

## **Cycle Action Waikato Submission - 2017 draft updated Futureproof Strategy**

**From:** - Rob Davidson, Peter Bos, and Claire Sherrington (On behalf of Cycle Action Waikato)

Contact details: - Phone Rob 07 856 5217, Email [rob.davidson@actrix.co.nz](mailto:rob.davidson@actrix.co.nz) and [cawaikato@can.org.nz](mailto:cawaikato@can.org.nz)

**To:** - [futureproof@riceres.co.nz](mailto:futureproof@riceres.co.nz)

Cc HCC, Jason Harrison, Cr Dave Macpherson

Cc NZTA, Robert Brodnax

Cc Living Streets, Judy McDonald

Cc CCS Disability Action, Gerri Pomeroy

Cc GEN. ZERO, Rowena Hay

**Yes, CAW does wish to speak at the Futureproof Hearings.**

**Submission Date:- 28<sup>th</sup> July 2017.** Blair Bowcott of HCC has granted Cycle Action Waikato a one-week Extension.

### **Cycle Action Waikato**

- Cycle Action Waikato (CAW) is the local cycle advocacy group for everyday commuter cycling in Hamilton and throughout the wider Waikato Region.
- Our parent umbrella body is the Cycling Action Network (CAN).
- A major goal of CAW and CAN is to get more people cycling, safer, more often.

#### **The CAW Submission is in four parts: -**

Part I - Introduction

Part II - NZTA **interdistrict commuting projects** needing off-road walking and cycling paths to connect across City and District boundaries to the Subregion's predicted Futureproof Growth.

Part III - HCC Walking and Cycling **commuting projects** needed for Hamilton's Futureproof Growth.

Part IV - Minor wording changes needed, for the Futureproof Policy to embrace a significantly **higher level of Safety.**

## **Part I - Introduction**

**FUTUREPROOF IS FAILING for people walking, people cycling, and the mobility impaired, as the 2009 Operative Futureproof Strategy is DORMANT, and NON-FUNCTIONING.**

### **1.1) Why is Futureproof Failing?**

#### **Reasons**

- Sadly, For the 8 years since Futureproof became Operative (in 2009), **HCC, Waipa DC, Waikato DC, and NZTA (HNO) are all still doing 'Business As Usual' approach** (as per pre-Futureproof), for walking, cycling, and the mobility impaired.
- CAW acknowledge the good work done under BAU, that has resulted in the construction of several very good shared-use walking and cycling projects: - HCC's off-road Western Rail Trail, and NZTA's off-road paths along Ohaupo Road (Normandy to Dixon), and Kahikatea Drive/Greenwood Street (Ohaupo to Killarney).
- However, unfortunately the **'Business As Usual' approach does NOT appear to be providing the necessary interdistrict walking and cycling commuting infrastructure** for the projected growth of nearly 50% over 50 years.
- It appears that all the necessary **interdistrict** off-road walkway/cycleway commuting paths to link the three Councils together across their boundaries are **alongside State Highways**, and **NZTA IS UNABLE OR UNWILLING TO PROVIDE THEM**.
- **Interdistrict connections** are needed from **Hamilton to: - Newstead, Tamahere, Cambridge, Horsham Downs, and Ngaruawahia**
- This failure to provide **interdistrict transport (which is the KEY SUBREGIONAL INDICATOR)** for walking and cycling commuting, is a major problem that needs to be addressed by the 2017-updated Futureproof Strategy.

CAW request that the **interdistrict Walking and Cycling commuting** projects of **(Newstead, Tamahere, Cambridge, Horsham Downs, and Ngaruawahia)** be listed in the 2017 Futureproof Strategy.

CAW request that the **interdistrict Walking and Cycling commuting** projects of **(Newstead, Tamahere, Cambridge, Horsham Downs, and Ngaruawahia)** be planned and constructed – within the timeframes requested in this CAW submission.

### **1.2) How can the failing Futureproof Strategy be remedied?**

#### **Reasons**

- *There needs to be a 'Balance between Transport modes'*, i.e. to encourage more walking, cycling, and public transport, so **reducing the reliance on the Single Occupancy motor Vehicles**, and thus increasing the Sustainability of the Futureproof Subregional Transportation Network.
- Unfortunately, as car numbers increase every year, there is more and more conflict for road space. Every year it becomes harder to cycle and more cyclists stop riding their bike. This needs to be remedied.

- **One of the early ACCESS Hamilton goals was to reduce the growth of car ownership, to less than that of Hamilton City population growth.** This is vital given the ‘Futureproof Predicted Population Growth’ of nearly 50%, within 50 years.
- *“Hamilton’s residents and council are committed to creating a more sustainable city.”*  
(Reference: - Hamilton City Council website on Sustainability Indicators, 2004)

CAW request that **Futureproof be awakened and activated** to make a **Sustainable Transport Network**, to efficiently provide for **interdistrict walking and cycling commuting routes**, to provide for the Futureproof ‘Predicted Population Growth’ of nearly 50%, within 50 years.

