Recommendation:

That the report ‘New Zealand Transport Agency – Quarterly Report’ (Regional Transport Committee 6 May 2019) be received.
Recommendation:

That the report ‘2021 Government Policy Statement on Land Transport’ (Regional Transport Committee 6 May 2019) be received.
### Road crash fatalities

#### Year to date 1 January - 29 April 2019

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ</td>
<td>112</td>
<td>112</td>
<td>122</td>
<td>129</td>
<td>136</td>
</tr>
<tr>
<td>Waikato</td>
<td>26</td>
<td>29</td>
<td>23</td>
<td>28</td>
<td>34</td>
</tr>
<tr>
<td></td>
<td>23%</td>
<td>26%</td>
<td>19%</td>
<td>22%</td>
<td>25%</td>
</tr>
</tbody>
</table>

#### 12 months to date - 29 April 2019

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ</td>
<td>309</td>
<td>319</td>
<td>337</td>
<td>385</td>
<td>384</td>
</tr>
<tr>
<td>Waikato</td>
<td>51</td>
<td>72</td>
<td>73</td>
<td>68</td>
<td>73</td>
</tr>
<tr>
<td></td>
<td>17%</td>
<td>23%</td>
<td>22%</td>
<td>18%</td>
<td>19%</td>
</tr>
</tbody>
</table>
Road Safety Monitor report

Recommendation:

That the report ‘Regional Road Safety Monitor Report – May 2019’ (Regional Transport Committee 6 May 2019) be received.
Regional Speed Management

Content:

• Recap from RTC Speed Management Workshop on 1 April
• RTC endorsement of speed management principles and policies
• Presentation of Regional Speed Management Institutional Arrangement Options by Morrison Low and Opus WSP.
• TA Roadshows in May/June 2019
# Regional Speed Management Principles

1. **We will work with stakeholders in partnership to engage with our communities to implement positive speed management outcomes across the region and influence positive behaviour change.**

2. **We will use the Safe System approach, focusing on the three pillars of safe speeds, safe road use, and safe roads and roadsides, working towards zero deaths and serious injuries on the region’s roads.**

3. **We will work together to ensure consistent and accelerated implementation of safe and appropriate speeds across the region, prioritising the highest risk parts of our roading network that deliver the highest benefits in death and serious injuries savings.**

4. **We will address wider parts of the roading network where appropriate, taking a logical area wide approach to speed management which is self-explaining to road users.**

5. **We will manage speeds that are safe and appropriate to rural and urban environments and safe and appropriate for all users of the roading network.**

6. **We will implement speed management in accordance with legislative requirements and in line with best practice guidance.**
Regional Speed Management Policies

P1 Speed management across the Waikato region will be coordinated by Waikato Regional Council and the NZ Transport Agency, in partnership with territorial authorities and the NZ Police, via the Waikato Regional Speed Management Plan.

P2 The speed management component of the NZ Transport Agency’s Safe Network Programme will be implemented in the Waikato region through the Waikato Regional Speed Management Plan.

P3 A holistic approach to speed management will be applied, supplementing speed limit changes with other speed management tools including engineering interventions where appropriate.

P4 An area or catchment based approach incorporating both state highways and local roads (One Network Approach) will be used when addressing the top 10 percent benefit sites to ensure we get the highest benefit from speed management interventions.

P5 Speed management will be coordinated via a [to be determined] approach that improves decision making and saves both costs and time. [Note: holding policy for outcome of institutional arrangement review]

P6 The region will use a consistent communications and engagement approach, as outlined in the Waikato Regional Speed Management Plan.

P7 The approach to speed management in the Waikato region, as outlined in the Waikato Regional Speed Management Plan, is flexible and responsive to incorporate changes to national policy on speed management.

P8 A consistent speed management regime will be applied across the region that is self-explaining to road users.
Regional Speed Management Policies (cont)

P9 Speed limits will be set in accordance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) and the NZ Speed Management Guide (November 2016). For the Waikato region the following speed limit regimes are recommended to ensure a consistent speed management approach across the region:

- A 30km/h speed limit for CBD/town centres with high concentrations of pedestrians and/or cyclists.
- A 40km/h speed limit for urban residential areas.
- An 80km/h or 60 km/h speed limit regime on local roads in rural areas [depending on their function, safety and infrastructure risk profiles].
- Roads should not have speed limits higher than 80km/h without physical separation.

