper or more affordable than using a car, with around 18 percent of bus users responding that they think public transport is not value for money.\(^\text{17}\)

\(^{15}\)Mobius conducted a research study in 2015-16 to identify the reasons why patronage in Hamilton in particular is falling, with 590 people through intercept interviews, online surveys and focus group meetings.

\(^{16}\)The 2017 standard reimbursing mileage rate for motor vehicles as calculated by the Inland Revenue Department is 73c per km, while the cost of using bus services in the region is estimated at 20c per km. (IRD operating costs are a combination of the fixed costs (registration, insurance warrant of fitness and depreciation) and the operating costs (fuel and maintenance).

\(^{17}\)Waikato Regional Council annual bus user satisfaction survey, 2016.
Public transport patronage has been affected by poor perceptions, relative cost and convenience

Passenger numbers dropped in the Waikato from 2014, with a small increase in the last six months. Changes attributed to this decrease are that it continues to be easier to drive, with more efficient routes opened up such as Wairere Drive in Hamilton, and lower fuel prices. Interest rates are also lower while car ownership has increased.

The consequences of poor perceptions and journey experiences on public transport are that urban centres in particular continue to be dominated by cars. The public transport mode share continues to be low in Hamilton compared to other New Zealand centres, contributing to less people supporting it, worsening performance, which in turn causes public transport to be less attractive. Congestion will continue to increase as the population increases, who will continue to use the car as a dominant transport mode.
2.2 The benefits of investment

Whilst identifying the key problems for public transport in the Waikato Region, the June workshop also discussed benefits that would be created if these problems could be addressed. The following benefit statements have been identified by staff based on those discussions:

BENEFIT ONE  A transport system that moves people more efficiently and affordably, influencing the way land is used to increasingly enhance the attractiveness and liveability of our urban areas

A key benefit of moving people more efficiently and effectively, particularly around our towns and city, is the corresponding improvement in community wellbeing, particularly in our urban areas. Decreasing the priority of planning for cars while correspondingly increasing provision for public transport priority will also result in a more attractive urban form and efficient use of land.

As public transport takes up less room per person to move people around than the current predominant single occupancy vehicles, more people will be able to be moved using less space, creating increasing efficiencies for the network. Economies of scale will allow for public transport to become even more affordable, attracting increased demand for more public transport (and correspondingly pedestrian)-friendly environments. Environments which prioritise people over cars are more attractive to residents, and contribute to greater perceptions of safety and wellbeing, and therefore liveability of urban areas.

In addressing the poor perceptions and journey experiences of public transport and the quality of facilities and services, a visible benefit will be the increased use of public transport in the region. Increased participation will have multi-tiered benefits that will have flow on effects for the community.

Greater participation in public transport removes motor vehicles from roads. Increased use of public transport as a transport mode has environmental benefits, in particular reducing congestion and increasing traffic flow efficiency which carries both environmental and economic benefits.

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<th>KPI 1</th>
<th>Increased patronage per head of population</th>
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<tr>
<td>KPI 2</td>
<td>Improved public transport journey time on key routes</td>
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BENEFIT TWO  Increased numbers of people have access to employment, education, and healthcare, increasing economic and social wellbeing of communities

Regional stakeholders believe that one of the primary benefits of creating an effective public transport network will be a more vibrant and liveable Waikato for both residents and visitors.

There are many obvious benefits to population health through increased participation in active transport modes and getting more people, more active, more often.
The social benefits of enabling people to travel independently and safely around their local community utilising a cheap and flexible transport mode cannot be underestimated. Communities that move around also interact with each other and are strengthened in the process.

The liveability of a region is largely measured by the ease in which families can transport themselves to the places they wish to go, whether it be to school, work or the local shops. Providing good transport choices can immensely improve the liveability of an area. The ability to take public transport to locations such as school, town and recreational facilities contributes to engagement in activities and to the vibrancy of a community. There is evidence to suggest that pedestrians will linger for longer in shopping centres and thus potentially spend more. Pedestrians also tend to make use of their local neighbourhood shops.

Having the Waikato as a destination with vibrant communities and good networks will attract visitors, which in turn will have flow-on economic benefits. Making the most of the region’s central geographical position and as ‘home’ to high performance sports and visitor attractions will also attract increased interest.

From an environmental perspective, public transport is seen as a more efficient mode. Public transport is also relatively much safer to travel in than by car, motorcycle or bicycle.