### **1.3) Valuing people walking, cycling, and the mobility impaired.**

#### **Reasons**

- Fit cyclists can and do daily commute between Cambridge and Hamilton. Less fit cyclists can also manage this on Electric Bikes. Also Electric Mobility Scooters can do the 20km round trip from Hamilton East to The Base and back (with a recharge at The Base in between). This demonstrates that people walking, cycling, and the mobility impaired will regularly commute some distance, provided it is relatively safe to do so.
- **Benefits of Subregional Transport for Walking, Cycling, and the Mobility Impaired: -**
  - Provides safer access for people walking, cycling, and the mobility impaired
  - Provides the option of a healthy mode of transport (exercise built into lifestyle).
  - Provides a means of transport and a level of independence for school children.
  - Provides a mode of transport for those who cannot drive for any reason.
  - Assists in making the vehicular transport more sustainable throughout the subregion.
  - Is an asset for Hamilton City, Waipa District, and Waikato District.
- **Walking and Cycling benefits motorists**  
Every cycle, pedestrian, and Mobility Scooter trip, means one less car on the road. Thus: -
  - Reducing motor vehicle traffic congestion.
  - Reducing motor vehicle parking congestion.
  - Reducing motor vehicle pollution.

CAW request that the 2017 Futureproof Policy **empower the four Councils (HCC, Waipa DC, Waikato DC, and Waikato Regional Council) to require NZTA(HNO) to provide the vital interdistrict walking and cycling commuting facilities requested within Part II NZTA projects: - Newstead (realigned Ruakura Road), Horsham Downs (Waikato River Bridge and Expressway), Hamilton City and Tamahere (Expressway), Ngaruawahia (Expressway), and Cambridge (Expressway).**

#### **Part II Examples of NZTA projects needing off-road walking and cycling commuting paths.**

During the last 8 years of implementation of the 2009 Operative Futureproof Strategy, the following failures (listed below -2.1 to 2.4) have occurred due to **lack of provision of interdistrict commuting** walking, cycling, and the mobility impaired.

## **2.1) Newstead : - NZTA's Realigned Ruakura Road.**

This has been redesigned to funnel the Heavy Truck Trailer Units from Morrinsville and Te Aroha, directly onto the Waikato Expressway, and the Ruakura Inland Container Port, and the Hamilton City Arterial Ringroad. This makes it high difficult and dangerous to cycle on the Realigned Ruakura Road.

### **Reasons**

- *“The most compelling problem associated with cycling in the Waikato Region is that networks and facilities are disconnected, and that this disconnect makes cycling unsafe and inconvenient.” **(Newstead fits this).*** (Reference:-Waikato Regional Council's- 'Cycling in Waikato Region Programme Business Case', 2017)
- CAW strongly lobbied NZTA (through the Notice of Requirement) to provide an **interdistrict commuting** shared off-road walkway/cycleway path to safely connect the **Newstead** 'One Mission' College (Ruakura Rd / Lissette Rd), and the Livestock Improvement Center's 1000 staff, many living well within walking and cycling distance for commuting from **Hamilton** suburbs.
- Unfortunately, the **NZTA-designed path** stops long before the Livestock Improvement Center. The combination of the lack of off-road walkway/ cycleway path, and the huge increase in heavy Trucks, **creates Community Severance**. This is demonstrated by the Livestock Improvement Center's plan to expand their carpark by 100 more spaces to cater for more people who find walking and cycling unsafe with so many heavy trucks on that road.
- The 2009-15 Operative Waikato Regional Walking and Cycling Strategy supports this **interdistrict connection** of the Futureproof Sub regional Growth area. It states that: - *“Waikato Road Controlling Authorities...where appropriate collaborate to ensure cross boundary linkages”*.
- **This off-road Walkway/Cycleway path is necessary to achieve the HCC goal of Vision Zero = no deaths.**
- **This Cycle Route is necessary to cater for the Futureproof predicted growth of nearly 50% over 50 years.**

CAW request that the 2017 updated Futureproof Strategy list this **Newstead to Ruakura (+Hamilton City) interdistrict** walking and cycling **commuting** project (for construction by 2019).

CAW request that within the next 12 months, that **Waikato District Council** implement a **workplace travel Plan** for the **Livestock Improvement Center**, and a **School Travel Plan** for the **One Mission College**.

CAW Request that within the next 2 years (2019), that NZTA, HCC, and WDC, work together to design and build an off-road walkway / cycleway path along the Realigned Ruakura Rd, to provide the necessary **interdistrict commuting link, safely connecting** the **Newstead 'One Mission' College and Livestock Improvement Center, to Ruakura +Hamilton** for commuting by people walking, cycling, and the mobility impaired.