P10 Speed limits around schools will be set in accordance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), the NZ Speed Management Guide (November 2016) and Traffic Note 37. For the Waikato region the following speed limit regimes are recommended to ensure a consistent speed management approach around schools in the region:

- A permanent or variable 40km/h speed limit for schools in urban residential areas (1)
- A permanent or variable 60 km/h speed limit for schools in rural areas. (2,3)

1 The 40km/h variable speeds apply at times of greatest risk (before and after school) and have general approval by NZTA (conditions apply). Current national policy is for 40km/h speed around schools in urban areas but 30km/h is under active consideration at national and regional level.
2 The 60 km/h variable speed limit applies at times of greatest risk (before and after school) and only applies where there is turning traffic risk. 60 km/h variable speed limits require specific site approval by NZTA.
3 Road controlling authorities must aim to achieve mean operating speeds less than 10% (ie 44km/h for 40km/z speed limits and 66 km/h for 60km/h speed limits) above permanent speed limits at all times, and variable speed limits while operating (clause 4.4(2)(c) of the Rule).
Regional Speed Management Roadshows

All TAs to be visited over May and June 2019 to get their feedback on:

• The overall regional approach to speed management
• Draft regional speed management policies and principles
• Preferred institutional arrangement options for regional speed management.
• Proposed safe and appropriate speed limits on regional state highways
• Any other matters relating to speed management in their District or the region.
Regional Speed Management approach report back

Recommendations:

1. That the report ‘Regional Speed Management Approach Update’ (Regional Transport Committee 6 May 2019) be received.

2. That the Committee receives the report ‘Regional Speed Management – Institutional Arrangement Options’ (Attachment 2).

3. That the Committee endorses the draft regional principles and policies for discussion and feedback from the ten territorial authorities in the region and key stakeholders (Attachment 1).

4. That the Committee endorses preferred options for speed management institutional arrangements for discussion and feedback from the territorial authorities in the region and the New Zealand Transport Agency.
Regional Speed Management approach report back

Recommendations:

5. That the Committee note that the speed management project team will hold a series of roadshows with the territorial authorities in May and June 2019.

6. That the Committee nominate a reference group of no less than three of its members, including the Chair, to provide a sounding-board for the speed management project team as they develop the draft Regional Speed Management Plan following engagement with territorial authorities and key stakeholders.

7. That the Committee notes that the draft Regional Speed Management Plan and recommended institutional arrangement will be brought to the 1 July 2019 meeting for endorsement.

8. That the Committee approves the RTC submission on the Hamilton Speed Management Plan (Doc # 14097614) for lodging with Hamilton City Council by 8 May 2019.
Recommendations:

1. That the report ‘Variations to the 2018 Update to the Waikato Regional Land Transport Plan 2015-2045’ (Regional Transport Committee 6 May 2019) be received.

2. That the Committee vary the operative 2018 Update to the Waikato Regional Land Transport Plan 2015-2045 to include four new activities being:
   a. Waipa Public Transport Network Review Business Case
   b. Hamilton PT Targeted Mode Shift Business Case
   c. North Waikato public transport service improvement
   d. Te Awa Cycleway Construction Cambridge to Hamilton – Waipa Section.
# Regional Public Transport Update

## RPTP Implementation – priority measures

<table>
<thead>
<tr>
<th>Phasing</th>
<th>Hamilton and neighbouring towns</th>
<th>Regional network</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-10 years</td>
<td>Improve public transport reliability and travel times via infrastructure priority measures. Develop and trial public ride-share services. Develop a Mass Transit Plan Implement mass transit start up projects: passenger rail Hamilton to Auckland (subject to the approval of the Single Stage Business Case for Passenger Rail). high capacity, rapid and frequent bus corridors within Hamilton rapid and frequent public transport service between Hamilton and Cambridge, Huntly to Hamilton, and Te Awamutu to Hamilton</td>
<td>Expand the public transport network to include more areas within our region, including links between: Tokoroa and Hamilton via south Waikato towns Matamata and Hamilton north Waikato towns and Auckland north Waikato towns and Hamilton Taupō and surrounding towns. Any other areas where there is demand and sufficient funding. Develop and trial demand responsive services. Support community transport initiatives.</td>
</tr>
</tbody>
</table>

Any other areas where there is demand and sufficient funding.
Key projects update

a) Improve PT reliability and travel times via infrastructure priority measures
   • Corridor/intersection updates at key PT delay hotspots, e.g. Ohaupo Road and Kahikatea Drive, Peachgrove/Hukanui Road, SH1/Cambridge Road

b) Develop and trial public ride-share services
   • Project scope confirmed and a funding proposal being developed
   • Pilot scheme to start in 2020

