

Waikato



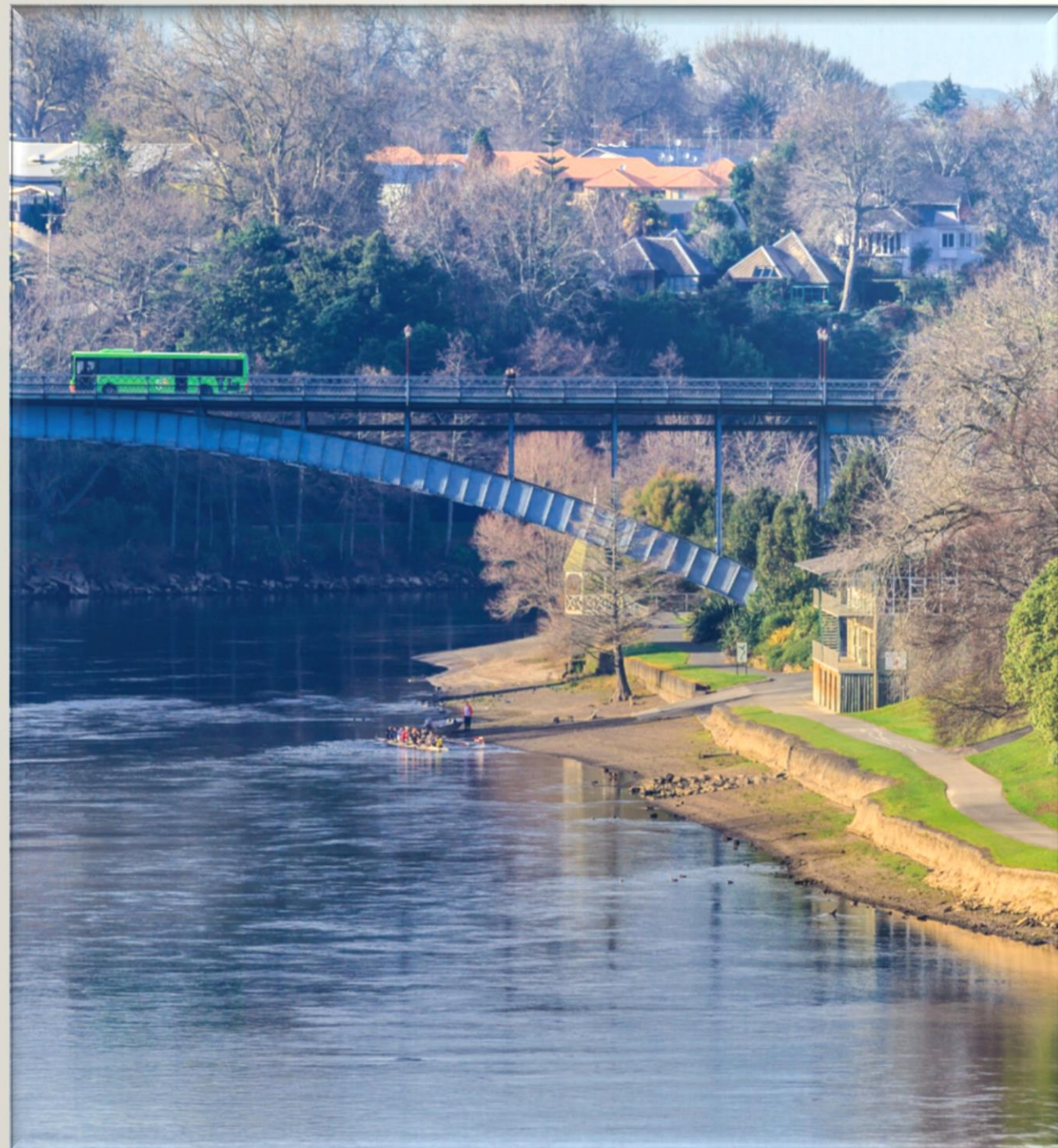
REGIONAL COUNCIL

Te Kaunihera ā Rohe o Waikato

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



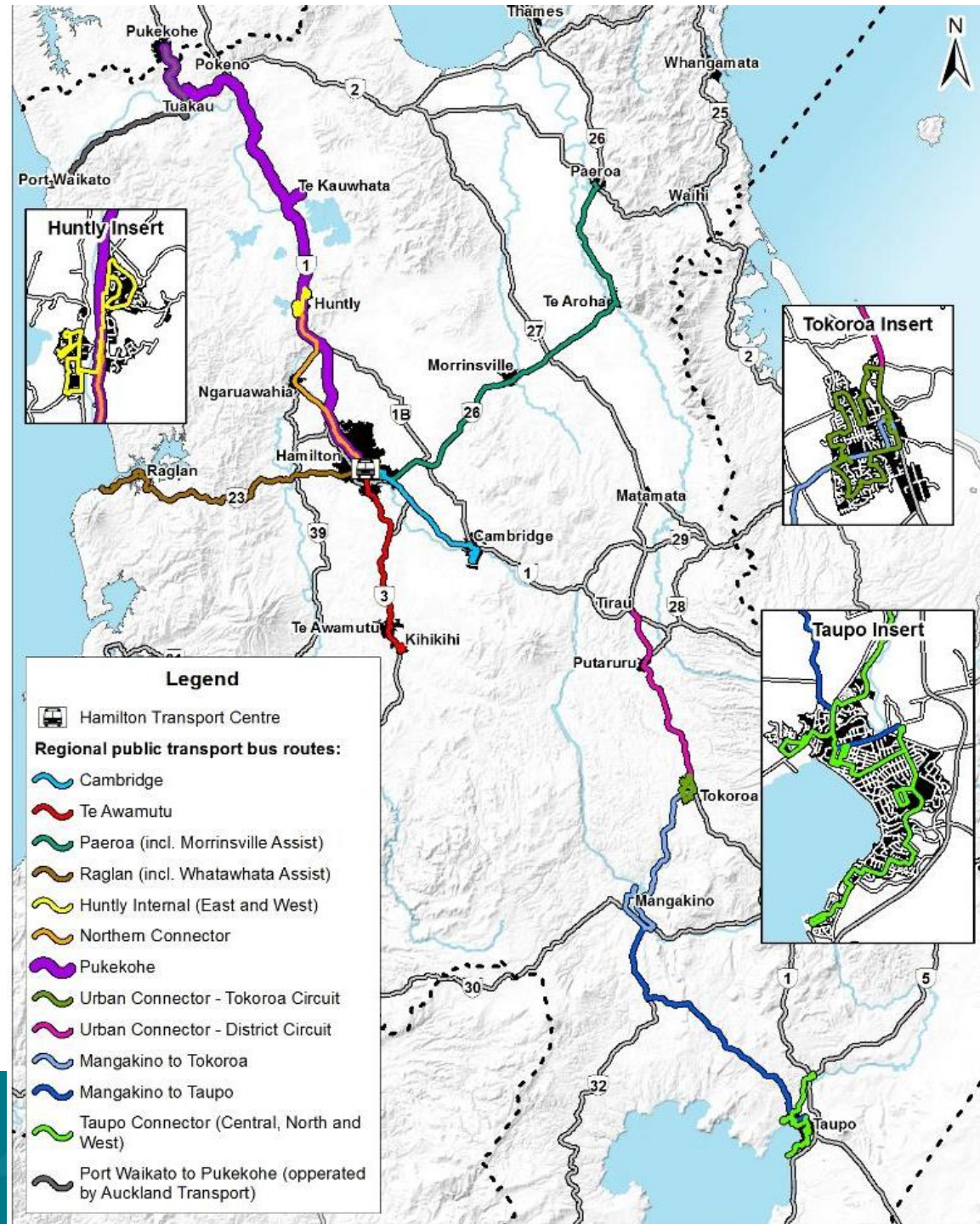
Auckland is growing
by the size of Hamilton
every **4** years.



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*



Healthy environment

Strong economy

Vibrant communities

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

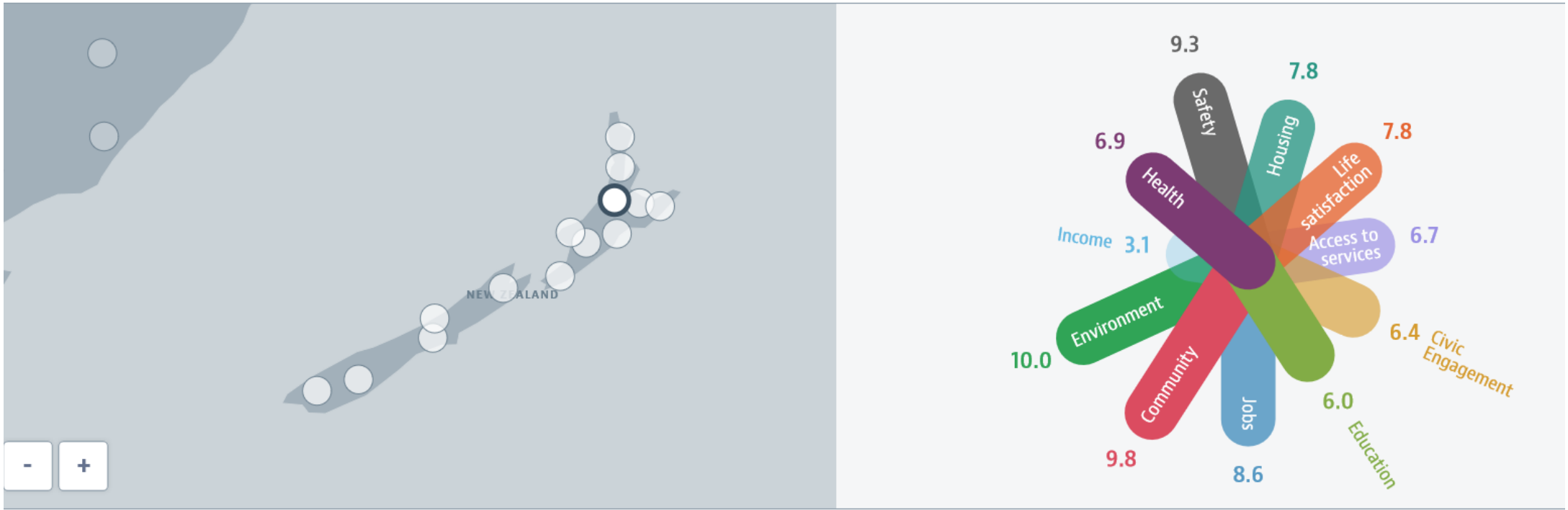
- OECD Index
 - This interactive site allows you to measure well-being in your region and compare it with 395 other OECD regions based on eleven topics central to the quality of our lives. <https://www.oecdregionalwellbeing.org/index.html>
 - Each region is measured in eleven topics – income, jobs, housing, 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>

Comparison with other regions not raw scores is important.