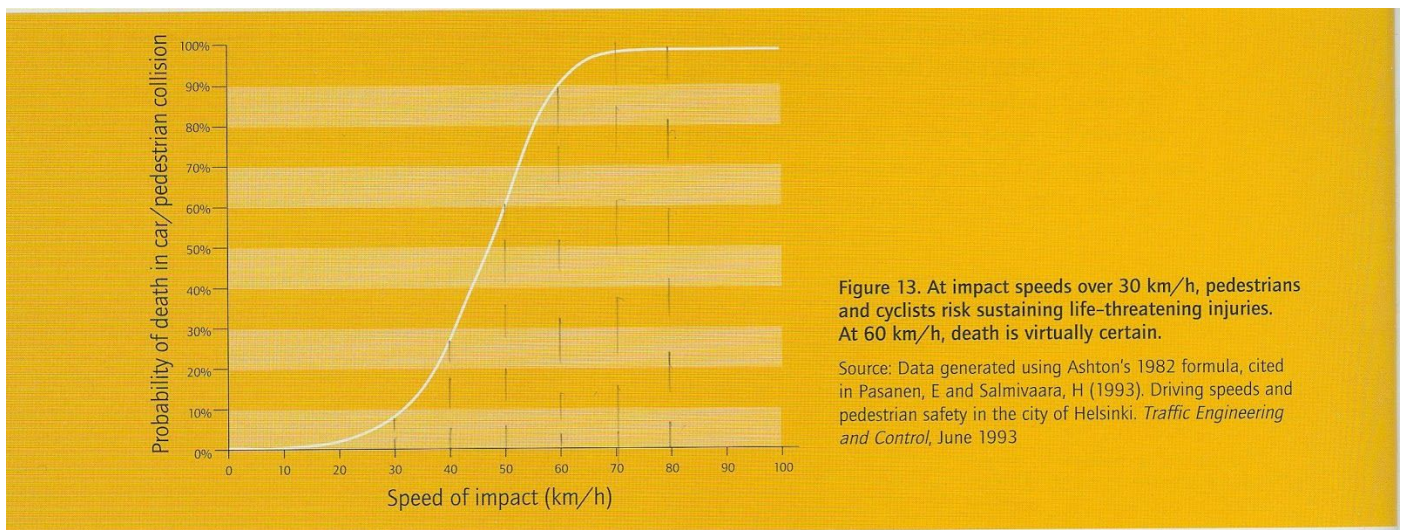
## **2.2) Horsham Downs – Expressway Connection to this Future Part of Hamilton City**

In 2011 the Hamilton City northern boundary moved outwards to Te Rapa Expressway / Waikato River. Further northern boundary expansion is proposed to move the Hamilton City boundary outwards to Ngaruawahia Expressway/ Hamilton Expressway, thus making Horsham Downs an integral part of Hamilton City. The indicative boundary change date is 2045 (Reference, Michael Spurr, HCC Strategic Unit Planner). However the boundary change could be put in place a lot sooner than that (from 2020 onwards).

### **Reasons**

- *“The most compelling problem associated with cycling in the Waikato Region is that networks and facilities are disconnected, and that this disconnect makes cycling unsafe and inconvenient” **(Horsham Downs fits this)*** (Reference:-Waikato Regional Council's- 'Cycling in Waikato Region Programme Business Case', 2017)

- **NZTA has KNOWINGLY CREATED COMMUNITY SEVERANCE for commuting walking, cycling, and the mobility impaired, within the 2045 proposed future Hamilton City boundaries. This is negligent and highly unacceptable. It must be remedied ASAP.** The brand-new Waikato River Expressway Bridge constructed at Horitu did not include the future-proposed bridge clipon off-road walkway/ cycleway path.
- **CAW was told by NZTA Project Engineers that: - “It is not cost effective to provide the off-road walkway/ cycleway path bridge section with the main motor vehicle bridge construction, as the walking and cycling use is not needed until 2045”.** However, the completion of the Waikato Expressway construction in 2020 will end the availability of Expressway funding. **There will not be any funding available (in 2045) for the clipon off-road walkway/ cycleway path. It will not be built.**
- The completed sections of the Waikato Expressway can now have the legal speed limit raised to **110kph.** **This combined with High volume of traffic, and large numbers of heavy truck and trailer units, makes using the Bridge on-road shoulders LETHAL for walking, cycling, and the mobility impaired.**
- A cyclist, mobility scooter, or pedestrian, is hit from behind by a motor vehicle doing 110kph, the **resultant collision speed** of 70 to 100kph will have a probability of death close to 100% from sustaining life threatening injuries. Please see graph below. (Reference Road Safety to 2010, LTSA).



