From March 2009 a partnership of funding and delivery stakeholders discussed and facilitated a review of the 2005 Access Hamilton strategy. This partnership ensured that Access Hamilton 2010 is fully aligned with national and regional legislative and strategic directions.

Hamilton City Council wishes to acknowledge the support and input provided by the following organisations:
- Environment Waikato
- Kiwirail
- NZ Police
- New Zealand Transport Agency (both funding and network operations areas)
- Ontrack
- Tangata Whenua
- Waikato District Council
- Waipa District Council

Our transport partners have a shared vision for our city’s future and will work together to achieve that vision:

- As a city we will reduce our dependence on cars and in particular minimise single occupancy car trips
- Our communities know that every trip counts and take responsibility for travel choices
- Our coordinated decisions as transport partners support national and regional objectives and targets, achieve value for money, integrated planning, and make the most out of our existing networks and infrastructure
- Safety is a key consideration in all our decisions as transport partners

A number of shared outcomes were developed as part of this review of Access Hamilton. These are included across this document. The partnership commits to working collaboratively to deliver the outcomes of this strategy, which is based on a 30 year planning horizon. It will be reviewed every six years to match the Regional Land Transport Strategy and City Council LTCCP review cycles.
Our transport partners have a shared vision for our city’s future and will work together to achieve that vision.
Hamilton City Council (HCC) has been implementing best practice in integrated transport planning for over a decade, supporting better connections and alternative modes including innovative passenger transport services, extensive walking and cycling networks, effective education programmes for safety and travel choices. Hamilton’s Integrated Transport Strategy was prepared in 1996. Subsequent reviews and investigations including the Hamilton Alternatives to Roading Study (2004) and strategic planning led to the adoption of Access Hamilton as the city’s integrated transport strategy in 2004.

Access Hamilton is one of Hamilton’s eight key strategies that assist the City Council to achieve its strategic objectives. It guides the city’s development and transport infrastructure planning over the next thirty years. Its purpose is to assist Hamilton to achieve its strategic vision for a Vibrant Hamilton. It is a high-level integrated transport strategy that identifies the strategic transport aspirations of the city to deliver Council’s objectives, and contributes to national goals and regional priorities. Access Hamilton will meet the changing travel demands of the city by providing an affordable, safe, responsive and sustainable transport system. The city’s strategic objectives have a long term focus and are consistent with the objectives of the Land Transport Management Amendment Act and the NZ Transport Strategy.

In broad terms, Access Hamilton aims to:
- Support Hamilton’s economic, social, environmental and cultural well-being.
- Support the land use, sustainability and economic development objectives for a compact city with consolidation and intensification around key nodes and a vibrant city centre.
- Manage incremental change in the transport and land use system necessary to achieve Hamilton’s strategic objectives.
- Position infrastructure and land development to meet the city’s long term needs.

To contribute to Hamilton’s strategic vision, Access Hamilton must address transport challenges over the next 30 years that relate to existing and foreseeable problems, and their exacerbation due to city growth, demography, technology, employment patterns and the wider economy.
the policy context

Our strategy is shaped by our communities’ aspirations and by a wide range of national and regional legislation and strategic direction, as shown below:

RELEVANT STRATEGIES:
- NZ Transport Strategy
- NZ Energy Strategy
- NZ Energy Efficiency & Conservation Strategy
- Regional Land Transport Strategy
- Regional Land Transport Programme
- Regional Passenger Transport Plan
- Waikato Expressway Network Implementation Plan

NEW ZEALAND LEGISLATION:
- Land Transport Management Amendment Act
- Local Government Act
- Resource Management Act

INTEGRATION OF TRANSPORT AND LAND USE:
- Resource Management Act
- Regional Policy Statement
- FutureProof Subregional growth statement
- Hamilton Urban Growth Strategy
- Hamilton District Plan

LOCAL DIRECTION:
- Community Outcomes
- Vision of a Vibrant Hamilton
- City Strategies

Access Hamilton
Hamilton is New Zealand’s fourth largest urban area with around 134,000 residents. By 2036, that number is expected to increase to 207,000 residents. The map below summarises Hamilton’s key features and likely growth areas over the next 30 years as set out in the Hamilton Urban Growth Strategy (HUGS). It is clear that this growth will have the greatest impact at key road network constraints and delays at river and rail bridges as well as at major intersections will inevitably increase.