OECD countries / New Zealand

Waikato Region

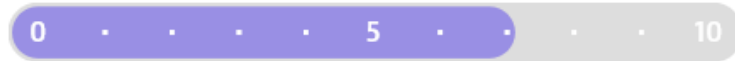


Wellbeing in detail

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.

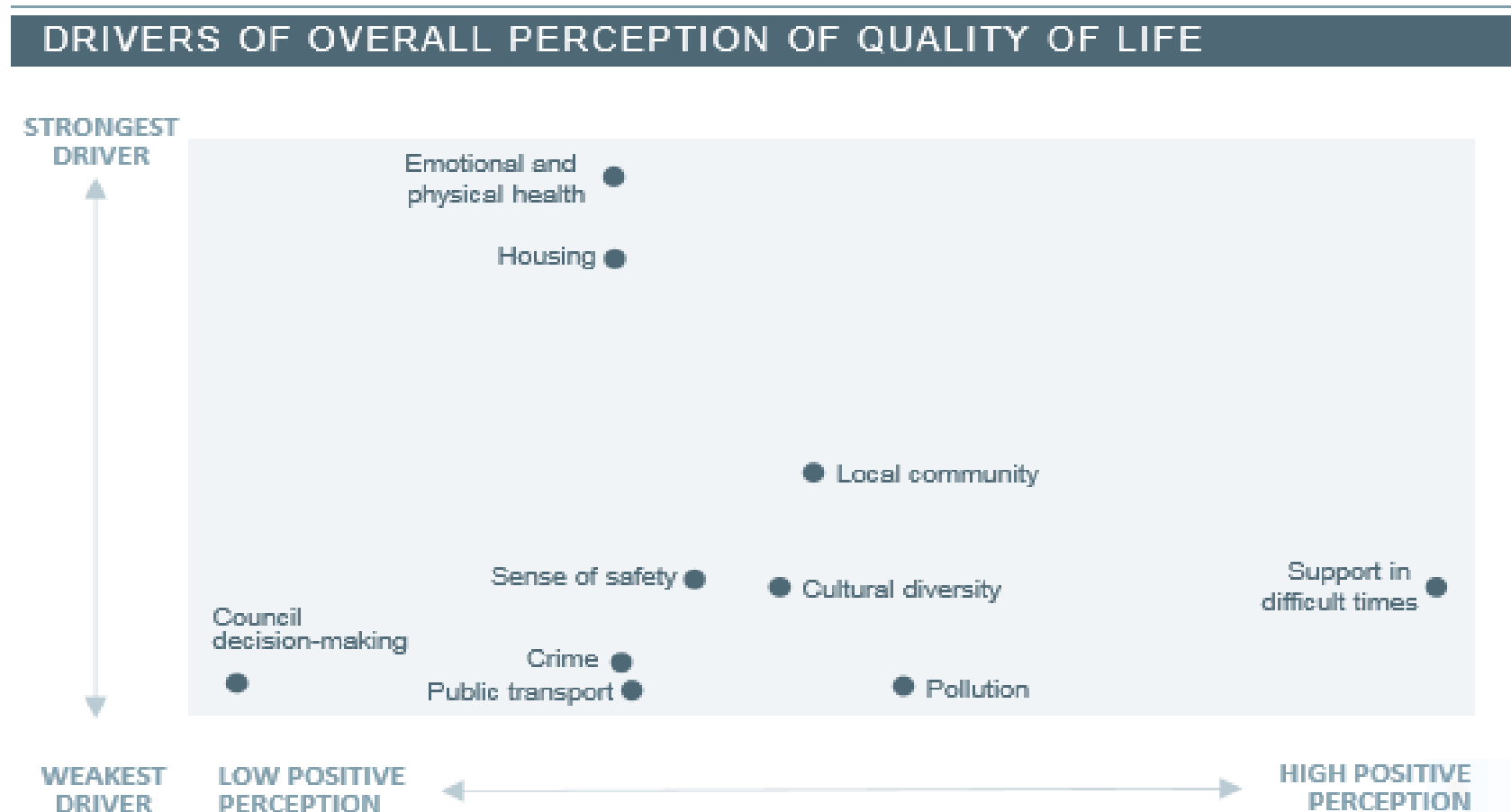


Compared across all OECD regions, the region is in the **bottom 30%** in **Education**.



The 2016 Quality of Life survey is a partnership between nine New Zealand Councils

<http://www.qualityoflifeproject.govt.nz/survey.htm>

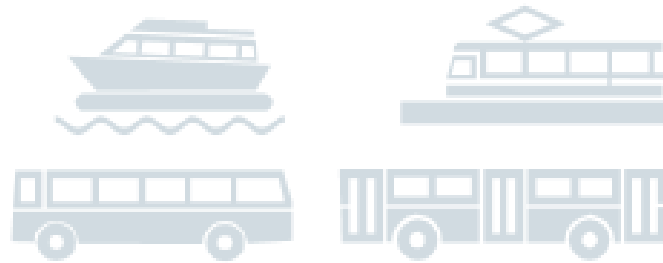


Transport – access is important

TRANSPORT

25%

USE PUBLIC
TRANSPORT WEEKLY
(OR MORE OFTEN)



PERCEPTIONS OF PUBLIC TRANSPORT IN THEIR LOCAL AREA:

% Strongly agree or agree

74%



safe

70%



easy to
access

55%



frequent

50%



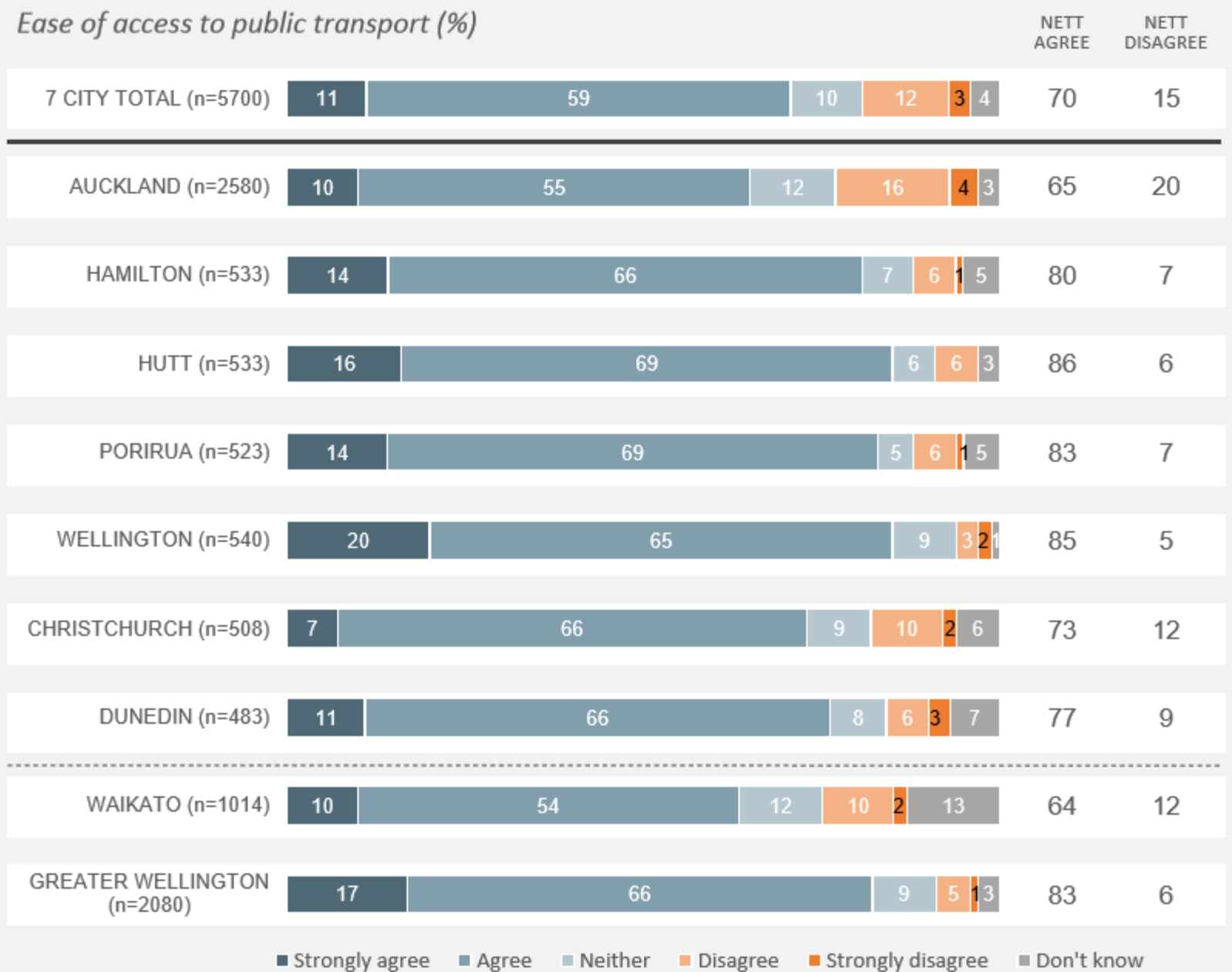
reliable

47%



affordable

Ease of access to public transport (%)