- **This off-road Walkway/Cycleway path is necessary to achieve the HCC goal of Vision Zero = no deaths.**
- **This Cycle Route is necessary to cater for the current growth - “Hamilton has grown faster than predicted in the past two years. In the next five years Hamilton’s population is estimated to continue growing from 161,000 in 2016 to 177,000 in 2021.”**
- **This Cycle Route is necessary to cater for the Futureproof predicted growth of nearly 50% over 50 years.**
- ACCESS Hamilton states of Walking and Cycling, that: - “All new Developments and road upgrades are now required to make provision for pedestrians and cyclists.” Logically this mandate also includes Expressway construction through the future mapped Hamilton Growth area of Horsham Downs, which is labeled HT1.
- This is supported by the Hamilton Press article (of 22/2/2017) where HZTA Highway Manager Niclas Johansson reports that NZTA and HCC are holding public open days relating to Walking and Cycling Accessibility, on Urban State Highways within Hamilton.
- CAW have seen the 2014 Futureproof General Briefing Paper, which outlined Transport implementation Detail, that the Waikato Expressway would provide walking and cycling transport across the Futureproof sub region.



CAW request that the 2017 updated Futureproof Strategy list the HCC indicative date of the Horsham Downs Boundary Change for the area labeled as 'HT1' to become a part of Hamilton City.

CAW request that the 2017 updated Futureproof Strategy list this **Horsham Downs interdistrict commuting link** comprising; - the Waikato River Bridge and the Ngaruawahia Expressway off-road walkway/ cycleway path (Horsham Downs area) projects for construction by 2020.

CAW Request that NZTA, and HCC, work together to design and build the **Horsham Downs interdistrict commuting link** comprising;- (i)The bridge clipon off-road walkway/ cycleway path on the Waikato River Expressway Bridge at Horitu, and (ii) The off-road walkway/ cycleway path along Ngaruawahia Expressway to the 2045 proposed Hamilton City boundary.

**Both to be constructed by the Auckland to Cambridge Expressway completion date of 2020.**

### **2.3) Hamilton Expressway and Tamahere Expressway**

With the population growth predicted by Futureproof over 50 years, it is vital that as the city boundary moves outwards, that an outer off-road walkway/ cycleway path be provided alongside the Hamilton Expressway across the urban area of Hamilton City. This will complement the inner off-road walkway/ cycleway path alongside the City Arterial Ringroad of Wairere Drive.

### **Reasons**

- The **Hamilton Expressway and Tamahere Expressway** need to provide an **interdistrict commuting** off-road walkway/ cycleway path **to connect (i) Tamahere Township through to Ruakura + Hamilton City, and (ii) Horsham Downs to Rototuna, Flagstaff, and Ruakura.**
- **This off-road Walkway/Cycleway path is necessary to achieve the HCC goal of Vision Zero = no deaths.**
- **This Cycle Route is necessary to cater for the current growth - "Hamilton has grown faster than predicted in the past two years. In the next five years Hamilton's population is estimated to continue growing from 161,000 in 2016 to 177,000 in 2021."**
- **This Cycle Route is necessary to cater for the Futureproof predicted growth of nearly 50% over 50 years.**
- This CAW request is supported by the Hamilton Press article (of 22/2/2017) where HZTA Highway Manager Niclas Johansson reports that NZTA and HCC are holding public open days relating to Walking and Cycling Accessibility, on Urban State Highways within Hamilton.
- Unfortunately, as with the vast majority of Waikato Expressway sections, it is most likely that this possible future off-road walkway/ cycleway path of the Hamilton Expressway will not be built. Only the URBAN Te Rapa Expressway Section has had an off-road walkway/ cycleway path built. The Hamilton URBAN Expressway Section should also have an off-road walkway/ cycleway path built.
- ACCESS Hamilton states of Walking and Cycling, that: - *"All new Developments and road upgrades are now required to make provision for pedestrians and cyclists."* Logically this mandate also includes the Waikato Expressway across Hamilton City.
- CAW have seen the 2014 Futureproof General Briefing Paper, which outlined Transport implementation Detail, that the Waikato Expressway would provide walking and cycling transport across the Futureproof sub region.

- Given that the Hamilton Expressway is costing \$637Million, the walking and cycling provision requested by CAW is but a drop in the bucket.

CAW request that the 2017 updated Futureproof Strategy list these two **interdistrict commuting** projects: - Hamilton Expressway and Tamahere Expressway off-road walkway/ cycleway paths, for construction.

CAW Request that NZTA, and HCC, work together to design and build this Hamilton Expressway project for **interdistrict commuting to Tamahere, and within Hamilton**, by people walking, cycling, and the mobility impaired, as an integral part of the Hamilton Expressway construction.

CAW Request that NZTA, and WaipaDC, work together to design and build this Tamahere Expressway project's off-road walkway/ cycleway path for **interdistrict commuting between Tamahere and Hamilton**.