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<th>KPI 1</th>
<th>Increased access to employment and education in rural communities</th>
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<tr>
<td>KPI 2</td>
<td>Increased access to community services.</td>
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## Appendix A – Draft Investment Logic Map (to be confirmed by RPTP Development Subcommittee on 1 September)

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<th>PROBLEM</th>
<th>BENEFIT</th>
<th>STRATEGIC RESPONSE</th>
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| High population growth and increasing dependency on cars is causing congestion in our towns and city, hampering economic development and community wellbeing | A transport system which accommodates future growth, in a way that makes better use of limited space, enhances liveability of our urban areas, and enables economic growth  
  **KPI 1:** Increased patronage per head of population  
  **KPI 2:** Improved public transport journey time on key routes |                    |
| Lack of suitable transport options is limiting access to essential services and employment, impacting on economic and social viability of communities | Increased numbers of people have access to employment, education and healthcare, increasing economic and social wellbeing of communities  
  **KPI 1:** Increased access to employment and education in rural communities  
  **KPI 2:** Increased access to community services |                    |
| Poor perceptions and journey experiences are a barrier to growing public transport patronage, resulting in reduced value for money spent on transport infrastructure and services |                                                                 |                    |
Appendix B - Partners and key stakeholders

The stakeholders involved in providing passenger transport services in the region are many and diverse. The review of the Regional Public Transport Plan provides a unique opportunity in the Waikato region to connect and actively engage with these multiple sectors and groups.

A brief overview of the stakeholders involved in funding of passenger transport is outlined below. It is important to note that the Investment Logic Mapping process only allows a limited number of stakeholders to participate. As a result the stakeholders taking part represented groups who fund public transport in the region, and were asked to take a sector view if possible. More stakeholders will be brought into the process as the business case work progresses.

**New Zealand Transport Agency**
As a primary transport funder and road controlling authority for the State Highway network, the New Transport Agency provided information and knowledge on transport related issues.

**Waikato Regional Council (Crs Russ Rimmington and Hugh Vercoe)**
Waikato Regional Council provided an overarching regional perspective, with a particular focus on regional economic development, transport planning, environmental and social issues.

**Hamilton City Council (Cr Dave Macpherson, Cr Leo Tooman)**
Hamilton provided a local government perspective as the region’s largest urban council and an investor in public transport.

**Waikato District Health Board (Deryl Penjueli and Kay Kristensen)**
The Waikato District Health Board provided information in relation to population health in the region. A significant aspect of this is the cost of inactivity.

**Hauraki District Council (Cr Toby Adams)**
Hauraki District Council provided knowledge from the point of view of a rural territorial authority.

**Waikato District Council (Cr Dynes Fulton)**
Waikato District Council provided knowledge from the perspective of a territorial authority experiencing high levels of growth, also as a funder of public transport satellite services to Hamilton.

**Waipa District Council (Cr Grahame Webber)**
Waipa District Council provided knowledge from the perspective of a territorial authority that has been involved with funding satellite public transport services to Hamilton. This district is also experiencing higher than expected levels of growth.

**University of Waikato (Joseph Macfarlane, Director of Regional Engagement)**
The University of Waikato provided an overview of transport services provided to students where a need was identified.

**Waikato Institute of Technology (Graeme Ward, Director – Infrastructure and Assets)**
Waikato Institute of Technology provided a perspective from a tertiary provider with multiple campuses and which has undergone consenting processes regarding provision of parking.
Appendix C – significant changes in transport

Significant changes in the transport space, both within the region and at an Upper North Island scale, since the last Regional Public Transport Plan 2015 – 2045 was prepared, include:

The way we work
In recent years, Waikato Regional Council has worked increasingly with Auckland, Northland, Waikato and Bay of Plenty councils, as well as transport partners such as the NZ Transport Agency and KiwiRail on transport and land use issues affecting the region and the Upper North Island.

This collaborative and integrated approach has become the normal way we do business for many aspects of transport planning. We now take a business case approach to guide transport planning, to clearly define problems and their consequences thoroughly before solutions are considered, and ensures a shared view of problems and benefits early in the planning process.

Strategic Corridors
Corridors within the Waikato region have been developed and managed on the premise that well-designed and operated corridors facilitate efficient and effective movement of goods and people, which in turn facilitates economic development.

Freight on the NZ network is forecast to grow by over 50% by 2042, much of that in regions such as the Waikato that already have high freight volumes, and predominantly on road rather than by rail.