C) Develop a Mass Transit Plan
   • Project scope to be confirmed by partners
   • Funding application prepared for TEFAR funding
d) Implement mass transit start up projects
   • Hamilton to Auckland passenger rail service
   • Service level enhancements – Huntly to Hamilton, Cambridge/Te Awamutu to Hamilton

e) Regional network improvements
   • Tokoroa and Hamilton via south Waikato towns
   • Matamata and Hamilton
   • North Waikato towns and Hamilton
Recommendation:

That the report ‘Regional Public Transport Projects Update’ (Regional Transport Committee 6 May 2019) be received.
<table>
<thead>
<tr>
<th>NZTA Board Condition – December 2018</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Endorses</strong> the Hamilton to Auckland Passenger Rail start up service Single Stage Business Case, subject to a condition subsequent that independent Stage Gate Reviews are undertaken during Preimplementation to consider and approve: revised and updated costs (capital and operating), improved demand forecasts, robust Customer Service and Marketing Plan, updated Project Delivery and Assurance Plans, and full operational safety sign off.</td>
<td>The subsequent conditions have been partially addressed by stakeholders and are currently being worked on collaboratively between the partners.</td>
</tr>
<tr>
<td><strong>Approves</strong> funding to Waikato Regional Council (fully funded Transitional Rail activity class) for purchase of rolling stock; subject to a condition precedent where the costs are agreed and signed off by the NZ Transport Agency Chief Executive.</td>
<td>Funding approved through Interim Capital Funding Agreement</td>
</tr>
</tbody>
</table>
| **Approves** funding to Waikato Regional Council (fully funded Transitional Rail activity class) for Preimplementation work associated with refurbishment of the rolling stock, subject to:  
  • a condition precedent where the NZ Transport Agency Chief Executive reviews and approves the proposed level of funding; and  
  • a condition subsequent that the right of Transport Agency to re-use the asset should the startup service not proceed, or be withdrawn during or at the end of the five year period. | Funding approved through Interim Capital Funding Agreement |
| **Approves** funding to Waikato Regional Council (funded from Public Transport infrastructure at a targeted funding assistance rate of 75.5%) for Pre-implementation work associated with the operation of the service, including integrated ticketing, subject to a condition precedent where the NZ Transport Agency Chief Executive reviews and approves the proposed level of funding. | Funding approved by NZTA board – awaiting review by NZTA Chief Executive |
**Hamilton to Auckland Start-Up Passenger Rail: Key Project Milestones**

- **15-18 Feb**
  - First Governance Group meeting
  - Programme Manager engaged

- **1 March**
  - Commencement of carriage refurbishment
  - Start of detail design - Rotokauri

- **18 March**
  - $12.1m approved for pre-implementation (subject to CE review)
  - Above track resolution approved

- **29 March**
  - NZTA – capped RS funding increased to $8m
  - Carriages stripped and painted

- **3 Apr**
  - Second Governance Group meeting
  - Completion of Technical Review report by SNC-Lavalin

- **26 Apr**
  - Pre-implementation gateway underway with NZTA/partner organisations

- **29 Apr – 17 May**
Waikato Stock Truck Effluent Disposal Programme

- Project/Programme Manager appointed
- Governance structure fully functioning
- Kaimai (SH29/SH27) site design and build on track for operations by December 2019
- Further investigation and work focused on key concerns such as site ownership and maintenance and operational costs progressing
Waikato Stock Truck Effluent Disposal Programme

Recommendation:

That the report ‘Waikato Stock Truck Effluent Disposal Programme’ (Regional Transport Committee 6 May 2019) be received.
Recommendation:

That the report ‘Transport Planning and Projects Report – May 2019’ (Regional Transport Committee 6 May 2019) be received.
Recommendations:

1. That the report ‘Submission on Matamata-Piako District Council Transport by-law change’ (Regional Transport Committee 6 May 2019) be received.

2. That the Committee approve the draft submission to Matamata-Piako District Council’s Statement of Proposal ‘Shared Pathways’ Land Transport Bylaw (Doc # 14129968).
Regional Transport Issues Forum

Recommendation:

That the report ‘Regional Transport Issues Forum’ (Regional Transport Committee 6 May 2019) be received.
HE TAIAO MAURIORA

HE ŌHANGA PAKARI

HE HAPORI HIHIRI

HEALTHY ENVIRONMENT

STRONG ECONOMY

VIBRANT COMMUNITIES