

Cycle Action Waikato Presentation to: - HCC Growth & Infrastructure Committee

12th September, 2017

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In August Cycle Action Waikato reviewed Hamilton's Walking & Cycling statistics, as part of the submission process of the 2017 Futureproof Review.

We noted that all the good planning done on 'Settlement Plans' and 'Population Densities' in the FutureProof Subregion (of which Hamilton is the vast majority of area) will not work, unless the majority of the Transport Barriers to people Walking, Cycling, and the Mobility Impaired are removed.

‘Business as Usual’ for Walking and Cycling, Creates the following major problems:

- Community Severance Barriers.
- Few choices of viable Active Transport modes.
- Low Community interaction.



- Hamilton’s got an unhealthy sedentary population. A recent study shows Hamilton’s active transport level fares poorly against the other NZ cities.

‘Business as Usual’ for Walking and Cycling, Creates the following major problems:

- High Traffic congestion at Peak times of Work and School Travel.
- High Motor vehicle pollution.
- High Car parking congestion.



Congestion in Hamilton increasing as city grows

JO LINES-MACKENZIE

Last updated 15:34, March 24 2017



- **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.**

Congestion in Hamilton increasing as city grows

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- HCC's 2015-2045 Long Term Infrastructure Strategy Supports the promotion of alternative travel choices. It states that: - ***“Greater use of public transport, walking and cycling and less single occupancy vehicles resulting in less demand on network at peak times.”***
- The NZTA's National Business Case for investing in making cycling a more attractive transport choice, states on reducing traffic congestion, that:- ***“Initiatives that result in even a few people switching from using their cars to using other forms of transport can markedly reduce congestion.”***
- And that:- ***“Bicycles are considered to impose 95 percent less traffic congestion than an average car.”***

‘Business as Usual’ for Walking and Cycling, Creates the following major safety problems:

- There are a lot of trucks on our roads,
32% of land freight travels through Waikato.

- Waikato has **twice the number of head-on crashes** than any other region.

- High level of death & serious injury (<**38**, for **Hamilton City**, All modes of transport, Over 10 years).



We will be sharing some of the data from this NZ report:

Sustainable Cities: - Benchmarking cycling and walking in six NZ Cities.

2015 Pilot Report, by Otago University's New Zealand Centre for Sustainable Cities.

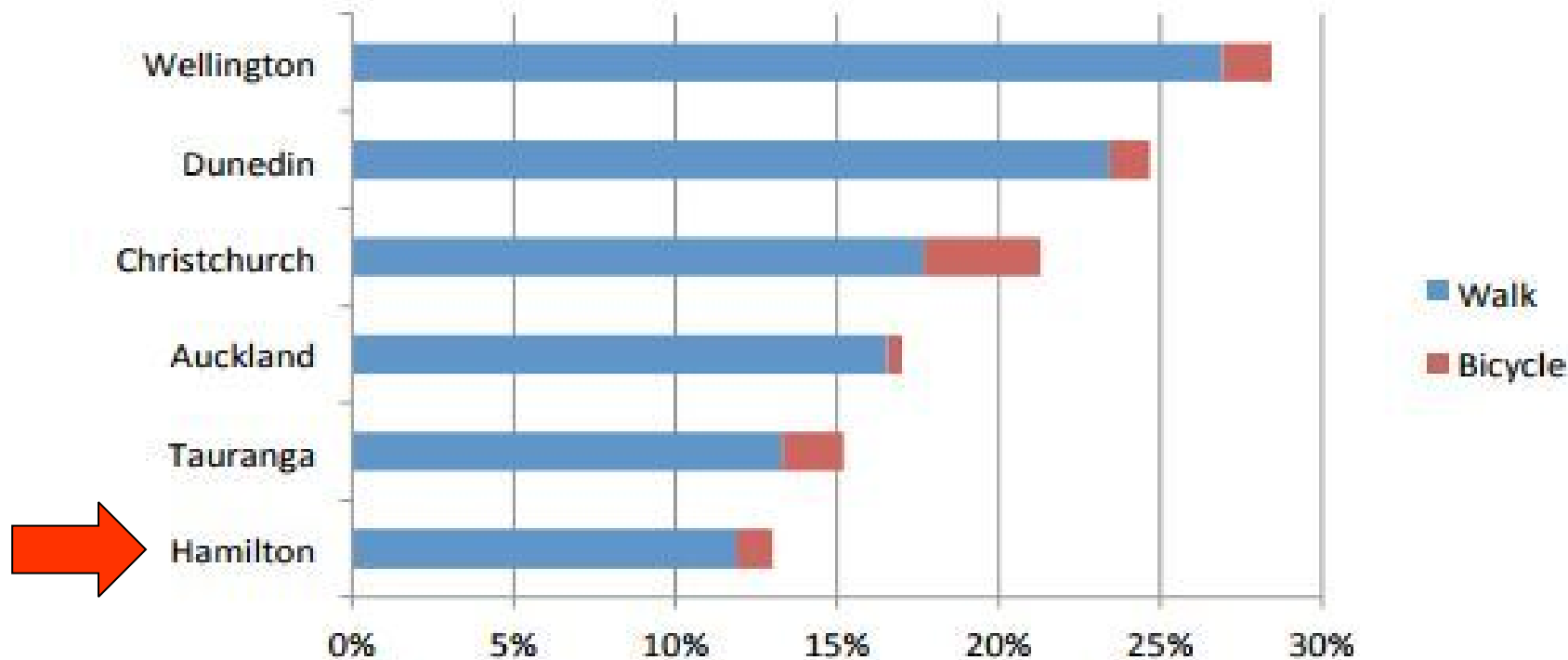
<http://sustainablecities.org.nz/wp-content/uploads/Benchmarking-cycling-and-walking-in-six-NZ-cities.pdf>