#### **2.4) Ngaruawahia Expressway, and Cambridge Expressway**

To provide a Sustainable Transport Network for 50 years, requires that the (i)Ngaruawahia, and (ii)Cambridge Expressway Sections, provide a high quality off-road walkway/ cycleway path (as per Te Rapa Expressway) linking the Futureproof Growth areas of Waikato DC, Hamilton City, and WaipaDC for **interdistrict commuting by walking, cycling, and the mobility impaired**.

#### **Reasons**

These two routes provide: -

- A direct route for commuters
- High Safety (off-road path physically separated from motor vehicles).
- High Personal Security (street lighting from the Expressway).
- High Personal Security (off-road walkway/ cycleway path users are visible from the Expressway motor vehicles).
- The alternative provision of signed quiet roads, (cheap and nasty) - is a very low quality level of service provision for walking and cycling. That would suffice if there was no-growth in the subregion, however there is nearly 50% growth predicted over 50years. This necessitates a much higher quality level of service provision for walking and cycling than 'Business as Usual' approach.
- CAW have seen the 2014 Futureproof General Briefing Paper, which outlined Transport implementation Detail, that the Waikato Expressway would provide walking and cycling transport across the Futureproof sub region.
- The 2009-15 Operative Waikato Regional Walking and Cycling Strategy supports these two connections across the District and City Boundaries of the Futureproof Sub regional Growth area. It states that: - *"Waikato Road Controlling Authorities...where appropriate collaborate to ensure cross boundary linkages"*.
- **These two off-road Walkway/Cycleway paths are necessary to achieve the HCC goal of Vision Zero = no deaths.**
- **These two Cycle Routes are necessary to cater for the current growth -** *"Hamilton has grown faster than predicted in the past two years. In the next five years Hamilton's population is estimated to continue growing from 161,000 in 2016 to 177,000 in 2021."*
- **These two Cycle Routes are necessary to cater for the Futureproof predicted growth of nearly 50% over 50 years.**
- **These two Cycle Routes are supported in the Waikato Regional Council's – 'Cycling in Waikato Region Programme Business Case', 2017.**

CAW request that the 2017 updated Futureproof Strategy list these two **Ngaruawahia to Hamilton, and Cambridge to Hamilton** Expressway **interdistrict commuting** off-road walkway/ cycleway path projects for construction.

CAW Request that NZTA, HCC, WaipaDC and Waikato DC, all work together to design and build this **Ngaruawahia to Hamilton, and Cambridge to Hamilton** Expressway projects for **interdistrict commuting** by people walking, cycling, and the mobility impaired. Both to be constructed by the Auckland to Cambridge Expressway completion date of 2020.

**Note: - Given that the Waikato Expressway is costing over \$2Billion, the cost of the walking and cycling provisions CAW is requesting (2.2 to 2.4) are easily manageable.**



## Part III - HCC Walking and Cycling projects needed for Hamilton's Futureproof Growth.

### **3.1 Vision Zero = (No Deaths)**

Until 20 June, the Council's goal was to reduce road deaths over the next decade to below 38, the number for the last decade. But after hearing a submission by Cycle Action Waikato Chair, Peter Bos, the Council revised the figure to zero deaths from traffic crashes within 10 years.

### **Reasons**

- The Vision Zero traffic safety system prioritises safety above economic or other goals.
- The Council has said it is no longer acceptable to have deaths on city streets.
- It's the duty of Councils to protect all citizens. Life and health can never be exchanged for other benefits within society.
- This is the right thing to do, and is consistent with a global-shift towards Vision Zero.
- The transport safety goal is part of the ACCESS Hamilton Strategy, which lays out transport priorities for the next 30 years.
- **CAW wish to see the Vision Zero concept adopted by the 2017 Futureproof Strategy, and later adopted all Councils throughout the whole Waikato Region.**

CAW Request the that the 2017 updated Futureproof Strategy incorporate Vision Zero Principle into the Futureproof Subregion, for all three councils (HCC, Waipa DC, and Waikato DC).

### **3.2) HCC Staff levels for Walking and Cycling**

CAW would like to see HCC put more staff time into providing walking and cycling work, to up the game from Business as Usual (for the current Hamilton population) to providing for the Futureproof predicted population of nearly 50% increase over 50 years (from 2009).

### **Reasons**

- The December 2016 News article 'Hamilton signs housing accord', states that: - *"Hamilton has grown faster than predicted in the past two years. In the next five years Hamilton's population is estimated to continue growing from 161,000 in 2016 to 177,000 in 2021."*  
(Reference <http://www.hamilton.govt.nz/our-council/news/Pages/default.aspx?newsItem=5507>)
- The current Hamilton walking and cycling Fulltime Equivalent staff /100,000 people of 2.0 is the second lowest of six major City Councils: - Christchurch (1.5), Hamilton (2.0), Wellington (2.1), and Auckland (2.1).
- **The Hamilton level of 2.0 FTE /100,000 people, is way below that of Tauranga (3.5), and Dunedin's level at (3.7) is almost twice that of Hamilton.** Please see table below (Reference: - 'Benchmarking Cycling and Walking in Six New Zealand Cities', Pilot Study 2015, NZ Centre for Sustainable Cities).

