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Subject: Submission to Councils 10 year plan
Attachments: TRITT Steve Submission to the District Councils.docx

Electric Rail Autonomous Passenger Transport System

Please find attached a copy of my submission to your 10 year plan.

This submission is specific to your district and requests funding of \$12,000 toward a feasibility study involving your transport infrastructure

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Private Consultee

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Steve Tritt Submission 20 April 2018

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Electric Rail Autonomous Passenger Transport System - ERAPTS

INTRODUCTION

Around 50,000 commuters enter Hamilton city each day from the surrounding areas and many of these are from the south. Travellers and commuters from the communities of Ohaupo, Te Awamutu, Otorohanga, Te Kuiti and perhaps Taumaranui are experiencing increasing congestion on the roads into Hamilton and in the long term as petrol prices rise again to \$3 a litre the viability of commuting to Hamilton will be marginal

This proposal is for the investigation of an Electric Rail Autonomous Passenger Transport System (ERAPT) connecting the communities south of Hamilton on the main trunk line to the labour Market needs of Hamilton.

This submission requests the allocation of \$12,000 per district council to evaluate the condition and suitability of the passenger rail infrastructure in each district and work with the Waikato Regional Council or its consultants on the feasibility of an ERAPT system serving the need of the southern communities. This submission has been sent to Waipa, Otorohanga, Waitomo and Ruapehu District Councils and a similar submission has been submitted to the Waikato Regional Land Transport Plan to ensure joined up thinking and collaborative working.



PROPOSAL

New modern Autonomous Passenger vehicles operating on the existing electrified rail network to Hamilton would represent a cost effective low carbon mass transport system capable of bring up to 200 people per day into the city. Operating in modular units of 55 passengers purpose built driverless vehicles would travelled at scheduled time into the city, returning to the southern towns with tourists and excursionists.

It is clear that electric vehicles are coming at a faster pace than anticipated and autonomous vehicles and other technologies are likely to be here sooner than we think.

And the electrification infrastructure is already in place.



Equipped with internal batteries the vehicle range could be extended past the electrification supply to THE BASE and to a station at Ruakura / University.

Battery backup would also provide trip time security for loss of electrification.

This is a key challenge for our region to ensure we are proactive and on top of these trends in our planning and delivery of our regional transport system including advancing demand management approaches that incentivise modal shift to more

energy efficient mass and personal transit options like public transport.

Further the new Government policy statement GPS 2018 has a focus on supporting economic growth and productivity through the provision of better access to markets, employment, business areas and housing development.

New Government signals for transport include improved access to move towards more liveable cities and thriving regions and the increased use of rail to enable efficient passenger and freight use which supports regional development.



The Regional Land Transport Plan (RLTP) sets out how we want to see our land transport system developed

Our transport system is used by the people of the Waikato in their everyday life getting from A to B by private motor vehicle, public transport, foot or bike.

Today's rapidly changing social, economic and technological landscape will ultimately result in a different land transport system.

Government signals are clearly indicating greater priority investment in public transport. With the Waikato RPTP currently under review, the region is well placed to respond to these signals.

The new Government is signalling much more ambitious policies and targets to combat greenhouse gas emissions from the transport sector, and to increase the electric vehicle fleet.

Technology is driving fast-moving change in our land transport system. Incorporating technology and innovation into the design and delivery of land transport investment is a key theme to support the effective delivery of the Government's upcoming GPS on Land Transport.

The fast pace of technology change means that we are on the verge of a major paradigm shift in transport technology, which will improve access and mobility outcomes, particularly in the area of public transport.



Integrated land use and transport means incorporating technology and innovation, and better environmental outcomes including lower emission transport options.

Waikato Region has identified the need to optimise efficiency and improve the reliability of current services, in part to counter growing congestion. Increasing dependence on the private car and growth in population is adversely affecting any travel time advantage public transport may have, as buses are caught up in traffic.

This then detracts from user demand and contributes to the decline we are seeing in public transport patronage.

The review has also identified the need for new services to cater for new growth areas. The North Waikato business case is currently looking at transport options in this high growth area and this should be extended to southern considerations.

Advocacy for commuter rail service has been prioritised in the RLTP in line with the new Government's commitment to increasing the use of rail to enable efficient interregional passenger transport.

The second problem of providing a range of transport choices also applies to rural areas. Ultimately, we need to look beyond the traditional bus to community based transport solutions.

Our strategic corridors also provide key tourism routes to some of our nation's top tourism hotspots and the transport network provides for the wellbeing of our communities, enabling access and mobility across a range of transport modes.

Base line objectives for the Mighty Waikato are Environmental sustainability and resilience; planning integration and affordability.



A resilient transport system need to be sustainable and energy efficient. New Zealand has a climate change target to achieve 30 per cent below 2005 greenhouse gas emissions levels by 2030, and transport is a key component of achieving this. The reality is, however, that New Zealanders continue to rely predominantly upon private motor vehicles to move people and goods around the country.

There are currently 50,000 commuters entering Hamilton city each day from the surrounding areas and residential growth means that this is expected to increase by 40 per cent over the next 30 years, mainly from the south.(4) (see Fig 6)

Along with significant industrial and commercial growth occurring in and around Hamilton, we are facing a much busier city in terms of traffic growth and peak congestion at particular locations. Increasing dependency and current priorities toward car-based mobility is worsening congestion.

Government signals ahead of the new GPS are clearly indicating greater priority investment in public transport. With the Waikato RTP currently under review, the region is well placed to respond to these signals.

Almost all the discussion has been around Hamilton to Auckland corridor including passenger rail with a focus on inter-regional projects with BOP and Auckland.

We should be developing strategies on intra-regional projects – that is within our own region. We have a single mode transport corridor from the southern hinterland into Hamilton and massive congestion on the feeder roads into Hamilton SH1 and SH3. Southern Links will alleviate the SH5 congestion only if it connects through to the airport and this is unlikely to get Government support.

Transport planning in the RLTP has been dominated by visioning driven by the Upper North Island Strategic Alliance (UNISA) which has become about the Waikato Region solving Auckland's labour market, economy and congestion problems. Yes this is a problem for Auckland now that Tuakau and Pokeno have recently become part of the Waikato (or South South-Auckland).

Addressing the Waikato's key transport problems should be about addressing Waikato needs, not "therefore fundamental to improving the economic and social wellbeing of the upper North Island, as well as the rest of New Zealand"

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