Community is important

- COMMUNITY, CULTURE AND SOCIAL NETWORKS



77%

BELIEVE A SENSE OF
COMMUNITY IN THEIR
NEIGHBOURHOOD
IS IMPORTANT



58%

EXPERIENCE A SENSE
OF COMMUNITY IN THEIR
NEIGHBOURHOOD

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

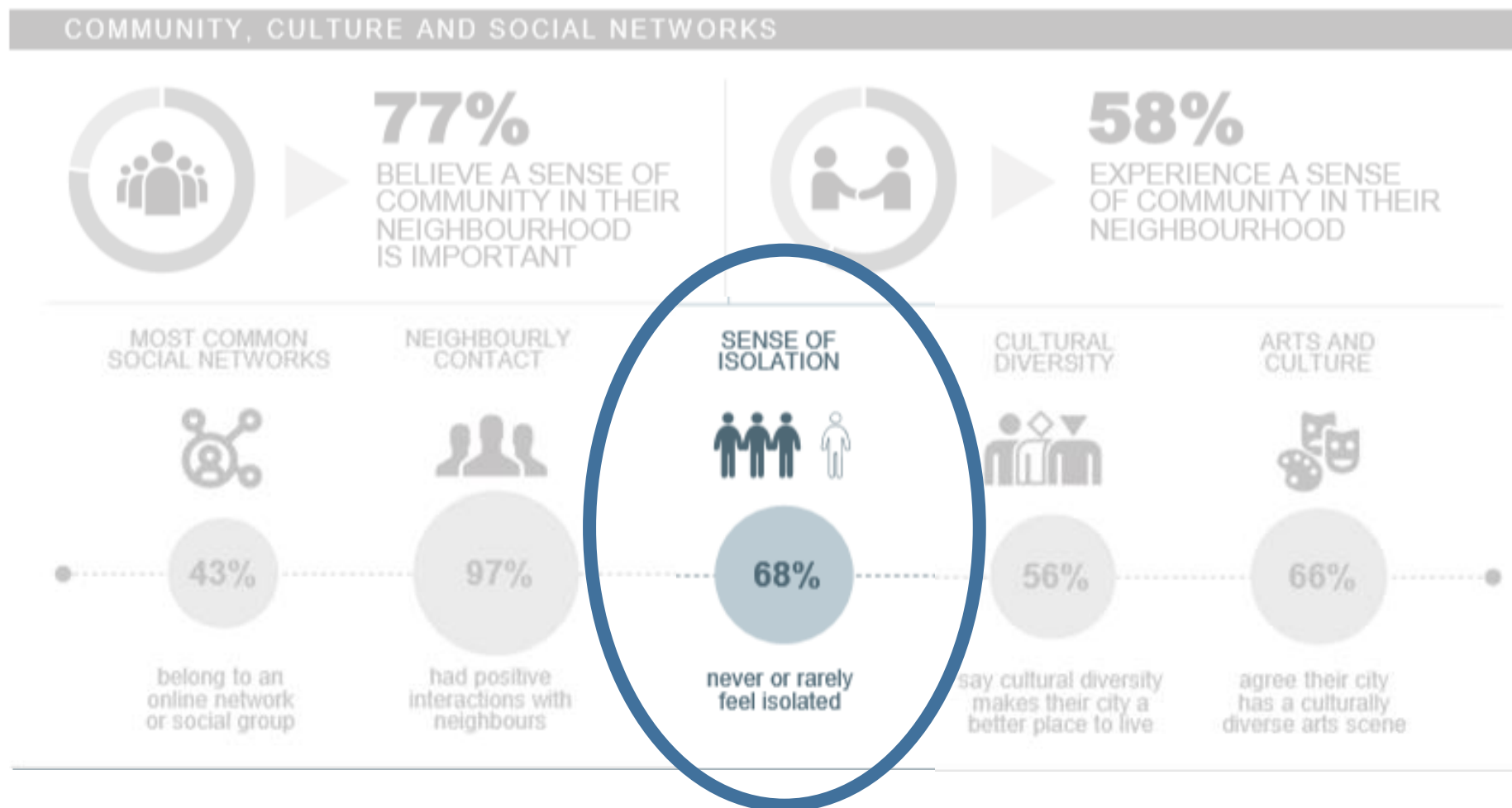


66%

agree their city
has a culturally
diverse arts scene

Community: Where are the 32%?

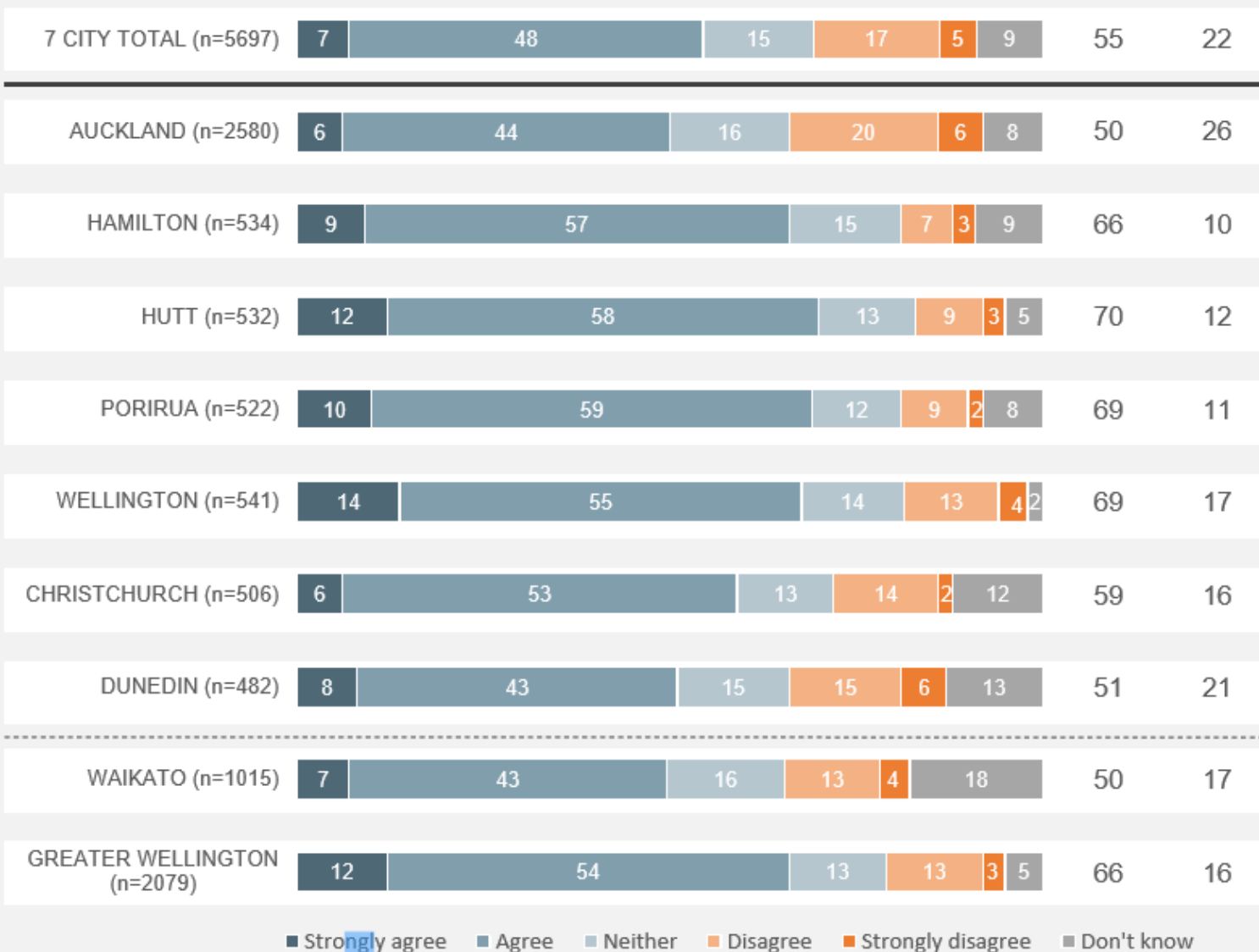
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Frequency of public transport (%)

NETT
AGREE

NETT
DISAGREE



Base: All respondents who have public transport in their area (excluding not answered)

