



8th April 2018

From: - Cycle Action Waikato, a regional group of Cycle Action Network

CAW Submission contact: -Claire Sherrington 021907787

Email: - cawaikato@can.org.nz

Thank you for inviting us to submit to your Waikato Regional Land Transport Plan (RLTP) 2018.

Firstly we would like to congratulate you on your achievements with your RLTP 2018 work. CAW would like to commend you that this submission reflects the excellent work of the Regional Road Safety Strategy 2017-21 and incorporates the superb work from the Regional Cycling Programme Business Case.

### **Executive Summary**

#### **Commend**

- tackling our complex road safety problem and the disproportionate number of deaths and serious injuries in the region
- providing for the access and mobility needs of our communities in a changing social, demographic, economic and technological landscape.

### **2.3 Problem 2: Road Safety**

#### **Action Required**

- *Up to 15 per cent of DSI crashes involve people not wearing seatbelts or helmets.*

CAW would like this statistic split up into the different road users as currently it leaves room for misinterpretation. e.g x% of DSI cyclist crashes involve people not wearing helmets.

CAW would consider it is given to including near miss/accidents when talking about Road Safety. The safe system approach talks about DSIs at the top of the pyramid, with the next layer being near miss/accidents (of which isn't likely to get reported on). We felt that the near miss/accidents will give significant depth to our findings/evidence and would be crucial in shaping road safety solutions for all road users.

Information sources that may assist could be [www.midlandtrauma.nz/what-we-do/trauma-registry/](http://www.midlandtrauma.nz/what-we-do/trauma-registry/) database and ACC data.

### **2.4.1 Access and mobility in rural areas**

#### **Action required**

CAW would like consideration given to adding bike racks to rural buses services like the Urban Connector and the Te Awamutu bus routes.

### **2.4.2.1 Public transport**

#### **Action required**

CAW would like consideration given to park and ride for buses and train options.

CAW would like consideration given to installing and promoting more bike parking options and locations.

### **2.4.2.3 Walking and cycling**

#### **Action Required**

CAW is concerned that this statement has more of a focus on urban movement, we feel that this plan should implement the statement on page 11(Economic development/Strategic Corridors) that cycle trails should provide safe access to tourist attractions. Of the ten tourist attractions on Map 1, only Karangahake Gorge is shown as connected to a cycle trail.

For example, SH23 Raglan corridor as it is classed as strategic arterial corridor. Raglan has a growing population and is a centre of tourism with its art, craft and beaches. (ref <https://www.stuff.co.nz/waikato-times/news/99658503/tourism-funding-boost-waikato-hotspots>) . Also, CAW has been involved in approximately two-year Safe Roads stakeholder conversation, resulting in no tangible outcomes.

CAW supports the building of 3m wide shared-use path separated from high-speed traffic, alongside SH23 from Hamilton past/to Whatawhata/Raglan.

CAW would like consideration given to the several possible alternatives to SH23 (e.g. Te Araroa, paper road through Whatawhata AgResearch, Old Mountain, Fillery/Vandy/Plateau/Waimaori/Te Hutewai, building the railway that was never built as a cycleway), but most only avoid part of SH23 and follow steeper, more tortuous alignments. Therefore it seems to me the best options are the railway (but probably too expensive), extending the SH23 shoulder and getting at least an hourly bus with cycle racks.

## **3.3 Our land transport objectives - where we want to get to**

### **Commend**

Land transport in the Waikato region is a Safe System, working towards zero deaths and serious injuries.

## **3.5 Our land transport priorities**

### **Commend**

- (Strategic corridors) growing connected regional cycle trails.
- (Safety) progressing key short term road safety priorities – leadership, safe speeds and safe road use.

### 3.6 Putting it all together - our policy framework for the plan

#### Commend

- (Access and mobility) Broadening of focus area, from managing demand and providing transport choices, to trying to address the underlying problems that affect people's ability to access the transport system.
- (Access and mobility) Planning for public transport solutions for areas of high growth.
- (Access and mobility) Strengthening the mandate of the Rural Transport Forum and regional Cycling Steering Group to drive desired outcomes.
- (Access and mobility) Stronger focus on supporting local and regional initiatives to provide community transport options (supporting customised funding and delivery models)
- (Safety) Sharper focus on short-term priorities identified through review of the Waikato Regional Road Safety Strategy 2017-2021 (WRRSS).
- (Safety) Empowering Regional Road Safety Forum to oversee planning and delivery of road safety in the region.

#### 3.11 Affordability underpinning objective template

##### Action required

*The RTC and transport partners to explore innovative and collaborative alternative transport funding solutions, including co-investment arrangements, and including supporting initial investigations by Hamilton City Council for the application of a future regional or subregional fuel tax.*

CAW supports this proposal, and if people can be given rates reductions at the same time as regional fuel tax is levied it could lead to a significant amount of mode shift.

### 6.3 Monitoring report cards

#### Commend

**KPI 2:** Increase public transport, walking and cycling travel to work mode share in Hamilton from 2013 levels.

**KPI 3:** Improve perception ratings across the region for public transport, walking and cycling from 2015 levels.

**KPI 4:** Increase walking and cycling counts in Hamilton and other urban centres from 2018 levels.

**KPI 6:** Increased investment in urban cycle facilities in urban centres from 2018 levels.

##### Action required

**(Road Safety) KPI 1:** Reduced number of deaths and serious injury crashes for each mode and crash factor, compared to the 2004-2008 five year average baseline.

CAW would like consideration given to incorporating a near miss/accidents KPI.

### Appendix 9 - Significant transport activities table

#### Action required

Out of 68 schemes listed, only these 5 mention cycling (the funding for them - and a few others - is shown in Table 13: Walking and Cycling - New Activities totalling \$55,319,445 - contrast with new roads spending of \$3,225,000,000) -

1. (21) 2018 Biking Plan - Connectivity Projects
2. (22) 2018 Biking Plan - School Link Cycleway & PT
3. (23) SH1 Hamilton to Cambridge Cycle Connection
4. (25) 2018 Biking Plan - University Route
5. (61) Hamilton Urban Improvements - Suburban cycle routes

CAW has concerned that there are only 5 cycling projects listed.

CAW would expect that this cycling investment weighting will change with the recent sentiments of recent govt announcement.

CAW would like to see higher rankings of these cycle projects.

CAW would like to see more cycle specific projects included in this list e.g SH23 Raglan corridor and more projects from the Access Hamilton or Bike Hamilton.

CAW would like to see "investment in infrastructure for active transport safety around schools" line this would be beyond the Bike Hamilton's Hamilton schools link project but a programme of similar projects looking at safety around **all** schools across **all** Waikato towns.