## 10.1. Councils

All of the cities employed staff or contractors dedicated to working on active transport issues. Councils' full-time equivalent workers with active transport issues as part of their job description are listed in Table 30. Per capita, Dunedin and Tauranga devoted the most staff resources to active travel.

Table 30 City council FTE staff working on bicycle or pedestrian issues, six cities

	FTE staff working on active transport 2015	Usually resident population 2013	FTE per 100,000 people (approximate)
<b>Auckland</b>	30	1,415,550	2.1
<b>Tauranga</b>	4	114,789	3.5
<b>Hamilton</b>	2.8	141,615	2.0
<b>Wellington</b>	4	190,956	2.1
<b>Christchurch</b>	5	341,469	1.5
<b>Dunedin</b>	4.5	120,246	3.7

Sources: City Survey Q16. Statistics New Zealand, Census of population and dwellings 2013

CAW request through the 2017 updated Futureproof Strategy, that HCC increase the Fulltime Equivalent Walking and Cycling Staff/100,000 people, from 2.0 to 3.5, - that which is currently provided by Tauranga and Dunedin (3.5 – 3.7)

### **3.3) Central City (CBD)**

This is one area of Hamilton that is difficult to cross for cycle commuters.

#### **Reasons**

- *“The most compelling problem associated with cycling in the Waikato Region is that networks and facilities are disconnected, and that this disconnect makes cycling unsafe and inconvenient.” **(The CBD fits this).** (Reference:-Waikato Regional Council's- ‘Cycling in Waikato Region Programme Business Case’, 2017)*
- For Futureproof Growth within Hamilton City, HCC needs to join together the three Central City Primary Cycle Routes (Western Rail Trail, Victoria St South, and the Riverpaths) via a **4<sup>th</sup> Primary Cross-CBD Cycle-Connector**, a cycle friendly link, comprising on-road cycle lanes and a 30kph speed limit along Bryce Street (from WRT at Seddon Rd, to Victoria Street, and to the Riverpath). With Cycle Route Signage.
- **This low-speed cross-city cycling route is necessary to achieve the HCC goal of Vision Zero = no deaths.**
- **This Cycle Route is necessary to cater for the current growth - “Hamilton has grown faster than predicted in the past two years. In the next five years Hamilton’s population is estimated to continue growing from 161,000 in 2016 to 177,000 in 2021.”**
- **This Cycle Route is necessary to cater for the Futureproof predicted growth of nearly 50% over 50 years.**
- For cycle commuters, this would link both Western Rail Trail and Riverpath with CBD employment in Victoria Street (South), and Barton Street (North), thus providing much-needed safe cycle access to encourage more people to safely take up regular cycle commuting into Employment within the CBD.

#### **Please Note (for construction): -**

- The hardest section of the Primary Cross City Cycle Connector has already been built; - along Bryce Street (from Victoria to Tristram) = (30kph, + cycle lanes).

- The remaining two end blocks Bryce Street (Seddon to Tristram) and (Victoria to Riverpath) need 30kph rezoning.
- The busy section of Bryce (Seddon to Tristram) needs on-road cycle lanes.
- With 30kph rezoning, the quieter cul-de-sac end of Bryce Street (Victoria to Riverpath) may not even need on-road cycle lanes.
- Cycle Route signage is needed for direction finding, and to encourage more use.
- **Much of this work could be done through the Transportation Unit's Minor Safety and Access Program.**

CAW request that the 2017 updated Futureproof Strategy list this Primary Cross CBD Cycle Connector project for construction within the next 12 months.

CAW Request that HCC complete the 2016 Primary Cycle Route Map containing Primary Cycle Routes (Western Rail Trail, Victoria St South, and the riverpaths) via a 4<sup>th</sup> Primary Cross CBD Cycle Connector Bryce St (Seddon Road to Riverpath) for the CBD.

CAW request that **HCC embed this Primary Cycle Route Map into the Central City Transformational Plan** (just as the cycle facilities on each Structure Plan (e.g. Peacockes) are embedded into the District Plan.

**Note, currently there is absolutely no CBD cycle provision in the Central City Transformational Plan.**

CAW request that HCC construct the Primary Cross CBD Cycle Connector project within the next 12 months.

