

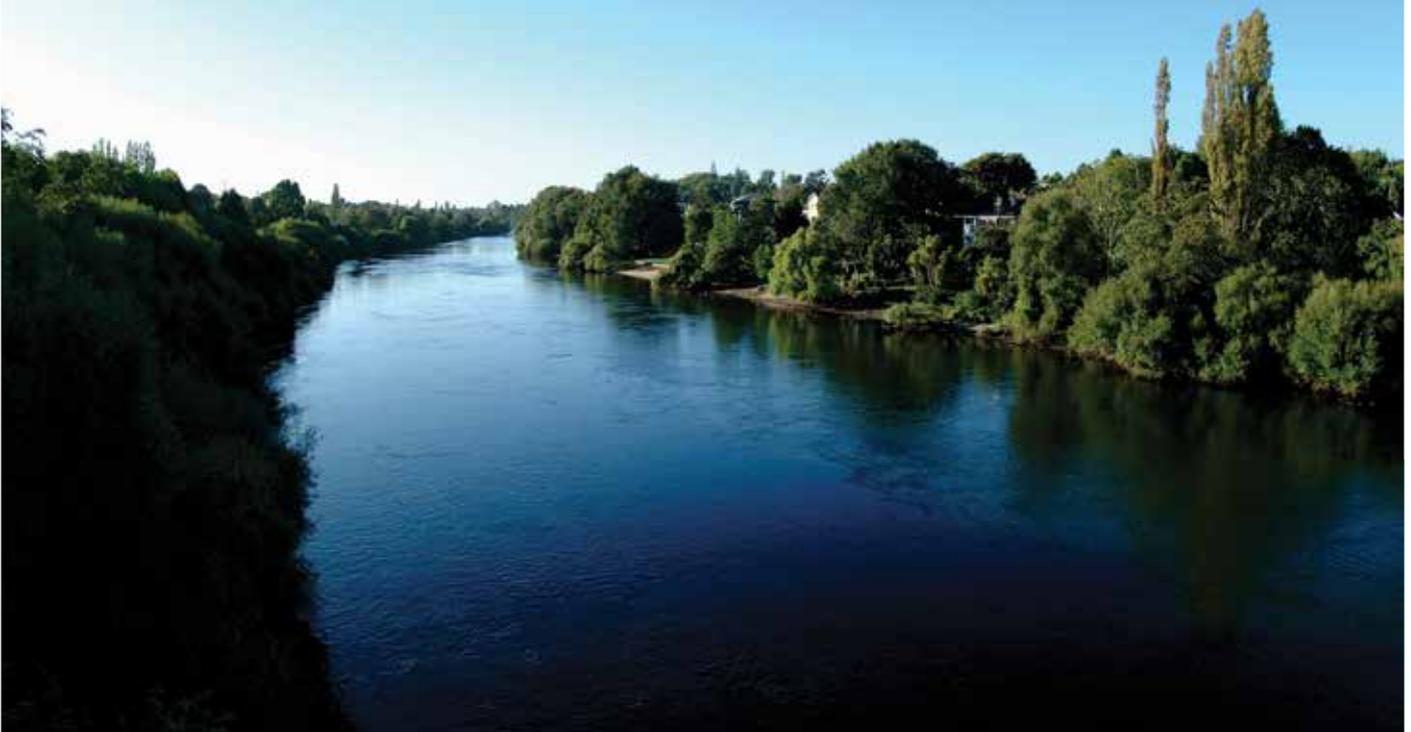


CYCLE ACTION WAIKATO

Submission to the Hamilton City Council

30 year vision for cycling in Hamilton

3rd September 2014



The submission

That Hamilton City Council design and build a dedicated cycle network on all main roads in the city.

Introduction

The following submission has been compiled by **Cycle Action Waikato (CAW)** to outline to the reader the important requirements essential to make a dedicated cycle network a success. We would emphasize that building a dedicated cycle network in Hamilton is not an experiment but a well proven piece of urban infrastructure that has been successfully built in many overseas cities. We urge you to open all the attached links under heading 6.0 Reference material as this is important support material for this submission.