Growth in the North Waikato and around Hamilton
Significant population growth is occurring in Auckland and spilling over into the Waikato region around Tuakau and Pokeno in particular. Whilst growth has always been anticipated, it is occurring at a fast rate, driven in part by growth displacement from southern Auckland.

As a consequence of the location of growth and speed that it is occurring, transport planning is not keeping up with land use development in an integrated manner. Key transport challenges arising include:

- Providing transport infrastructure to meet land use development needs
- Providing transport services across regional boundaries so residents can access employment and key services
- Ensuring that land use development does not undermine strategic infrastructure investment such as the Waikato expressway

Significant growth is also occurring in and around Hamilton. Hamilton is the third fastest growing urban area behind Pukekohe and Auckland, and is expected to grow to about 230,000 people by 2043. This growth has been monitored and planned for as part of FutureProof, however is occurring faster than anticipated. Further, national policy changes discussed below are driving changes to the way we respond and provide infrastructure and services for this growth.

Population ageing and decline in the region
Population ageing is a particular issue in the Waikato region, as it is leading to a reduction in the proportion of people who have a driver’s licence and access to a motor vehicle, and increased demand for other forms of access and mobility. Although the region as a whole is ageing as it grows, many rural areas are facing the combined issue of ageing within overall local population decline.

Ageing populations also result in an increased proportion of people with disability, which is strongly correlated with age.

Tourism increases
Tourism numbers have grown significantly over the last couple of years, with tourist numbers forecast to grow from 3.1 million in 2015 to 4.5 million in 2022.
When combined with domestic tourists travelling regularly on our region’s roads to places such as the Coromandel, tourism growth is expected to put added pressure on regional transport networks.

Resilience focus
The GPS 2018 identifies the need to increase the resilience of important regional roads that are prone to transport disruptions from natural events or crashes.

The ongoing road safety challenge
The (draft) Waikato Regional Road Safety Strategy 2017 identifies that the region has achieved a 10 year trend of decreasing deaths and serious injuries, however, there have been increased numbers of deaths and serious injuries in the last few years and the region remains over represented nationally.

Technology changes
Technology changes present an unknown quantity, but also provide many opportunities. The NZ Transport Agency’s Long Term Strategic View states that we are on the verge of a major paradigm shift in transport technology. New digital tools and participants in the transport system provide new opportunities for transport and mobility services, and new tools for managing and regulating the system and getting the most out of it. For example, technological improvements such as integrated ticketing and greater use of Global Positioning Systems and smart phones have improved customer experience and access to real-time travel information.
Appendix D - Current service delivery

The Waikato region has the fourth largest contracted bus service in New Zealand behind Auckland, Christchurch and Wellington. Waikato Regional Council contracts out the provision of public transport in the region. In Hamilton city, Waikato Regional Council rates residents to provide public transport services. In the rest of the region, funding is provided from Territorial Authorities for public transport services in their districts.

Bus patronage in the region rose from 1.7 million trips in 2002/03 to over 4 million trips in 2016/17. The past two years have seen a decline in patronage, which is consistent with other regions across New Zealand.

The existing public transport bus network in the Waikato region can be broadly classified into three categories – Hamilton urban, satellite commuter and rural services.

Services within Hamilton account for over 90 percent of the region’s public transport services, comprises 27 routes with most operating Monday to Saturday. There are 14 key routes that operate on Sundays and public holidays. All public buses within the Region are wheelchair accessible.

Bus services are provided between Hamilton and a number of towns within the Waikato, including: Huntly, Ngaruawahia, Raglan, Te Awamutu, Cambridge, Morrinsville, Te Aroha and Paeroa.

Outside of Hamilton and surrounding towns, services also provide connections for Taupo, Tokoroa, Mangakino, Meremere, Te Kauwhata, Mercer and Tuakau. Limited bus services are also provided between Tuakau/Port Waikato and Pukekohe, managed by Auckland Transport.

Waikato Regional Council also manages the Total Mobility Scheme within the Waikato region. The scheme currently operates in Hamilton, Taupo and Tokoroa. The scheme provides subsidised taxi travel for people with disabilities.

The Waikato region is similar to most cities around the world where passenger fares do not cover the full cost of providing public transport services. Subsidies are required to ensure the ongoing operation of public transport. The total gross cost of public transport contracts in the region is approximately $20 million per annum and is funded through:

- Bus fares from users
- Government financial assistance from the National Land Transport Fund as administered by NZTA
- Local share collected through rates.