11,000 businesses are located within Hamilton, about 2.5% of the NZ total, providing 70,000 jobs. City growth to 2040 will create an additional 38,700 jobs. Hamilton has 3.2% of the total NZ population and is one of the fastest growing cities in the country. Each day, around 14,000 people enter the city from the surrounding areas to work, and 13,000 city residents leave the city to work elsewhere. Over 50% of Hamilton’s shoppers originate outside the city’s boundaries. The city acts as a regional service and commercial centre, and as a national distribution centre.

The primary message of Access Hamilton is that we need to start to plan and programme now for this growth. Ensuring that land use decisions have minimal impact on transport corridors by ensuring houses and jobs are provided close to each other will reduce the need to travel. We must also fund, provide and promote high quality alternatives such as constructing city cycle networks, providing bus route priority projects and managing our road network to maximise capacity at peak times.

The significant issues for transport in Hamilton are:
- Severe congestion at key network constraints such as river and rail crossings
- The existing east/west distribution between employment and residential activities leading to imbalanced peak flows
- Congestion at major intersections, such as State Highway and local arterials, and at major activity centres such as the city centre.
- Conflict between local traffic movements and access functions and the efficiency of State Highway corridors
- Uncertainty in arterial infrastructure planning affecting development in appropriate areas or leading to future transport options being compromised
- Decentralised development resulting from land costs and availability, parking availability, management and standards leading to increased traffic
- The increasing number of injury crashes at intersections, and conflicting uses such as schools on arterial routes
- Balancing the need for and affordability of infrastructure improvements, and the risk of future transport options being compromised by development.

The key opportunities for transport in Hamilton in response to these challenges are to:
- Manage high population growth and traffic growth in development areas.
- Better manage peak period congestion
- Sustain economic success while providing for an effective and sustainable land use and transport system in the future.
- Support infill development, consolidation around existing nodes and a strong city centre.
- Work with transport partners to identify future infrastructure improvements. Protect future options to keep improvements affordable and buildable.
- Address the increasing numbers of injury crashes by studying and understanding why crashes occur.
- Minimise the impact of high traffic flows on local amenity and promote active modes such as walking, cycling and buses.
- Accommodate the changing needs of an aging population for access and mobility.
- Integrate Hamilton’s strategic aspirations with delivery methods such as the District Plan, Road Activity Management Plan and the HCC Development Manual.
- Integrate transport planning relating to land use and development, corridor management and commuting trends for the city. Provide connections with infrastructure and services in Waipa and Waikato Districts.
Hamilton’s future form
Access Hamilton, consisting of this strategic vision document, an Integrated Transport Plan and a series of Action Plans, consider practicable alternatives and options including:

- Land use planning to reduce the need to travel
- Behaviour change to manage the demand for travel
- Alternative transport modes to reduce the need for additional road capacity
- Managing and optimising existing networks
- Providing additional infrastructure and services to meet travel demand

Modelling the impact of future growth on the transport network shows that Hamilton will see increased congestion in future years. In many areas, increasing capacity would be very difficult without significant adverse effects, and may simply transfer capacity issues downstream.

A balanced approach that includes alternatives such as bus priority and improved access and amenity for pedestrians and cyclists, along with information systems and travel demand management programmes will reduce travel demand and help to delay congestion increases.

Improvements to safety and efficiency, such as intersection modifications, banning turns and signal phasing changes will help. HCC and NZTA continue to investigate significant road network improvements that will accommodate some traffic growth. However, at peak times there will be congestion at key constraints, particularly at river crossings and major intersections.

Off peak, an efficient strategic network will sustain access to markets and the national road network.

Urban and suburban rail are unlikely to be affordable and practicable within the 30 year planning horizon. Ferries have few advantages and are unlikely to be effective. There is no simple answer, but it is clear that doing nothing would have a significant adverse impact economically, socially and environmentally on our whole community.

A range of transportation interventions is necessary to manage development pressure and protect economic vitality and environmental sustainability. The alternatives and options are not exclusive. Since Hamilton’s issues include a range of existing and future problems, Access Hamilton proposes a combination of transport activities.
To ensure that the interventions are integrated and coordinated, five themes have been developed with our partners:

- **Working together to improve access** – organisational integration
- **Planning for the future** – integrating strategic land use and transport planning
- **Understanding our choices** – influencing travel decisions and managing demand
- **Managing and adapting for the future** – optimising the use of and protecting existing infrastructure
- **Providing for the future** – investigating, funding and delivering infrastructure and services that meet the economic and social needs of the city