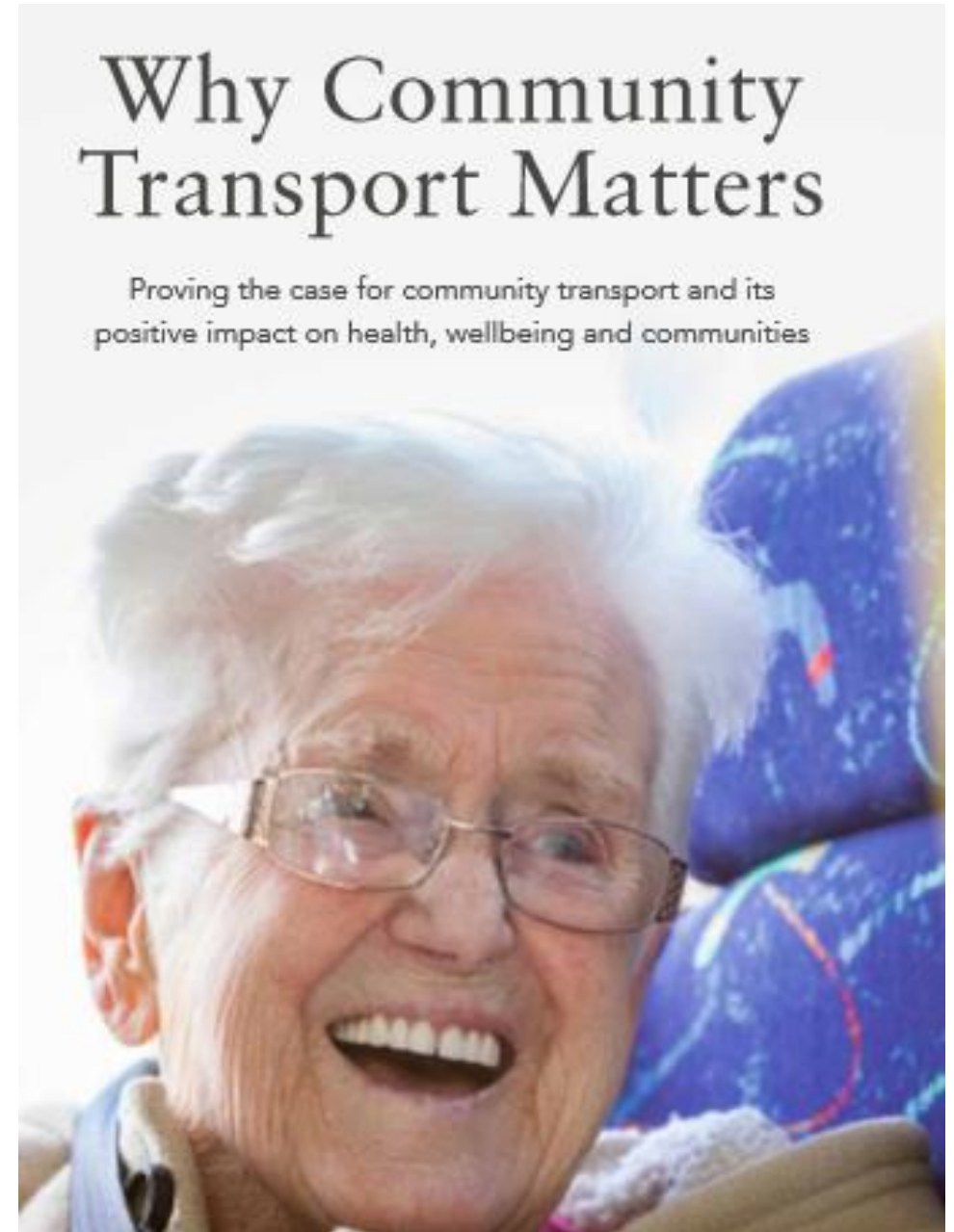
Source: Q13. Thinking about public transport in your local area, based on your experiences or perceptions, do you agree or disagree with the following: Public transport is ...frequent (1 – Strongly Disagree, 2 – Disagree, 3 – Neither, 4 – Agree, 5 – Strongly Agree, 6 – Don't know)

Transport opportunities

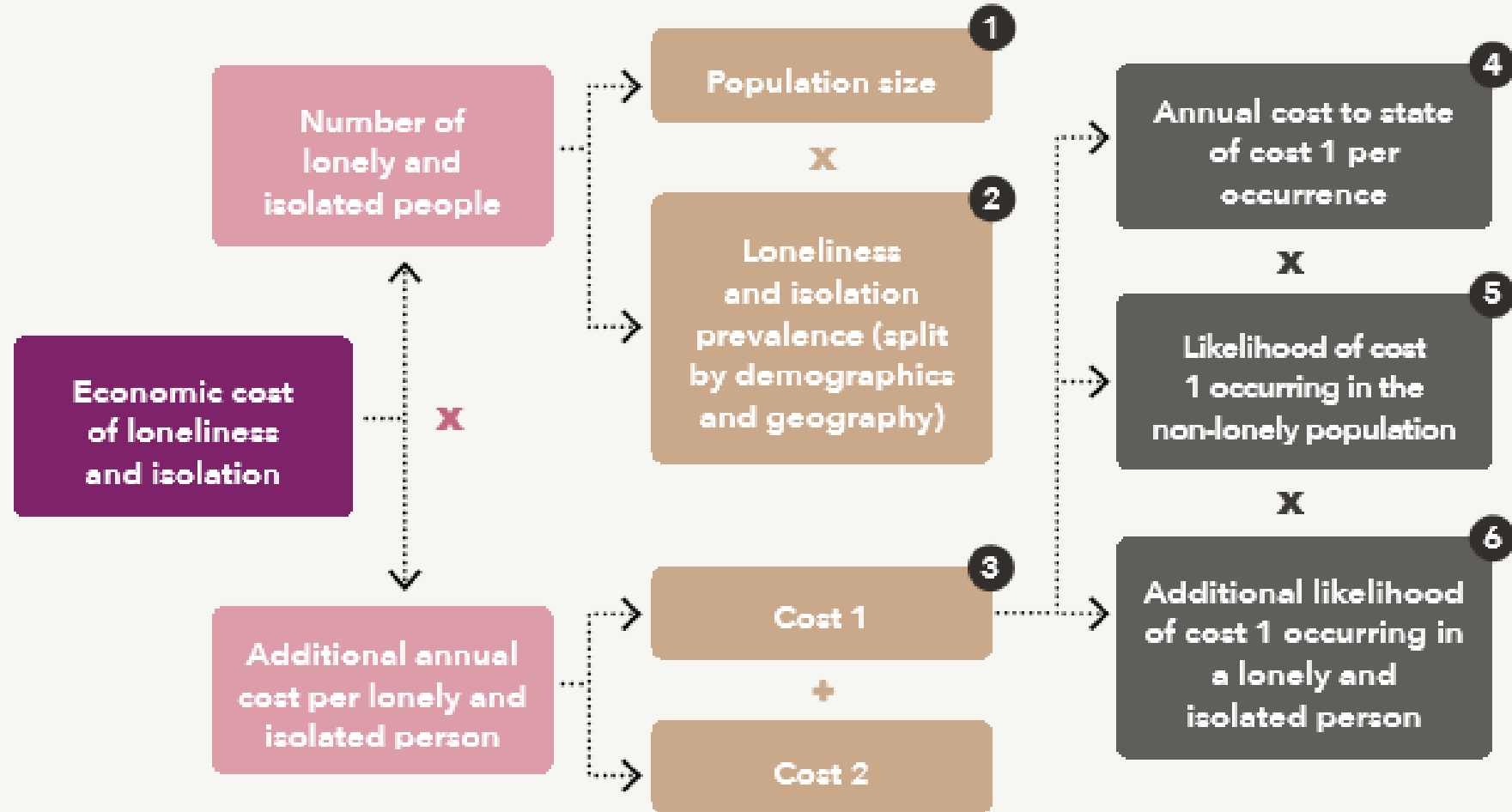
- Publicly subsidised transport can come in many forms
 - UK has centrally subsidised “socially necessary” services
- Services can be door to door, volunteer-based, flexible
- Good examples of Community Transport in Waikato already
 - Particularly well resourced in East Waikato (Thames-Coromandel / Hauraki)
 - 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.

[http://ectcharity.co.uk/files/uploads/ECT Why community transport matters Final version4.pdf](http://ectcharity.co.uk/files/uploads/ECT_Why_community_transport_matters_Final_version4.pdf)



Framework for quantifying the economic impact of loneliness and isolation



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
 - Nelson, J. D., Wright, S., Thomas, R., & Canning, S. (2017). The social and economic benefits of community transport in Scotland. *Case Studies on Transport Policy*.
 - Md Moniruzzaman, Antonio Páez (2016) An investigation of the attributes of walkable environments from the perspective of seniors in Montreal, *Journal of Transport Geography*, 51 (2016) 85–96;

The Waikato Region Opportunity

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

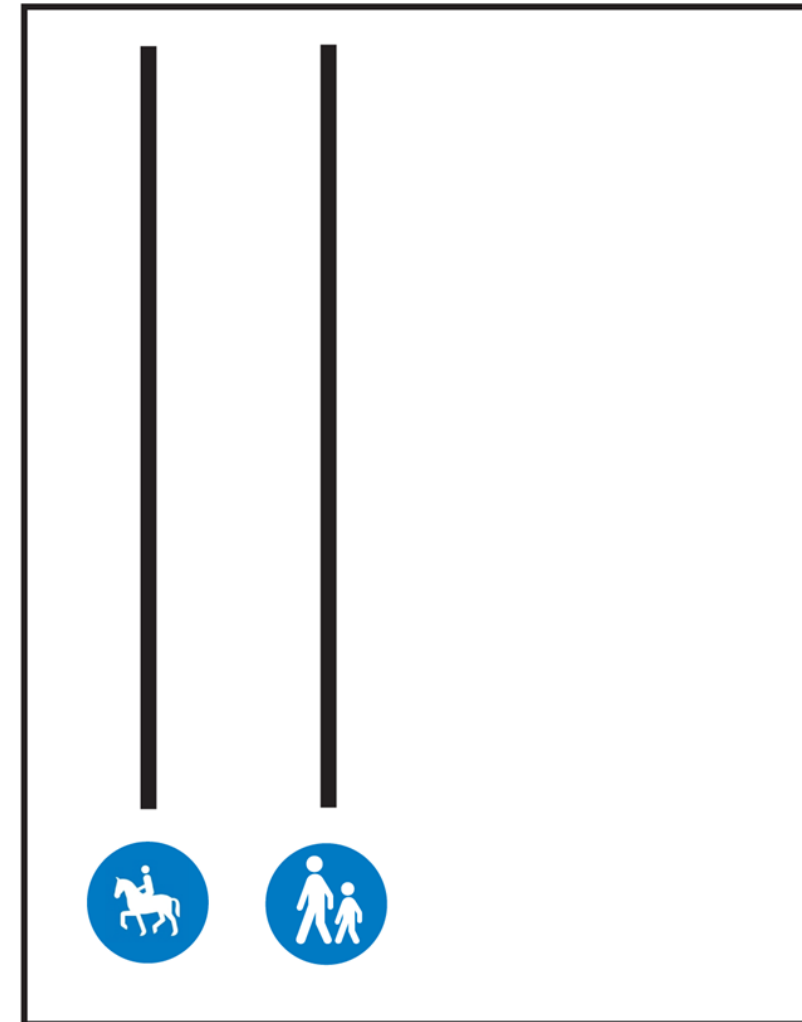
- High level of engagement within Waikato Regional Council (politicians and staff)
- Existing connections across senior leaders in different sectors, particularly health (Waikato DHB), education (University of Waikato) and community (Community Waikato)
- Ready access to international best-practice
- 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