### **3.4) Connecting the Major Cycling Destinations of Hamilton City**

For Futureproof Growth within Hamilton City, HCC needs to **connect** the **six major Hamilton cycle commuting destinations** mapped on HCC 30 year Biking Plan, **to the City Arterial Ringroad**, via safe cycle facilities (either off-road walkway/ cycleway path), or Separated Bike Facility, which have on-road cycle lanes that are physically separated (and protected) from motor vehicles. To achieve this the following connections need to be funded and built:-

#### **3.4 (i) The HCC Biking Plan's 'School Link'**

##### **Reasons**

- **This 'School Link' will safely connect to 15 schools (9500 students) and to Chartwell Mall.**
- **This 'School Link' Separated Bike Facility is necessary to achieve the HCC goal of Vision Zero = no deaths.**
- **This 'School Link' Cycle Route is necessary to cater for the current growth - "Hamilton has grown faster than predicted in the past two years. In the next five years Hamilton's population is estimated to continue growing from 161,000 in 2016 to 177,000 in 2021."**
- **This 'School Link' Cycle Route is necessary to cater for the Futureproof predicted growth of nearly 50% over 50 years.**
- **Children need to develop healthy habits for life, such as walking or cycling for transport.** Safe space would encourage parents to allow their children to cycle to school. Ironically, parents concerned about the dangers of traffic, drive their children to school, which increases the traffic danger problem.
- **There is increasing awareness of the problems of obesity due to lack of exercise (both in adults and children).** There are only three physical activities that people can 'build into their lifestyle' to

give them regular exercise: - walking, cycling and gardening. (Reference: - “Pedaling Health = Health Benefits of a Modal Transport Shift”-Roberts et al, 1995).

CAW request that the 2017 updated Futureproof Strategy list this ‘School Link’ (Separated Bike Facility) project for construction within the next 3 years.

CAW Request that HCC design this ‘School Link’ project as a **‘Separated Bike Facility’**.

CAW Request that HCC engage an Engineering Consultant with experience of designing **‘Separated Bike Facility’** projects that are **working well for cyclists, motorists, and pedestrians**.

CAW request that HCC construct the ‘School Link’ (Separated Bike Facility) project within the next 3 years.

### **3.4 (ii) University of Waikato**

With over 10,000 Students, Teaching Staff, and ancillary workers, the University needs good, safe, cycle access.

#### **Reasons**

- The recent introduction of paid car parking for University students means that safe cycle commuter access can’t wait 10-20 years. The University immediately needs a safe off-road walkway/ cycleway path connecting to Wairere Drive.
- **This University Cycle Route is necessary to achieve the HCC goal of Vision Zero = no deaths.**
- **This University Cycle Route is necessary to cater for the current growth - “Hamilton has grown faster than predicted in the past two years. In the next five years Hamilton’s population is estimated to continue growing from 161,000 in 2016 to 177,000 in 2021.”**
- **This University Cycle Route is necessary to cater for the Futureproof predicted growth of nearly 50% over 50 years.**
- Ruakura Road (Knighton to Wairere Drive) is a Limited Access Road = NO Driveways, which makes it ideal for the provision of a safe shared-use off-road walkway/ cycleway path. This section of path needs to be widened from pedestrian-only footpath width (2.0m), to 2.5-3.0m (max 3.0m width where possible for high-use). Where the path narrows at the Wairere Drive end for 20m length, using chicanes at both ends of the 20m length can slow cyclists on the narrower path. The chicane bars need to be installed at cycle width spacing of 2.5m apart.
- **This solution is relatively low-cost and easily installed on flat ground, and with covered drains.**
- **Much of this work could be done through the Transportation Unit’s Minor Safety and Access Program.**

CAW request that the 2017 updated Futureproof Strategy list this University path-widening project for construction within the next 12 months.

CAW request that within the next 12 months, that HCC implement a Workplace Travel Plan for the University.

CAW request that HCC construct the University path-widening project within the next 12 months.

### **3.4 (iii) Hospital**

The Hospital has 5000 staff, plus outpatients and daytime visitors.

## Reasons

- **Better accessibility for people walking, cycling, and mobility impaired, could reduce the Hospital's very-high Car parking demand.**
- **This Accessible Hospital Route is necessary to achieve the HCC goal of Vision Zero = no deaths.**
- **This Accessible Hospital Route is necessary to cater for the current growth - "Hamilton has grown faster than predicted in the past two years. In the next five years Hamilton's population is estimated to continue growing from 161,000 in 2016 to 177,000 in 2021."**
- **This Accessible Hospital Route is necessary to cater for the Futureproof predicted growth of nearly 50% over 50 years.**
- **The Hospital urgently needs a low-gradient ramped access (for both mobility impaired and bicycles) to replace the stairs off the Lorne St carpark (beside the Scout Hall).** This would directly connect the lower end of Lorne Street with Hague Road providing good Hospital access, with a much, much shorter trip, and also without the hills for walking, cycling, and the mobility impaired.
- This will also require a Pedestrian Refuge Island Crossing, (and either push button traffic lights, or zebra crossing), on Lorne Street (State Highway). This is supported by the Hamilton Press article (of 22/2/2017) where HZTA Highway Manager Niclas Johansson reports that NZTA and HCC are holding public open days relating to **Walking and Cycling Accessibility, on Urban State Highways within Hamilton.**

CAW request that the 2017 updated Futureproof Strategy list this Hospital Ramped access project for construction within the next 12 months.