1.0 Types of cyclists

1.1 The lycra cyclists out there to get fit,

1.2 The recreational cyclists which are reasonably well catered for in Hamilton

1.3 And **commuter or 'utility' cyclists** (those using bicycles primarily for transport, including commuting to work, school, shops and for other trips).

1.4 According to Portland's 20 years' experience with building cycle networks, among the commuter cyclists there are four types: Strong and fearless - a tiny group; Enthusiastic and confident - a small group; Interested but concerned 60 %; and the "no way, no how!" 30 % group that will never get on a cycle.

1.5 The present Hamilton City cycling policy is catering only for the first two groups. It is not until the cycle infrastructure is designed and built to a level that ensures cyclists **feel as safe on a cycle as they would feel in a car** that we will see the major increase in cycle numbers.

2.0 The benefits of a dedicated cycle network

2.1 Car drivers by having less vehicle congestion. Imagine the roads like school holidays every day.

2.2 Parents, by not having to commute their children to school because cycling is now safe.

2.3 Those who enjoy cycling because it is now safe and comfortable to do so.

2.4 Cyclists benefit from better health



2.5 DHB health spending is reduced

2.6 The rate payers because of the major long term reduction in road infrastructure spending

2.7 Those operating on a budget. Cycling short local trips can have a major impact in reducing petrol costs.

2.8 The local economy. Less money spent on fuel means more disposable income to spend in local businesses. Studies show that cyclists are more likely than drivers to stop and spend. By driving 20% less than other cities, Portlanders contribute \$800 million to the local economy, one study says (see ref 6.5 below).

2.9 It is sustainable and environmentally positive



3.0 A cycle network

3.1 A cycle network should have connectivity. It should be constructed with an end point in mind where dedicated cycle ways take cyclists safely along the main road networks, through intersections and over bridges.

4.0 The present cycle support program



4.1 It lacks connectivity required for a successful network. Cycle ways have been painted on the road where it has been easy to install them, then, all too often disappear where the road narrows, or at a round-about or bridge, where cyclist are directed back into the main traffic flow.

4.2 The present design does not give the necessary perception of safety required to attract the required numbers of cyclists to take advantage of the economic, social and environmental benefits that cycling would bring to Hamilton. Refer para 2.0



Left: Acceptable for recreational cyclists, but not for commuters

5.0 Funding

5.1 The transport budget for HCC is \$70.2 million for the 2014-15 fiscal year. CAW believe that Hamilton City Council should adopt the Portland formula of 5.5% of the transport budget annually be redirected to building cycle infrastructure. This would be \$3.8 million in the 2014 - 15 year. There would possibly be opportunities to recover some of this \$3.8 million through NZTA who typically will fund 52/53%, or other funding opportunities.

5.2 For a successful cycling network to be built there must be a commitment of ongoing funding.

5.3 For successful funding support it is essential that HCC is organised with a commitment to a network design, construction priorities specified, and have an economic and social benefit analysis report completed. There are two possibilities of funding opportunities. NZTA and a government fund (about \$100 million nationally) being set aside for cycling infrastructure. Details are yet to be specified.

5.4 Typically, NZTA are in a three year funding round however from time to time money allocated to other cycling projects in other parts of the country do not go ahead within the specified funding round. For those councils that are organised with projects ready to go there may be an opportunity to take advantage of additional funding.

5.5 The present government is acknowledging the benefits of building dedicated cycle networks and is proposing funding to support councils in their build. The following is from the **Ministry of Transport engagement draft government policy statement on land transport 2015/16 - 2024/25** section that relates to cycling.

Objective: A land transport system that provides appropriate transport choices

Description

75. The land transport system needs to be able to support a choice of modes appropriate to user needs at reasonable cost, to enable transport users to access employment, education, and social opportunities.

Government's long term results under this objective

Result: Increased safe cycling through improvement of the cycle lane network

78. Cycling provides an alternative for short journeys and for single purpose trips like commuting to work or school. Dedicated investment in cycling under GPS 2012 has delivered encouraging outcomes from the Model Communities initiatives and improved cycle links. While cycling plays a small role in the total transport task, there has been growth in some areas and the existing dedicated cycling facilities are largely fragmented. There are, therefore, a number of opportunities for cycling to take a greater role in providing transport system capacity in our main centres.

