**The 100 year growth vision for Hamilton & the Waikato**

Historically, disjointed transport and urban planning practices in growing cities has meant that little focus is put into designing communities integrated with transport systems. The objective of the Hamilton – Waikato Metro Spatial Plan Transport Programme Business Case was to achieve compatibility between a proposed transport and land use response to projected growth over the next 30 to 100 years, while reducing the impact on the environment.

The project’s vision statement, which was developed by the Future Proof | Te Tau Tītoki partnership was:

“Transit outcomes that promote, create and protect transport networks, which ensure equitable access, embraces kaitiakitanga, reflects our climate change challenges and promotes the urban form envisaged in the Hamilton -Waikato Metropolitan Spatial Plan”

The programme sought to overcome known existing challenges, including:

* High car dependence and traffic centric design.
* Current transport networks do not support compact urban form resulting in worsening environmental, health, wellbeing and housing outcomes.
* The transport networks and metro spatial plan land use will result in worsening climate change.
* Lack of transport choice and dispersed land use will result in worsening equity in access to opportunities.

In response, the programme recommended a series of multimodal interventions that would deliver on the aspirations of the city and regional strategic objectives including:

* Rapid transit and frequent public transport network that will support a compact land use, encourage mode shift and increase accessibility.
* City-shaping intensification in brownfield and greenfield sites to achieve compact urban form and incentivise best use of land for climate change response and mode shift.
* An integrated city wide and regional walking, cycling and micro-mobility network with seamless first and last mile connections to public transport.
* Increased freight efficiency and capacity through additional freight hubs, bus and freight lanes and a shift from road to freight rail
* Supporting interventions such as park and ride, demand management and optimisation, regional and rural access, route protection.