

[SLIDE 1]

Hello your worship the mayor and councillors,

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

[SLIDE 2]

NZ has the 4th highest number of vehicles per capita, 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.

[SLIDE 3]

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.

[SLIDE 4]

So doubling the number of bicycle journeys would be a great start. 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.

The recently-opened and excellent Western Rail Trail notwithstanding, I have to ask: are we really giving cycling a fair shake here in Hamilton? Try to name any other form of transport spending that comes close to cycling infrastructure in terms of bang for buck; a 2008 NZ study cited by the NZTA Workplace Cycling Guide calculated net benefits to society equal to 16c per kilometre cycled. I ask that you read the research that is out there and let's drop the notion that Hamilton would somehow be an exception to this.

[SLIDE 5]

So how can we do better?

Firstly we need to ameliorate some of the worst black spots in the street network that discourage people from biking. Safe access to the 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. With an increasing CBD population we can expect higher than

average bike ownership due to proximity to destinations and the reduced availability of free parking.

With oil prices trending up, fuel excise duty to increase, the council seeking to impose a regional fuel tax (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.

[SLIDE 6]

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 reallocate the parking lane on an arterial for a protected bike lane, leave it a few months and see how people respond.

Finally we must get better value from the transport system by making navigation of the walking/cycling networks easier with wayfinding signage.

I support all of the proposed Bike Plan projects 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.

Peoples' transport habits take time to change and if we keep growing the number of single occupant vehicles on our roads we're going to ruin the city.