

[SLIDE 1]

Hello your worship the mayor and councillors,

Thank you for the opportunity to provide my feedback on the proposed 10-Year Plan.

Being a transport-oriented organisation, Cycle Action Waikato's principal concern is mobility. The transport options provided to citizens have very significant effects on the shape and atmosphere of a city, in terms of being a nice place to spend time and money, and not a drag to get around. We'll also touch on other parts of the consultation document.

Challenge 1: Proposed Rating Change

Option 2 seems to present less of an immediate shock to ratepayers. While we think the ship has sailed on CV, we are concerned that it may lead to the hollow centre 'doughnut city' effect, making the CBD less competitive, and also further incentivising 'land banking'.

~~The proposed UAGC is particularly undesirable in the context of the proposed rates rises that many citizens are already concerned about their ability to afford.~~

Challenge 2: Hamilton's Future Big Housing Area

Our thinking on Peacocke has changed since our written submission, and we now see Rotokauri as preferable despite missing out on the HIF loan:

- Rotokauri being zoned mixed use provides options for more people to live near their workplaces
- The proposed commuter rail station in Rotokauri is likely to serve more people, while inducing less cross-Hamilton traffic if more homes are located in its immediate vicinity

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Challenge 3: Improving Hamilton's transport system

So NZ has the 4th highest number of vehicles per capita in the world, and Hamilton vies with Tauranga for highest car usage of any NZ city, which is disappointing in light of our relatively small area, mild climate, flat topography, and extensive cycle network (~~albeit mostly of painted lines~~). It's now crucial that the task of improving the transport system be understood as much more than the mere movement of masses of motor vehicles (mostly of single occupancy) and rather of enabling **personal mobility**.

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A May 1st Waikato Times article reported we would have to **double** the number of people cycling and riding buses just to stop traffic congestion worsening.

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~~Other NZ cities get this; even before the central government announcement of increased funding for active transport, Auckland had been rolling out protected cycleways, new cycle connections, cycle friendly intersection upgrades, shared spaces, bike parking, etc. all over the place. Christchurch has built protected cycleways all around its CBD and seen a big increase in the number of people riding. Dunedin has also rolled out protected bike lanes with more to come. Tauranga's 2017 Safer Cycle Route consultation showed very strong support for physically separated cycle lanes, with 68% strongly agreeing and a further 22% agreeing, and that city has since committed \$12 million to their cycle plan for the next 3 years, and a further \$12 million over the following 7 years.~~

And the good news is that people **do** want to bike more, and other NZ cities are getting this:

Auckland, Christchurch, Wellington, Dunedin, and even Tauranga are all building separated cycleways, improving cycle connections and intersections, creating shared spaces, adding bike parking, etc. Auckland and Christchurch are spending sums in the hundreds of millions, Wellington has allocated \$70 million for cycling over the next decade, and Tauranga \$24 million.

So doubling the number of bicycle journeys in Hamilton would be a great start. It's going to cost money, but I challenge anyone to find any other form of transport spending that comes close to cycling infrastructure in terms of bang for buck. The NZTA Workplace Cycling Guide reports a 2008 NZ study calculated net benefits to society equal to 16c per kilometre cycled. I ask that you become familiar with the research that is out there and let's drop the notion that Hamilton would somehow be an exception to this.

The recently-opened and excellent Western Rail Trail notwithstanding, we have to ask: are we really giving cycling a fair shake here in Hamilton? Our concern is that in **this** city, in spite of our good intentions we've so far failed to capitalise on people's desire to get around by bike by being too timid in our approach to allocating funds and road space. Research shows that only a small minority feel safe to make journeys by bike on busy roads without protected lanes.

With the new government there has been a sea change in transport priorities, and it's expected that dedicated funding for shovel-ready cycling projects will be available soon. In light of this, the proposed timeline for most of the projects in the bike plan seems remarkably unambitious - and we urge council to at least get the groundwork for these projects underway forthwith so that if and when funding becomes available the city is ready to take advantage of it.

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We'd like to suggest that there are a number of projects of particular significance that should be included or prioritised in the Bike Plan:

CBD Access

Firstly we need to ameliorate some of the worst black spots in the street network that discourage people from biking. Safe access to the Hamilton CBD is particularly problematic from most directions, in large part due to the allocation of space on the bridges and the series of large roundabouts concentrated on the SW fringe of the CBD which are intimidating for anybody not in a motor vehicle. The CBD is increasingly going to be home to more people as more residential development gets underway there, and we can expect higher than average bike ownership there due to proximity to destinations and the reduced availability of free parking. There are also likely to be more bike journeys originating in the CBD and radiating outwards, but the black spots I have indicated will be major impediments to this.

Linking up the Safe Cycling Network

With oil prices trending up, along with the government's fuel excise duty increase and the council seeking permission to impose regional fuel taxes, (not to mention household budgets affected by rates increases), driving is becoming less affordable for many and the time has come for Hamilton to start developing protected cycle lanes, especially along arterials. This means the proposed School Link project of course, but also elsewhere - it's time to develop a **complete** safe cycling network.

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Reallocation of road space doesn't have to be expensive - using tactical urbanism we can quickly try out different arrangements such as creating protected cycle lanes using planter boxes, or creating a shared space using paint or even tape on the road surface. You might for instance repurpose the parking lane on an arterial as a protected bike lane, leave it a few months and see how people respond.

Finally we must get better use of what we already have and will build by making navigation of the walking/cycling networks easier with wayfinding signage.

We support all of the proposed Bike Plan and other cycling infrastructure, but we need to bring many of the projects forward, particularly the central city and university route, both of which should include protected cycle lanes.

[SLIDE 7]

Despite New Zealand spending billions of dollars on transport over the past decade we have clearly gone backwards on all of our key transport outcomes: congestion is worse, the

number of people dying on our roads is increasing and transport emissions have grown. Hamilton has a part to play in fixing this.

Challenge 4: Investing in Community Infrastructure

We do not support the reallocation of space for cars, whether for driving or parking, in Garden Place.

<https://medium.com/@parismarx/the-war-against-cars-will-ultimately-be-won-and-thats-good-for-everyone-a57b2983c81d>

<https://undark.org/2018/03/22/cities-commitments-cars-foster-inequality/>

<http://www.stuff.co.nz/motoring/news/103324042/hamilton-motorists-told-get-on-the-bus-or-get-up-for-gridlock?cid=facebook.post.103324042>

<https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>

<https://www.stuff.co.nz/national/health/103521868/130-doctors-agree-wellingtons-poor-cycling-infrastructure-is-killing-people>

At a whole economy level, the 2008 NZ study into valuing the health benefits of active modes is useful. It estimated the net benefits from cycling at 16 cents per kilometre (primarily from reduced burden on the health system).

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/workplace-cycling-guide/why/economic/>

<https://idealog.co.nz/casestudies/gathering-speed-e-bikes-new-zealand#.Wuf15f9Mslo.twitter>