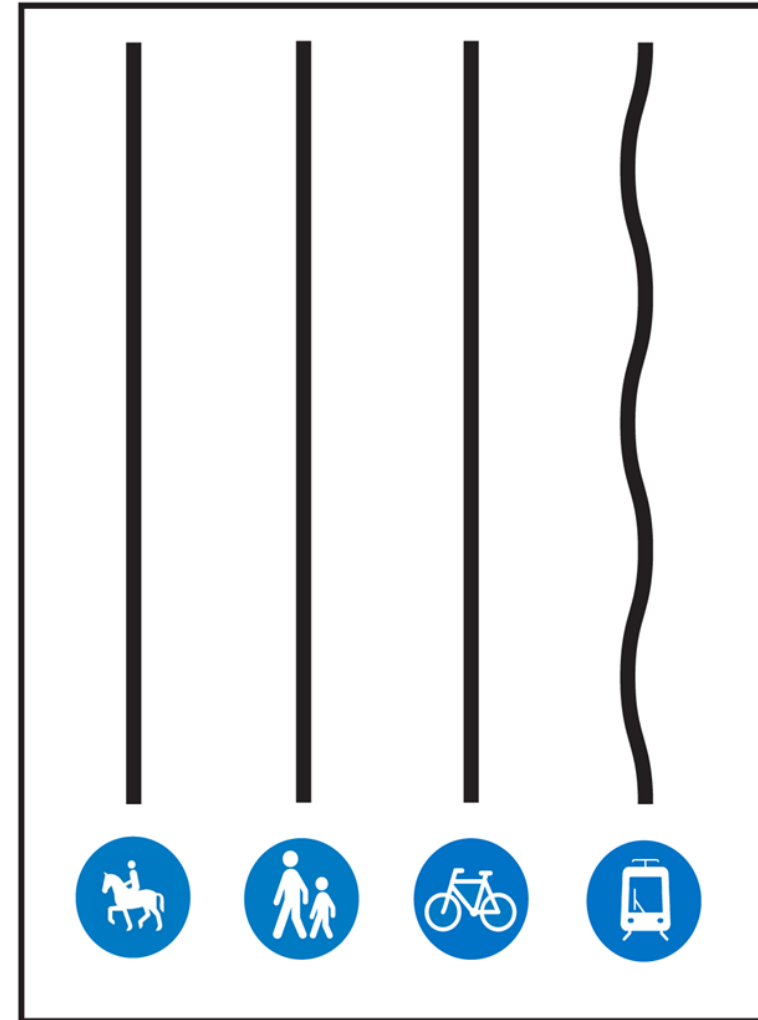
A short story: BAU, as it happened everywhere



1800



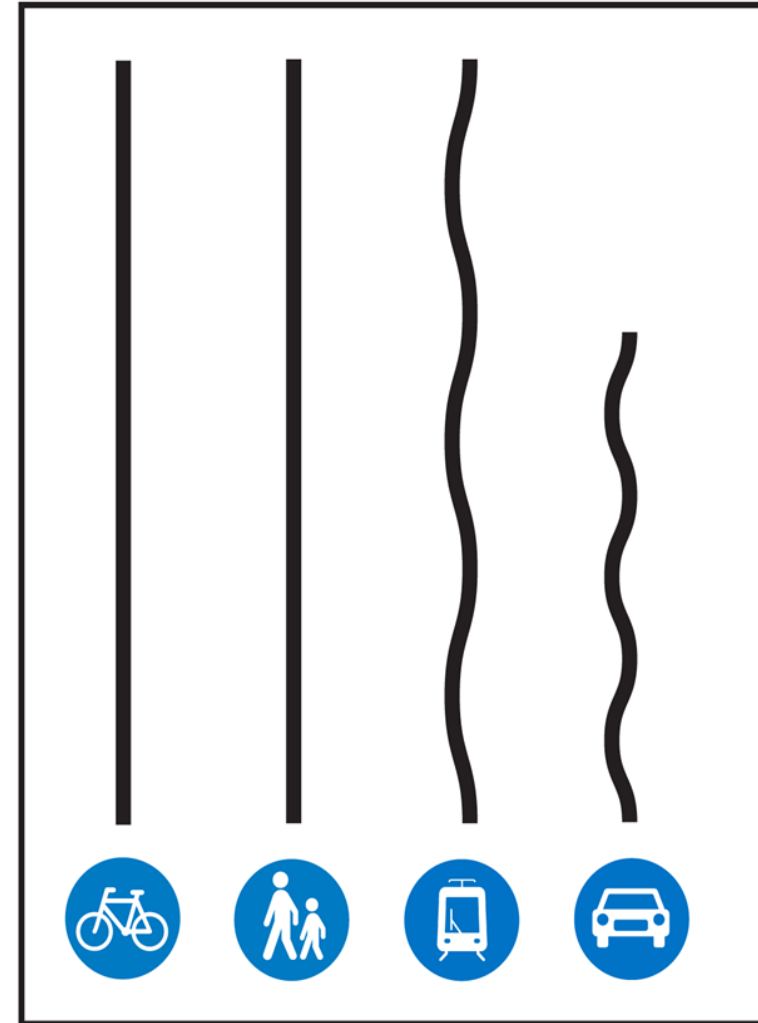
A short story: BAU, as it happened everywhere



1900



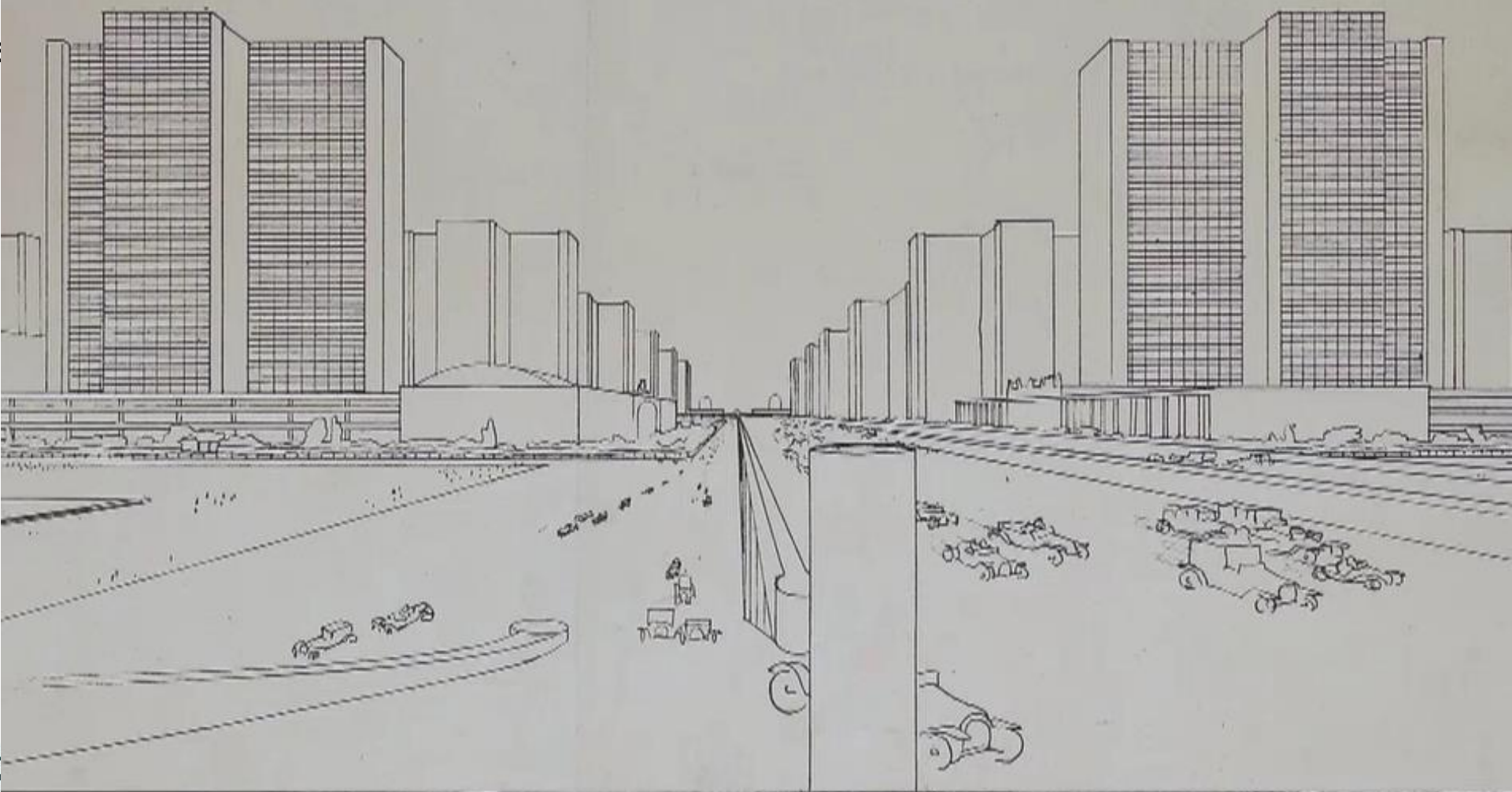
A short story: BAU, as it happened everywhere