Of the 6x major New Zealand Cities,

- Hamilton has the lowest combined % of Walking & Cycling trips.
- Hamilton has the 2nd lowest number of of Cycling trips

Figure 3 Proportion of trips taken by cycling and walking, six cities

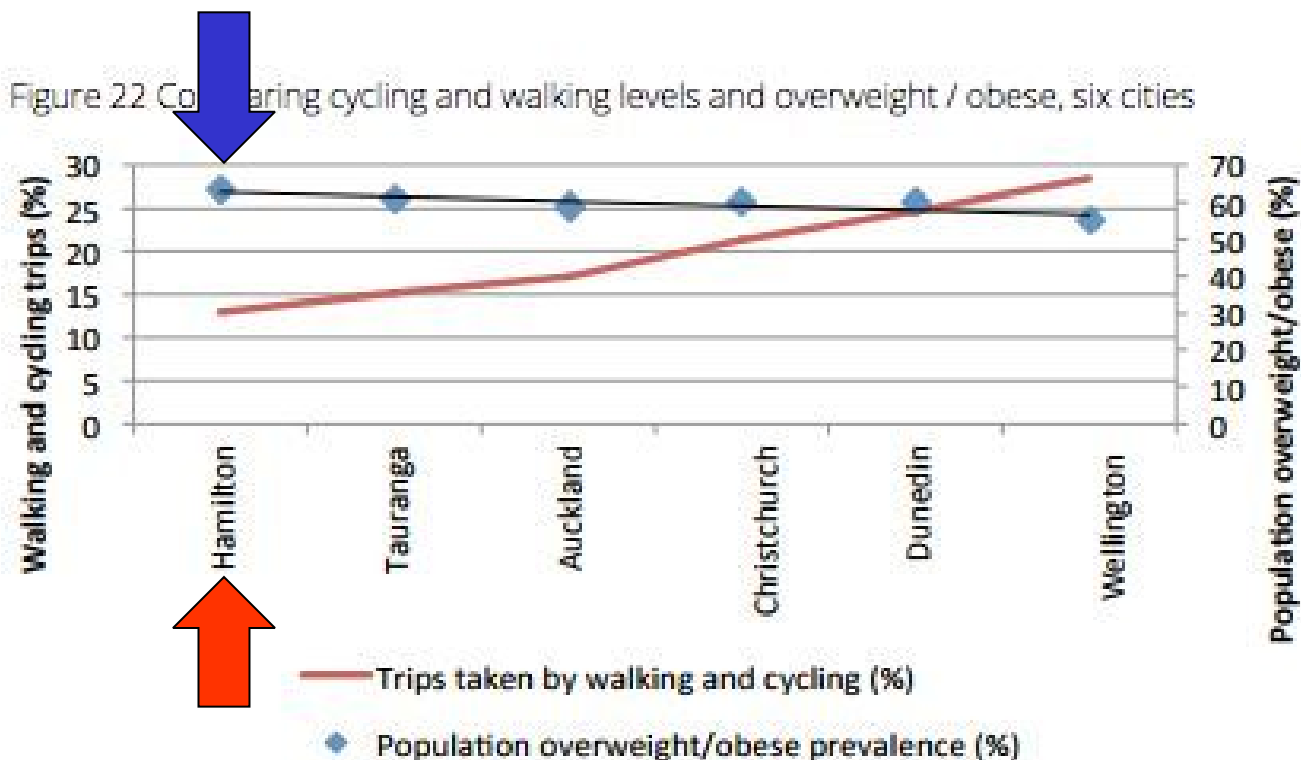


Source: New Zealand Household Travel Survey 2010-2013

Of the 6x major New Zealand Cities,

- (The top **Blue line** shows) **Hamilton** has the highest level of **Obesity**.
- (The bottom **Red line** shows) **Hamilton** has the lowest combined % of **Walking & Cycling** trips.

These two factors are directly related: - Obesity is reduced by *enabling* and *encouraging* more people to Walk & Cycle, more often.



Of the 6x major New Zealand Cities,

• **Hamilton (red arrows)** has the 2nd lowest Walking & Cycling Staff Ratio (2.0 Full Time Equivalent Staff per 100,000 population.)

• **Comparison:- Tauranga at 3.5, & Dunedin at 3.7**

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)
Auckland	30	1,415,550	2.1
Tauranga	4	114,789	3.5
Hamilton	2.8	141,615	2.0
Wellington	4	190,956	2.1
Christchurch	5	341,469	1.5
Dunedin	4.5	120,246	3.7

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

What could happen with a bigger HCC Walking & Cycling team?