This approach is consistent with the NZTA’s hierarchy of interventions and supports land use and low cost measures before major projects are required.
To be properly effective, Access Hamilton must be aligned with the direction of all relevant national, regional and local partners. Delivery must be co-ordinated, integrated and efficiently funded by a range of different organisations. This is a major challenge and involves close working between all key partners. To facilitate this, a series of shared outcomes have been developed to guide all stakeholders when making decisions that could affect more than one party.
The New Zealand Transport Strategy (NZTS) recognises that transport policies that manage travel demand will be necessary to protect the transport system. Hamilton City Council will work with our transport partners to integrate planning so that we continue to improve the city’s travel environment. This will include balance between; efficient, reliable and affordable passenger transport services, safe and enjoyable walking and cycling networks and careful management of availability and pricing of parking across the city.

As transport partners, we need to stay focused on sustainability. The effective integration of land use and transport planning and the use of technologies can result in shorter journey times, better route and mode connectivity and the opportunity to reduce the amount of trips needed overall. This will be critical going forward with fluctuating oil prices and the government’s desire to reduce our national greenhouse gas and vehicle emissions.

Our land use planning mechanisms such as the district plan and structure plans for growth will take their direction from the city strategies, and in doing so will support passenger transport and other modes from the outset. Active modes such as walking and cycling become less attractive if jobs, community services and activities are further away from places of residence. This issue is particularly important for local neighbourhood shopping nodes and schools. More compact living environments create communities which can sustain and support the efficient operation of public transport. Services are more likely to cover their own costs and not require significant public subsidy.

All of the factors and initiatives described above could lead to significant changes over the next 30 years in the way people and goods travel. As transport partners we need to plan for this now. This will ensure that the opportunities exist for people to make the right transport choice for the right trip whether it’s moving heavy freight through the city or taking children to school.

As transport partners, we need to stay focused on sustainability.
theme three: understanding our choices

Understanding our choices is vital to managing travel demand across our city. No matter how good a transport facility is people will only use it if they perceive it to be easy, effective, affordable and safe. Until we, as individuals and organisations, are aware that we have real choice in the way we travel round the city and that every travel decision we make has a direct impact on our roads, our neighbourhoods, our environment, our city and our quality of life, change is going to be slow and rely on external motivators.

Travel demand management embraces the concept of choice. Everyone needs to be made aware of the benefits of more sustainable travel options through education, advertising, promotion or simply by experiencing it for themselves. Every trip counts - by understanding this alone we can influence peoples’ choice and enable them to make the best transport choice for the right trip.

We are striving for a cultural change towards the way people perceive and use transport, moving minds from viewing transport being a status symbol to travel becoming just one of many tools which we use to live our lives. Cars offer a flexibility and convenience that can be hard to beat. However, single occupancy trips contribute to congestion, parking problems and undesirable environmental impacts. Vehicle emissions are a significant contributor to local air pollution. Pollution from motor vehicles causes or aggravates human health problems, including asthma, bronchitis, and heart disease. Even if the car is the best option for your trip, there are still plenty of things you can do to make your trip more financially and environmentally efficient.

A full bus on the other hand uses approximately 15% of the fuel and 6% of the road space that would be needed if all passengers used their own individual vehicles. Once you have factored in parking and the fixed costs of operating a vehicle it can also be much cheaper to take the bus instead of a private vehicle. A bus can carry the same number of people as 40 cars.

For Access Hamilton to be successful in realising its outcomes, we, as transport partners, businesses, developers, schools and individuals, need to understand both the direct and indirect consequences of our travel choices and transport decisions.

shared outcomes

We see beyond the single journey and understand the effect travel has on our communities, the environment, and even ourselves

We have all the information we need to choose the right mode and the right route for each trip

We are encouraged to choose the transport option that best serves our needs and our city through strategic support and incentives

We know our roads, footpaths and cycle ways are designed to accepted best practice safety standards and that we can use them without hesitation

Our industries and businesses understand the costs and benefits of different transports options for distributing goods and services throughout the city and choose sustainable options.

Our transport partners and ourselves understand and keep pace with the changing environment.
ACCESS HAMILTON WILL MEET THE CHANGING TRAVEL DEMANDS OF THE CITY BY PROVIDING AN AFFORDABLE, SAFE, RESPONSIVE AND SUSTAINABLE TRANSPORT SYSTEM.
THE BEST LOCAL STREETS ARE MORE THAN ROADS FOR MOVING VEHICLES. THEY ARE SOCIAL SPACES.
theme four: managing and adapting for the future

Good circulation is the life-blood of any city - and the needs of pedestrians, cyclists, public transport, freight vehicles and cars must be carefully considered. Hamilton has 597Km of roads, 27 km’s of state highways, 91Km of cycle lanes, 896Km of footpaths, 943 bus stops and numerous end of journey facilities. We already have an extensive transport network which means that ongoing management and maintenance activities present significant opportunities for Hamilton to provide for safe, accessible, affordable, appropriate travel choices. By creating transport networks with a sense of place we reconnect with our environment and our city through the way we travel.