1920



- Citations

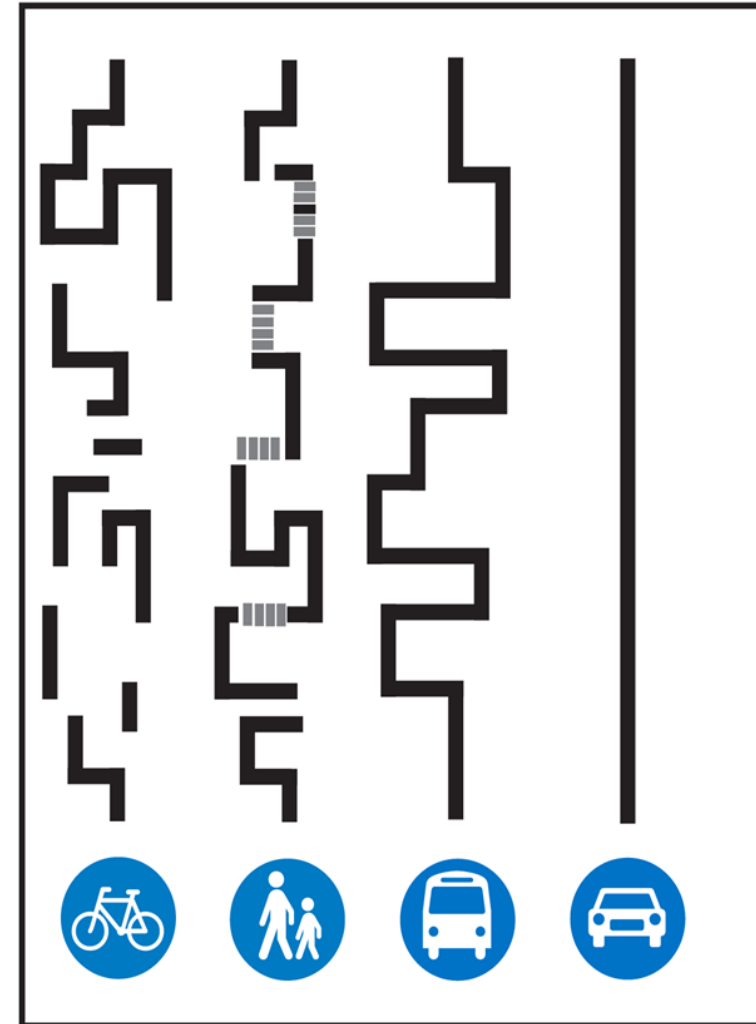


24,5



A short story: BAU, as it happened everywhere

BAU, led by traffic, leading to more traffic



1950 - present



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:

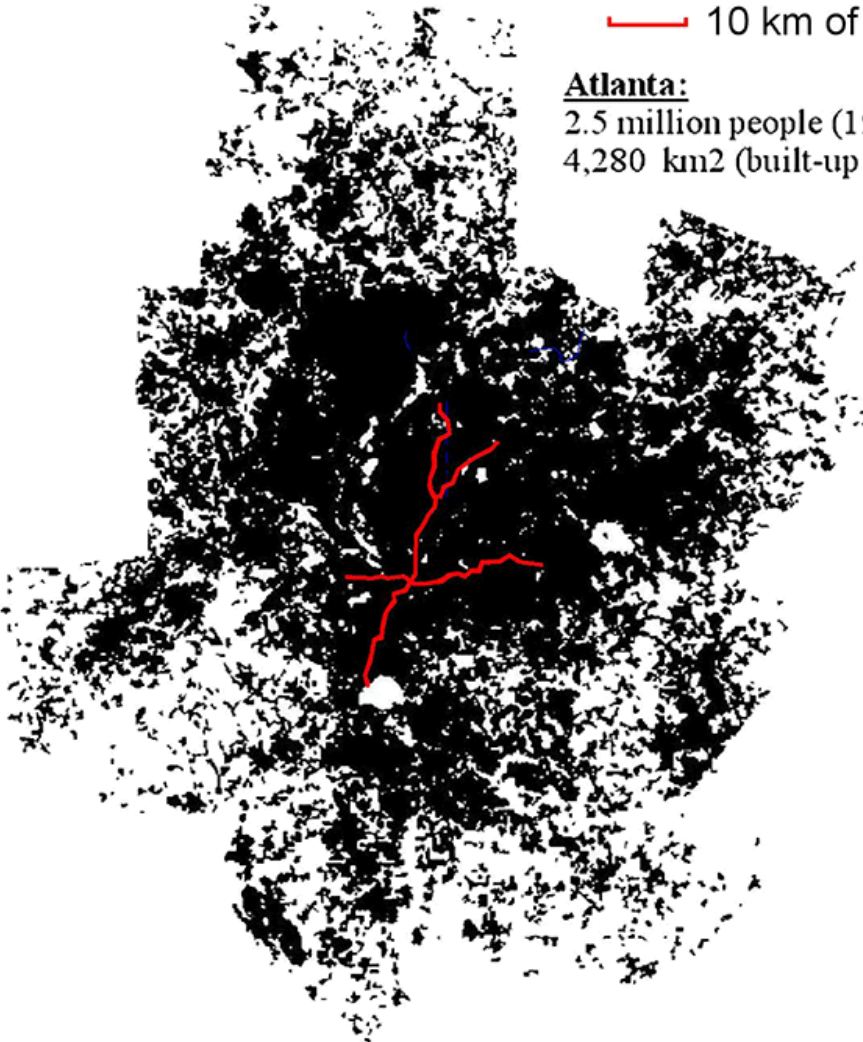
2.5 million people (1990)

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

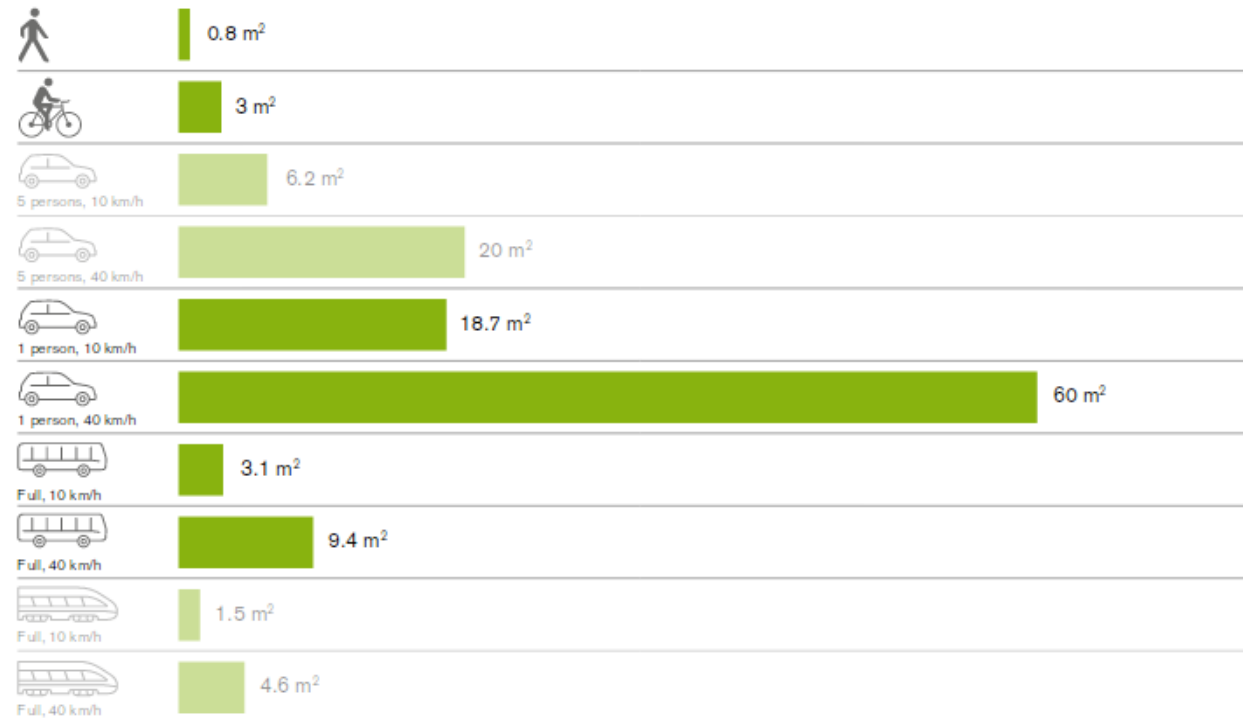


PT benefits: space, and infrastructure spending



PT benefits: consumption of space

Space used per person according to mode of transport



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.

Adapted on the basis of: John Whitelegg (1993), Transport for a Sustainable Future: The Case for Europe, Belhaven Press (1993). Representation by: Flow(n)/Mobility in Chain



PT benefits, if alternative to all

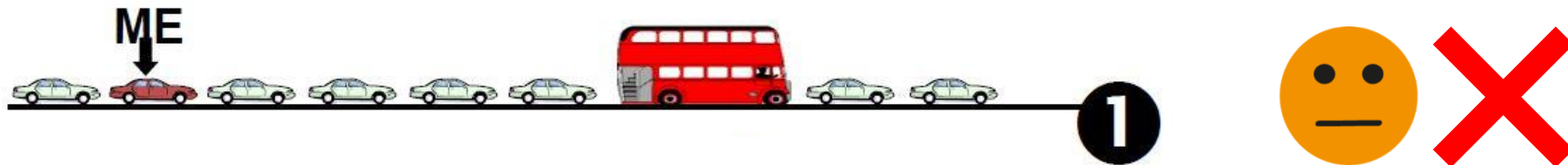
Noise,
pollution,
crashes,
health,
participation,
\$\$\$