CAW request that within the next 12 months, that HCC implement a Workplace Travel Plan for the Hospital.

CAW request that within the next 12 months, that HCC work with WDHB to achieve accessible (Ramped) access by the Scout Hall.

CAW request that within the next 12 months, that NZTA work with HCC to construct a Pedestrian Refuge Island, (and either push button traffic lights, or zebra crossing) prior to the driveway entrance for the Scout Hall and the small Hospital Car Park area.

### **3.3) Upgrade (26x)Alleyways to Shared-use pedestrian /cycle use**

In 2007 Cycle Action Waikato requested (through the HCC Traffic Bylaw Review), that HCC investigate which of the city's **nearly 150 existing pedestrian-only alleyways** meet the safety criteria (suitable gradient, width, and sightlines) and so are suitable for an upgrade to shared-use pedestrian /cycle alleyways.

In April 2009 HCC adopted the 'Shared-use alleyways in Hamilton' report.

The Cycle Action Waikato request was upheld by the HCC report which states of 'Possible courses of action' (4.1.2), that: - "*Option 2: retrofit 26 alleyways with new signage indicating shared use. Financial cost estimated to be \$4,300 assuming a range of different signage requirements for each alleyway will be needed*".

The 7 April 2009 Active Transport Subcommittee 'Recommendation' on the 'Shared-use alleyways in Hamilton' report, states that: - "*The Active Transport Subcommittee received the report and support option 2 subject to existing funding becoming available*".



## **Reasons**

- **This project (opening up 26x Alleyways to cycling) enables more people to cycle on quiet safer local roads for short local trips - to Schools (Primary, Intermediate, and High School), Dairy, Chinese Takeaways, Video Station, Library, Swimming pools, local Sports games, and visiting friends and family, thus avoiding big busy roads.**
- **Despite being approved by Council, this Alleyways upgrade project has still not been done.**
- ACCESS Hamilton supports this proposed upgrade. The report ‘Discussion’ (3.5.2) states that: - *“Permitting cycling through alleyways helps Council to achieve the community demand for more cycling and walking opportunities.”*
- **This Alleyways upgrade project is necessary to achieve the HCC goal of Vision Zero = no deaths.**
- **This Alleyways upgrade project is necessary to cater for the current growth - “Hamilton has grown faster than predicted in the past two years. In the next five years Hamilton’s population is estimated to continue growing from 161,000 in 2016 to 177,000 in 2021.”**
- **This Alleyways upgrade project is necessary to cater for the Futureproof predicted growth of nearly 50% over 50 years.**
- **This project is very good value for money. \$165 is the average cost of upgrading each of the 26 alleyways to shared-use standard. (\$165x26=\$4,300).**
- **This work could be done through the Transportation Unit’s Minor Safety and Access Program.**

CAW request that the 2017 updated Futureproof Strategy list this ‘26x Alleyways upgrade’ project for construction within the next 2 years.

CAW request that within the next 2years, that HCC construct the ‘26x Alleyways upgrade’ project.

## **Part IV - Minor Futureproof Policy wording changes needed, to embrace a significantly higher level of Safety.**

**ADD** the words **SAFE AND** before efficient **3 places (listed below)**

### 1.3 Guiding Principles

Page 12, Affordable and Sustainable Infrastructure

Ensure development is planned to support **SAFE AND** efficient transport infrastructure, including public transport provision and reduced dependence on motor vehicles.

### 10.4 Residential Development

Page 59, Applicable Future Proof Principles

Ensure development is planned to support **SAFE AND** efficient transport infrastructure, including public transport provision and reduced dependence on motor vehicles.

## 11.1 Transport

Page 69, Applicable Future Proof principles

Ensure development is planned to support **SAFE AND** efficient transport infrastructure, including public transport provision and reduced dependence on motor vehicles.

**Change** – Place **SAFETY** before efficiency

## 11. Affordable and Sustainable Infrastructure

Page 71, Issues

Growth, particularly in Auckland and Hamilton cities, is increasing vehicle use for both freight and passengers, reducing the **SAFETY** and efficiency of transport systems.

### **Reasons for adding and change in wording**

- Supports

**This policy is necessary to achieve the HCC goal of Vision Zero = no deaths.**

- Supports - Kingi Tuheitia statement page 2

“Without balance - waka sink. All waka! There is no place for compromising waka as the safety of all that travel within them, are put at risk”.

- Supports - Safer Journeys (2010) page 21

Without placing safe first this lead road safety strategy is at risk of showing a road system increasing in deaths.

- Supports - page 59 of 'Draft Waikato Regional Road Safety Strategy 2017-21'

“Road safety has been elevated as a key regional focus for investment and effort”

“No death or serious injury caused by road related crashes are acceptable to the region’s stakeholders”

'Life and health can never be exchanged for other benefits within society'.