The best local streets are more than roads for moving vehicles, they are social spaces. Successful management of the transport system can go a long way towards creating a sense of place in an area. Letting those using or passing through the area know, by the look and feel, what the appropriate transport choice or behaviour is. A clear and actively promoted road user hierarchy is an important part of this. On local roads in residential areas, the feel of the area needs to encourage slow moving traffic and have a people focus by promoting pedestrian and cycle movement. The hierarchy for main arterials, however, will need to be consistent with promoting efficient cross city transportation.

Ongoing improvements and investment will ensure that the changing needs of passenger transport users, pedestrians and cyclists are well understood and taken into account. By looking at every maintenance and renewal job as an opportunity for network, facility or service provision improvement, transport partners can work together to achieve our shared outcomes with greater speed and efficiency.

Safety is a priority. Carefully managing expenditure on infrastructure maintenance and improvement is vital to ensure road resurfacing, standards of visibility, skid resistance, maintenance of footpaths, construction of cycleways and changes to street lighting are undertaken to meet our shared safety objectives and targets as an overall package. Hamilton City Council will continue to liaise with its community and NZTA to set appropriate levels of service in its activity management plan that strikes a careful and to strike a careful and considered funding balance that ensures the highest levels of safety for all road users.

The day-to-day management and operation of our infrastructure is fit for purpose and makes it easy and efficient to use. As part of the transport maintenance and improvement programme we look for and take opportunities to adapt infrastructure to provide for choice.

We ensure all options have appropriate end of journey facilities, including parking. We continually look to improving safety for all forms of transport and, we work with our transport partners to deliver appropriate engineering, education and enforcement initiatives.

We recognise that the way we travel now may not be the way we travel in the future so take a no regrets’ approach to planning for travel choice.

As transport partners we operate the network in a sustainable and intelligent way that enables us to achieve our shared Access Hamilton vision and commit to reviewing it periodically to ensure it continues to meet the aspirations of the City.
Providing for the future is about understanding why people and goods travel the way they do and providing the infrastructure and services that enable them to meet their end goal whilst protecting the integrity of the transport network and the sustainability of the city. In the last couple of years, Hamilton has seen a slow but steady shift in transport towards modes of transport such as, walking, cycling and passenger transport. Cycling cordon counts rose 12% from 2004 to 2008 whilst bus patronage rose 56% from January 2008 to January 2009 (EW bus patronage report 2009). However, Hamilton has one of the highest rates of single occupant car trips nationally. High numbers of vehicles on our city streets can cause adverse impacts such as congestion and pollution from noise, vibration, emissions or visual intrusion. We need to continue to provide transport infrastructure that effectively meets the needs of the city whilst considering opportunities to minimise the adverse effects of transport on the local environment.

As transport partners we need to work together to support the changes occurring in the way people are getting from place to place. This will not be achieved through the provision of roads solely for single occupancy vehicles. We need to continue to provide safe, efficient walking and cycle routes, improved bus facilities and services and to give priority to pedestrians in key areas of the city by making them safe and enjoyable. This requires striking the right balance between the needs of each transport mode for each area.

Part of providing for the future is about understanding that small changes can make a difference. This includes providing bus shelters to keep passengers dry, crossing points to help pedestrians navigate roads, smoothing crossing points for the mobility impaired and reduced speed zones to promote road safety.

In providing transport networks we must consider the effects they have on the surrounding area, addressing issues such as community severance and local needs in road construction, improvement and maintenance. In order to improve access and mobility, the transport environment must also consider the needs of children, elderly people and those of restricted mobility.

The ability for freight to move in and out of the city efficiently and effectively is essential to the economic viability of Hamilton and the region. Increased freight both generated within and transported through the city will place greater pressure on key routes. To provide for economic growth in the future, the city needs to ensure that a range of freight options are available, providing opportunities to move freight from road to rail.