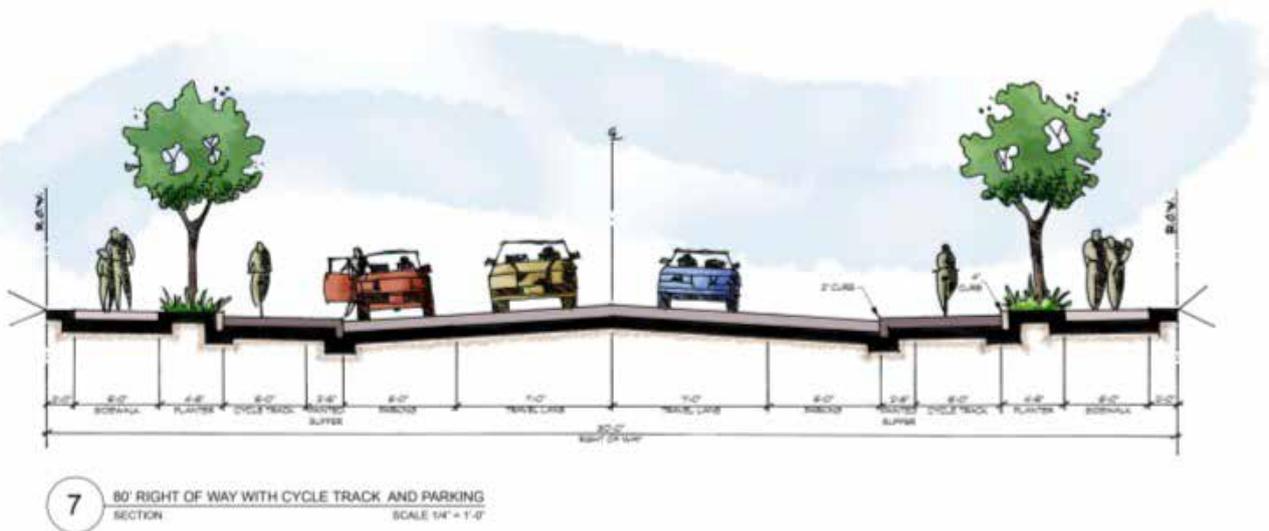
79. While there are health benefits associated with cycling where it increases the total amount we exercise, safety continues to be a concern, and represents a critical barrier to cycling fulfilling its transport task potential.

80. GPS 2015 (draft) will support this result through:

Increased investment in cycle networks:

Additional investment is needed in safe cycle networks in the main urban areas. GPS 2015 (draft) will enable:

- extension of the dedicated cycle networks in the main urban areas where this can be achieved at reasonable cost, including impact on general traffic capacity.
- improved suburban routes for cyclists where this can be achieved at reasonable cost.



6.0 Reference material

6.1 Study after study, report after report from overseas and New Zealand research proves that dedicated cycle networks for commuter cyclists markedly increase the volume of cycle traffic and reduce the volume of vehicle traffic long term.

6.2 http://www.youtube.com/watch?v=ZtX8qiC_rXE

6.3 <http://www.youtube.com/watch?NR=1&v=FIAPbxLz6pA&feature=endscreen>

6.4 <http://www.fastcoexist.com/3034354/the-cities-that-spend-the-most-on-bike-lanes-later-reap-the-most-reward?partner=rss>

6.5 <http://blog.oregonlive.com/commuting/2009/09/pdxgreendividend.pdf>

6.6 <http://www.fastcoexist.com/3031392/the-case-for-protected-bike-lanes>

6.7 <https://sites.google.com/site/sustainablehamilton/dedicated-cycle-ways-on-main-arterial-routes>

6.8 <http://www.stuff.co.nz/the-press/business/9630412/Funding-cycleways-could-boost-business>

7.0 HCC confidence to proceed

7.1 Rather than HCC commissioning consultants to write yet another report, CAW recommends that a representative from the elected council and a representative from infrastructure management team go on a study tour of cities like Portland, Copenhagen and Amsterdam that have built, and are continuing to build, successful cycling infrastructure within their city.

8.0 In conclusion

8.1 We finish with a quote from Roger Geller, Portland, Oregon's, bicycle coordinator;

"The development of a cycle culture was based on providing the infrastructure first: Build it and they will come."

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