



Cycle Action Waikato
Box 19-251
Hamilton
NEW ZEALAND

(Dec 2014)

Cycle Action Waikato submission, By Peter H Bos – ph 850 8835 – cawaikato@can.org.nz

Cycle Action Waikato is a local Group of Cycle Advocates Network (CAN)

<http://can.org.nz/local-groups>

YES we wish to present our group's comments to the council in person.

To: - WRC Draft Regional Land Transport Plan 2015-2045

Reference - <http://www.waikatoregion.govt.nz/Council/Policy-and-plans/Transport-policy/RLTP/Draft-Regional-Land-Transport-Plan-2015-2045/>

First - Cycle Action Waikato wishes to clarify for the reader the different types of cyclist.

- **The neighbourhood / recreational cyclist** – **The highest priority is ensuring a safe environment for children and novices.**

- **Commuter cycling** - Most will choose fastest routes; **they are the main users of the primary cycle network.**

- **Biking for fitness / sport** - Their speed tends to be high for cyclist often cruising at 30km/hr on the flat and higher than 50 km/hr on downhill runs.

For more information on types of cyclists refer page20: [NZTA cycle network & route planning 3.5](#)

* Submission 1 - **Cycle Action Waikato supports planned investment of cycle infrastructure.** Especially 3.0 wide shared use paths, which targets the **highest priority by ensuring a safe environment for children and novice cyclists.**

* Submission 2. (see page 2 to for reference document)

We draw your attention to the recommendation from - 'Southern Links, AEE Appendix O - Traffic Modelling Report', AECOM, 22 Nov 2013 – from Page 41, section '8K – Cobham Dr 60km/h', which states : -

"Recommendation:

- Include the lowering of the speed environment on Cobham Dr to 60km/h in the preferred network.

- Investigate separately the split of traffic between Cambridge Rd and Cobham dr. Ideally the traffic on Cambridge Rd needs to be reduced. "

Cycle Action Waikato Recommendation A:

The safety benefits of reducing the speed to 60kph are so significant, that we wish to see the speed reduction done immediately!

Cycle Action Waikato Recommendation B:

Investigate separately the split of traffic between Cambridge Rd and Cobham Dr. Ideally the traffic on Cambridge Rd needs to be reduced.



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Reference doc.

Southern Links Investigation - Client: NZTA / HCC – 22 Nov 2013

<http://www.waipadc.govt.nz/our-district/MajorProjects/HamiltonSouthernLinks-NoticesofRequirement/Documents/Supporting-Documentation/AEE%20Appendix%20O%20-%20Traffic%20Modelling%20Report.pdf> – from page 41.

8K – Cobham Dr 60km/h

The lowering of the speed limit and speed operating environment on Cobham Dr from 80km/h to 60km/h has positive benefits for S/Links. The lower speed environment better suits the urban environment through which the road passes, and allows the grade separation of the Ring Road over Cobham Dr to have shorter on-ramps and off-ramps with improved road safety and construction footprint due to less earthworks and fill embankments.

The positive traffic impacts for S/Links include increased traffic flows on the Peacockes North-South arterial between the city and Peacockes due to the lower flows on Cobham Dr. This in turn reduces the short-cut traffic on Bader St, and some reduced traffic on Ohaupo Rd. A proportion of the reduced traffic on Cobham Dr however flicks onto Cambridge Rd to access the Ring Road and northern suburbs, although there is still a net reduction on

Cobham Dr even if the Cambridge Rd traffic was encouraged to stay on Cobham Dr through to the Cobham / Ring Road grade separated interchange.

Average intersection delays and worst approach delays are similar to the preferred network in most locations. There is an improvement in LOS at the Cobham Dr / Ring Road northern intersection in the AM peak period due to less northbound right turning movements from the Cobham Dr off-ramp.

In relation to the project objectives, the speed reduction on Cobham Dr allows for the following opportunities:

- Cobham Dr has both on-road and off-road cycle facilities, as well as pedestrian paths on both sides. Cambridge Rd has footpaths and on-road cycle lanes. If the Cambridge rd traffic can be encouraged to stay on Cobham Dr then there will be improved opportunities for walking and cycling on Cambridge Rd. This however is a separate project and NZTA and HCC are investigating this separate to the S/Links investigation.

- Lowering of the speed environment on SH1 Cobham Dr will improve the safety and amenity on SH1. There is also a small reduction in traffic on Ohaupo Rd, therefore a small improvement in safety and amenity on SH3 Ohaupo Rd is expected.

- Reduction in traffic flows through Hamilton East (Cobham Dr) and Glenview (Ohaupo Rd) improves those environments.

- The environmental, cultural and social impacts are improved with lower traffic flows on Cobham Dr and Ohaupo Rd.

- The long term function of the arterial network is reinforced with higher flows on the Peacockes North-South major arterial and reduced flows on Bader St local road.

Recommendation:

- Include the lowering of the speed environment on Cobham Dr to 60km/h in the preferred network.

- Investigate separately the split of traffic between Cambridge Rd and Cobham dr. Ideally the traffic on Cambridge Rd needs to be reduced.

End.