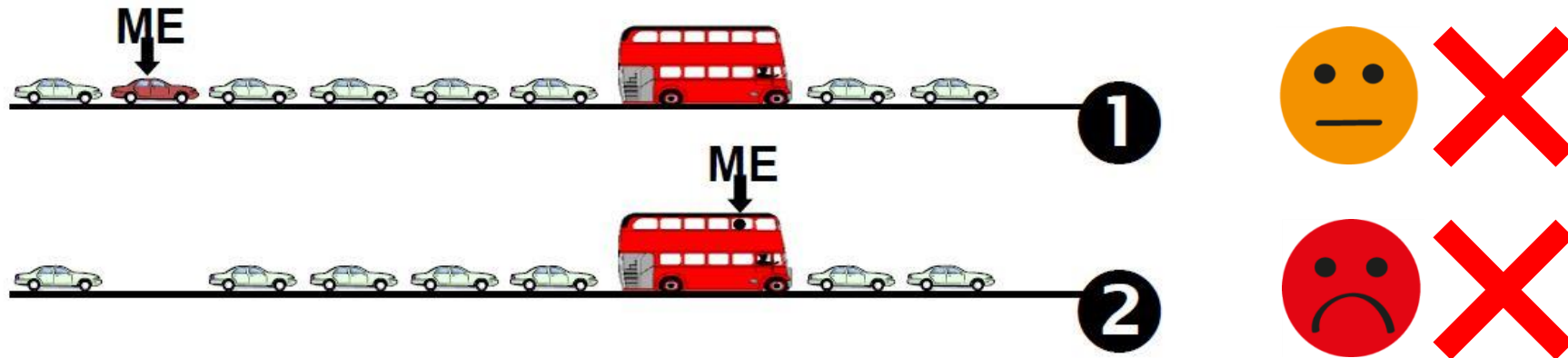
Big challenge: the shift

Social dilemmas



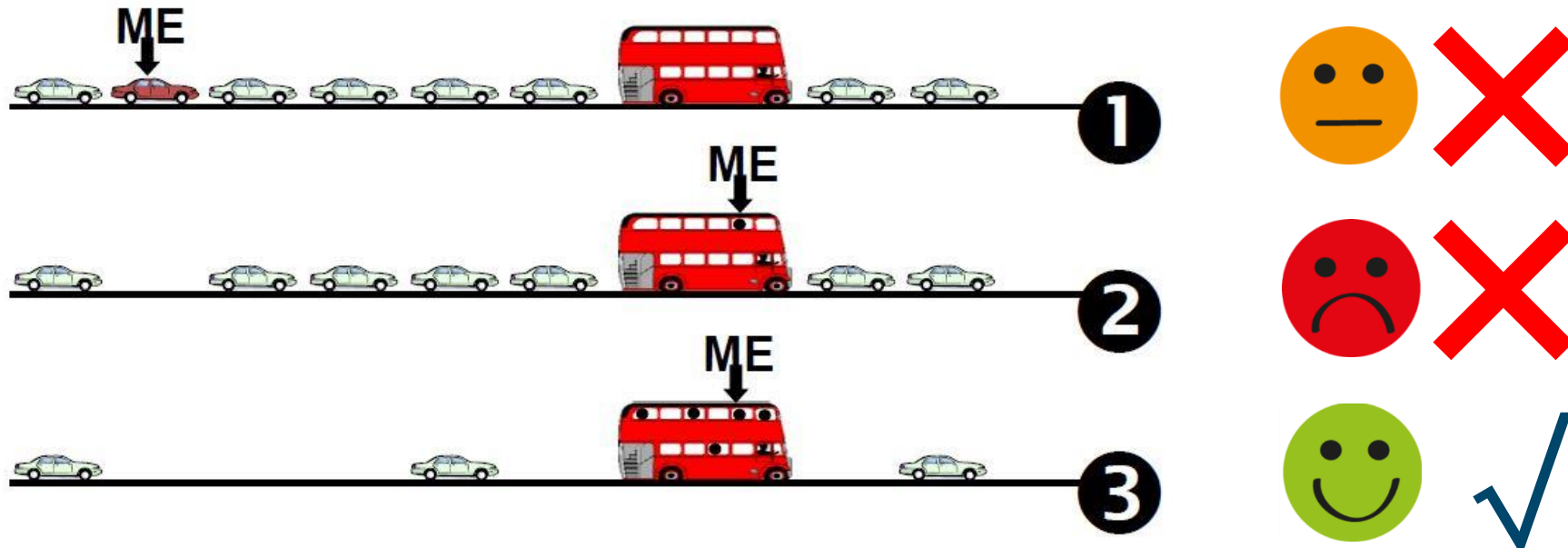
Big challenge: the shift

Social dilemmas



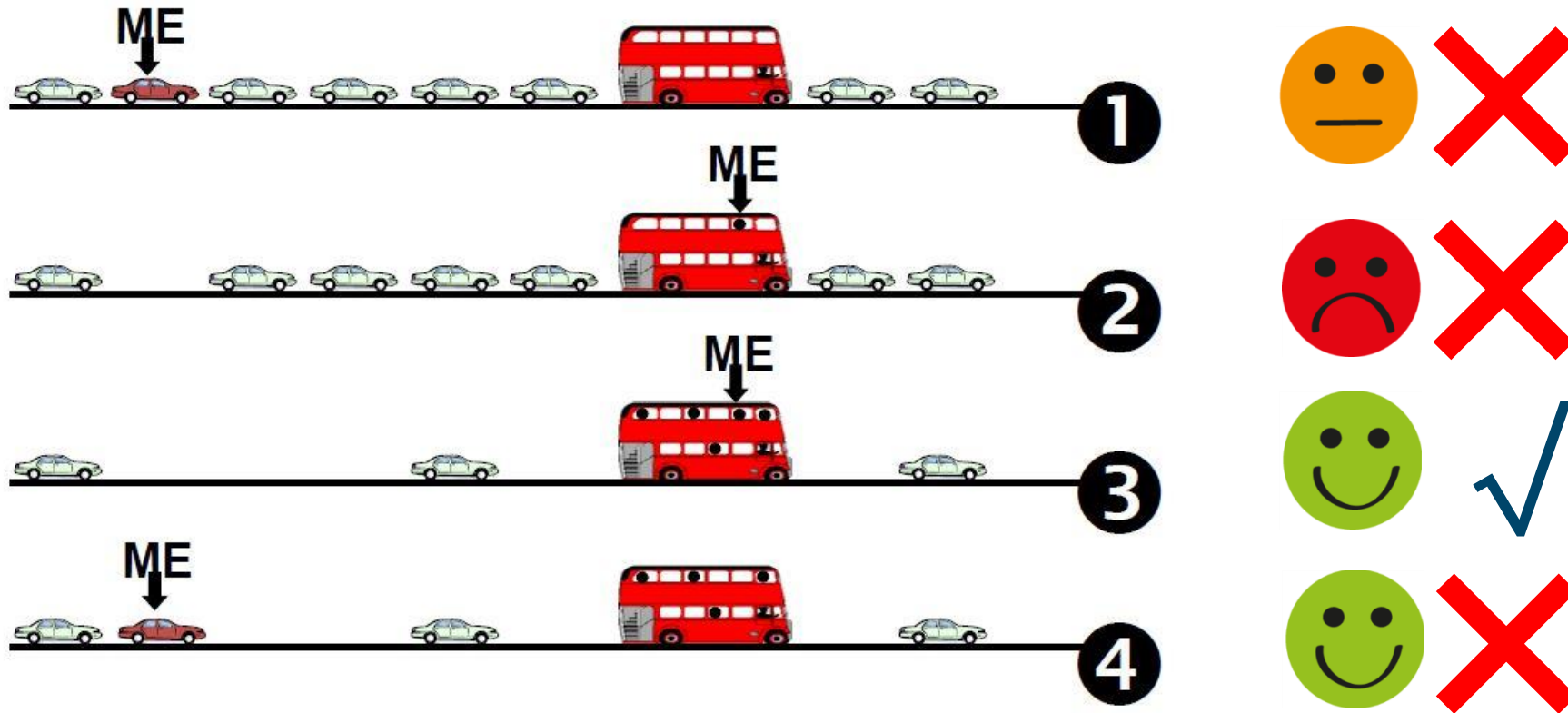
Big challenge: the shift

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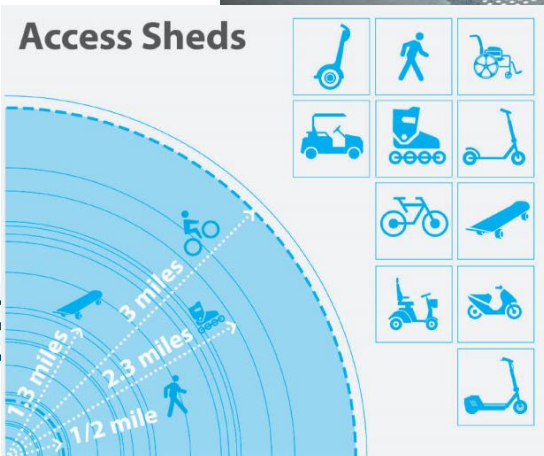
Big challenge: the shift

Social dilemmas



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



Take away

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



Thank you for your attention



Roundtable open discussion

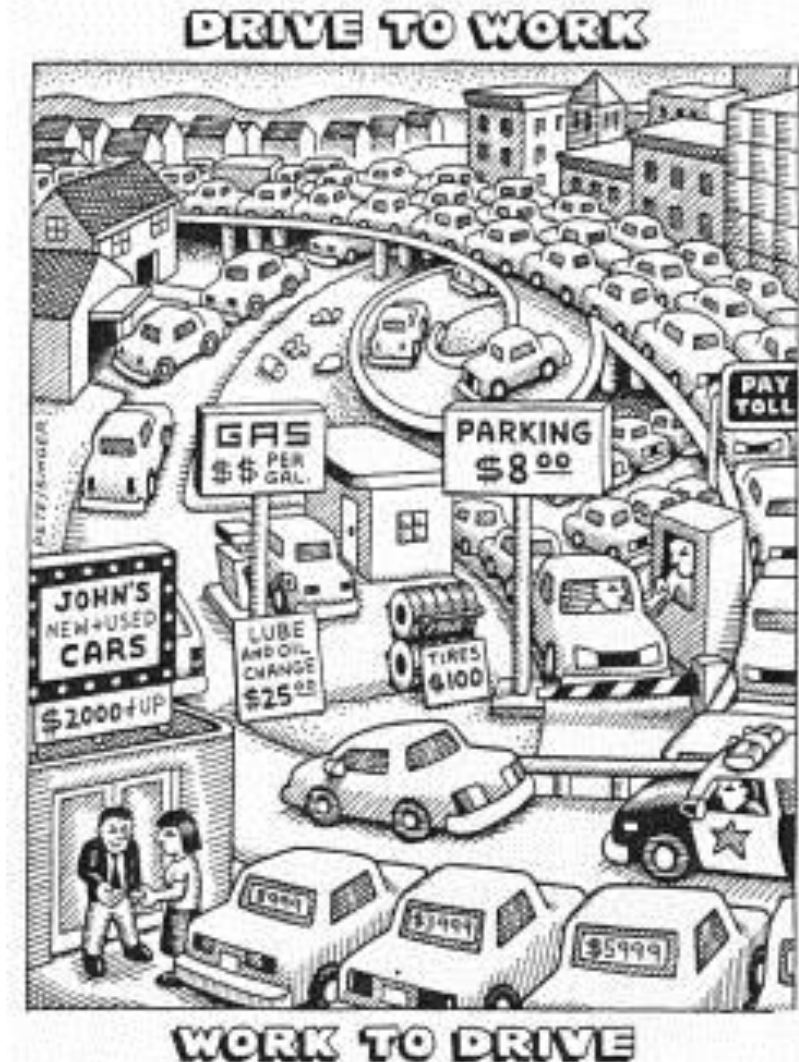
Opportunity for **members to take five minutes each** to provide their perspectives, with particular reference to the goal and strategic priorities in the current RPTP:

- **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



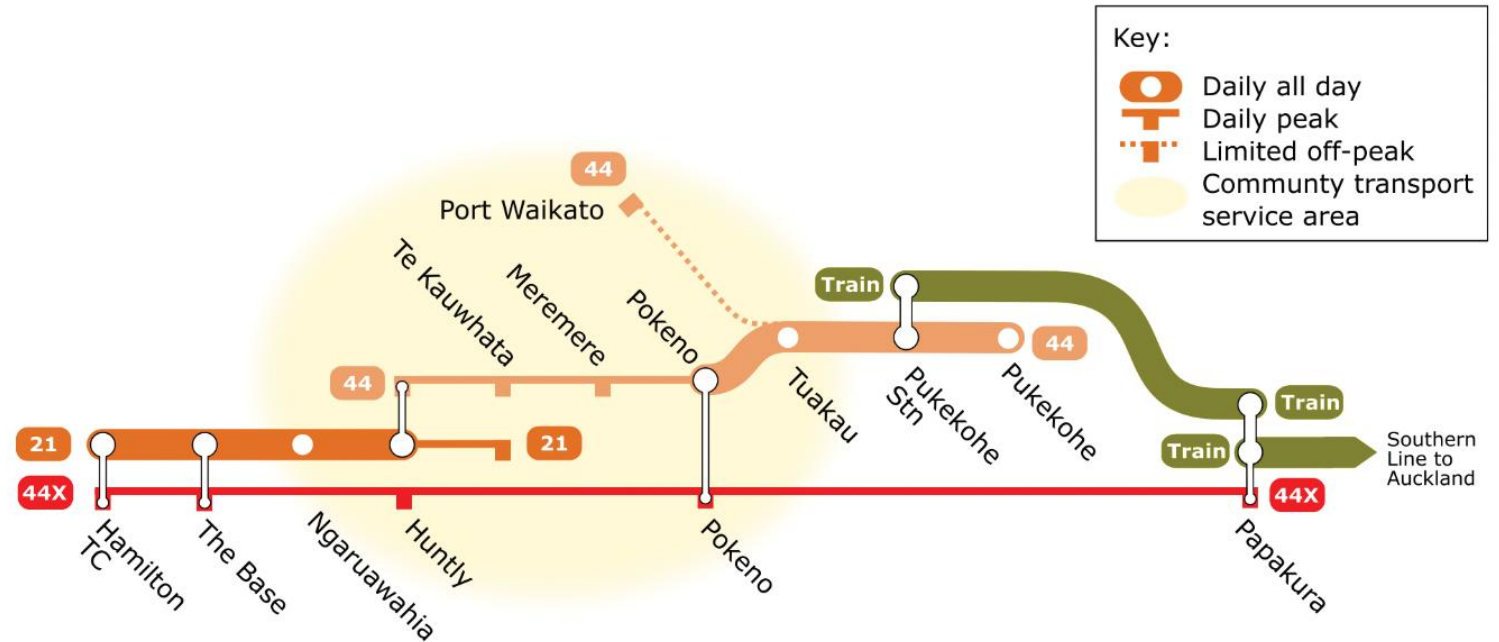
Passenger Rail



Healthy environment
Strong economy
Vibrant communities

Network reviews

- North Waikato
- Waipa
- Matamata Piako
- Taupo
- South Waikato
- Thames Coromandel?



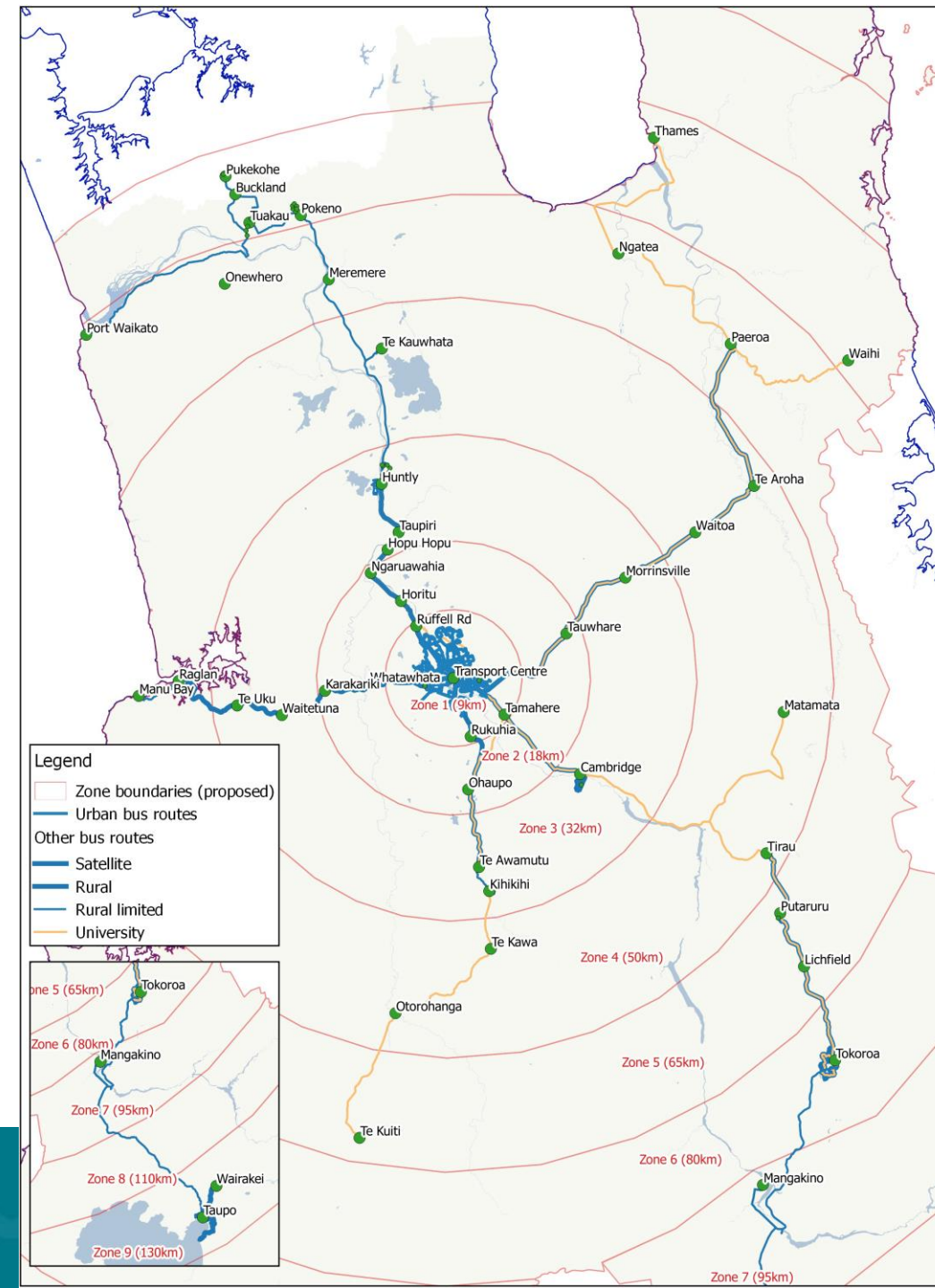
Fare review & Integrated Ticketing

- 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

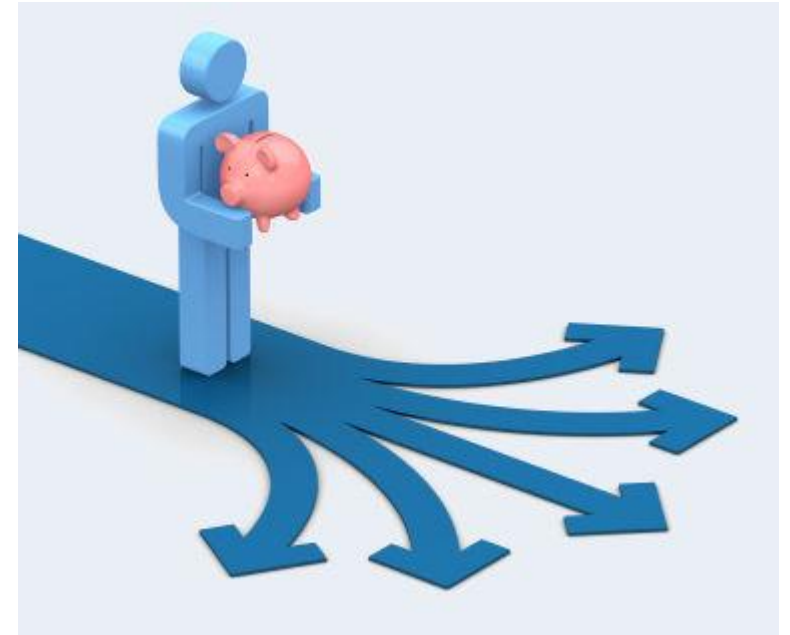


Total mobility review



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



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.

Waikato



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