Providing for the future will include a range of activities, following a hierarchy of interventions, in the ways that people and goods are moved. The hierarchy starts with low-cost alternatives and options (integrated planning, demand management, making best use of existing networks and infrastructure, and small infrastructure improvements) through to high-cost alternatives and options (such as new rail or road infrastructure). There will be appropriate analysis of all viable alternatives and options, in order to make any investment as effective and efficient as possible, and balance the various (positive and adverse) impacts and objectives to get the highest net impact.

By providing for travel choices now we are recognising that to achieve a continued shift in transport modes will take significant commitment over a prolonged time period. As transport partners we are prepared to make this commitment as we recognise that this is the only sustainable way forward.
PART OF PROVIDING FOR THE FUTURE IS ABOUT UNDERSTANDING THAT SMALL CHANGES CAN MAKE A DIFFERENCE.
Parking Management Action Plan
Through the Parking Management Action Plan, HCC supports a new approach to parking management based on a suite of innovative and integrated measures, to address the challenges facing our city. The planned action areas are:
- Pricing to target utilisation
- Coordination of parking services
- Review parking requirements for developments
- Travel demand management
- Engaging and educating stakeholders

Transport Safety Action Plan
The Transport Safety Action Plan sets out how HCC will work with our partners in the Road Safety Action Plan Group to improve safety. The planned actions cover the higher concern areas for Hamilton: speeds; alcohol; intersections; rear-end crashes; young drivers; vulnerable road users and motorcyclists.

Travel Demand Management Action Plan
The Travel Demand Management Action Plan integrates, implements and coordinates travel behaviour change initiatives across Access Hamilton. The focus of the plans includes: land use planning; school travel; workplace & campus travel; community & personal travel; education & promotion; alternative modes and parking management.

Active Travel Action Plan
The Active Travel Action Plan shows how HCC will work to increase the existing relatively high levels of cycling and walking. The planned actions cover the following areas: infrastructure; safety; perception; promotion; education trips; behaviour and mobility.

Transport Activity Action Plan
The Transport Activity Action Plan outlines how the financial, engineering and technical practices will be managed so that transport activities and assets meet the requirements of the community over the long term. To achieve this HCC will continue to implement and review the Transportation Activity Management Plan.

Passenger Transport Action Plan
The Passenger Transport Action Plan sets out short, medium and long terms aspirations that will enable patronage of passenger transport to continue to grow at the fastest rate nationally. The Action Plan promotes four key objectives:
- Providing the best network for Hamilton’s growth
- Identifying and providing infrastructure that supports high quality PT services
- Integration and coordination of infrastructure and service improvements
- Accessible networks and services

Network Action Plan
The Network Action Plan guides the management, development and protection of the transport network necessary to support Hamilton’s economic development, urban design and growth strategies. The Network Action Plan uses the following four approaches, which are consistent with the NZTA hierarchy of interventions:
- Land use planning and management
- Multi-modal network
- Network protection and management
- Network development
Access Hamilton uses Sector Maps to identify and coordinate the issues, activities and packages across the different areas of the city and across the Action Plans. The five sectors are North, East, South, West and Central. The issues identified for each action plan area (parking management, transport safety, TDM, active travel, activity management, passenger transport and network) were overlaid in the issues map for each sector. These issues included information such as crash data, level of service information from the traffic model, location of schools and the city’s growth cells.

The sector maps show the location and extent of the activities and interventions proposed to resolve the identified issues. The Sector Maps have been used in the Action Plans and Integrated Transport Plan to develop packages of activities in an area and to identify conflicts between road users and projects. Access Hamilton is a low risk strategy that relies on well understood activities. Most projects and activities are already identified in the LTCCP and National Land transport Programme.

Prioritisation and coordination of the activities and packages identified by Access Hamilton is achieved through the development of a funding plan. In combination, the sector maps and funding plan present a comprehensive series of activities and packages designed to give effect to Access Hamilton and deliver an affordable, integrated, safe, responsive and sustainable transport system.

Monitoring and measurement of Access Hamilton will be through the Key Performance Indicators. Each Action Plan provides specific objectives and actions with measureable outcomes.

The main sources of funding for transportation are local funding from the LTCCP and the national funding through the NLTP. The affordability of the strategy has been assessed against the LTCCP. The funding plan is generally consistent with funding allocated in the LTCCP. The strategy has identified projects and packages that are not identified in the LTCCP or the NLTP. The identification of these gaps will inform the development of the next LTCCP. Council’s expectation is that significant funding increases (local share or financial assistance) are unlikely and any increases in priority for projects are likely to require other activities to be deferred.