- HCC staff need time to do **Workplace Travel Plans** for major destinations of (University =10,000 people) and (Hospital=5,000 staff).
- HCC staff need to put time into **safely connecting** the off-road Walking & Cycling Commuting paths to major destinations:- (University, Hospital, CBD).

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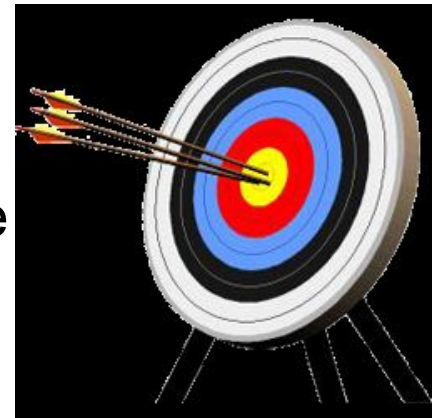
Your Targets

Cycle Action Waikato are setting the HCC realistic new targets, challenging Council to raise your game: -

- Raise it from the current 'Business as Usual' Transportation, which is (**creating** many Community Severance Barriers to Walking & Cycling)

- Raise it to implementing a Futureproof Growth Standard of Transportation, which is (**removing** the majority of Community Severance Barriers to Walking & Cycling).

- Support the development of Regional Programme Business Case for Cycling in the Waikato Region



What Barriers is 'Business as Usual' creating?

- HCC are not making the best use of their assets (of shared-use Walking & Cycling Paths), rough estimates:- [Riverpath (\$10-\$15M) + Western Rail Trail (\$6.7M) + Wairere Drive (>\$3M) = Very Rough Total Asset Value = \$20M-\$25M]
- Community Severance Barriers mean that the **three Primary Cycle Routes** (which are good facilities) may reach **less than 50% of their commuting potential (by bike)**.



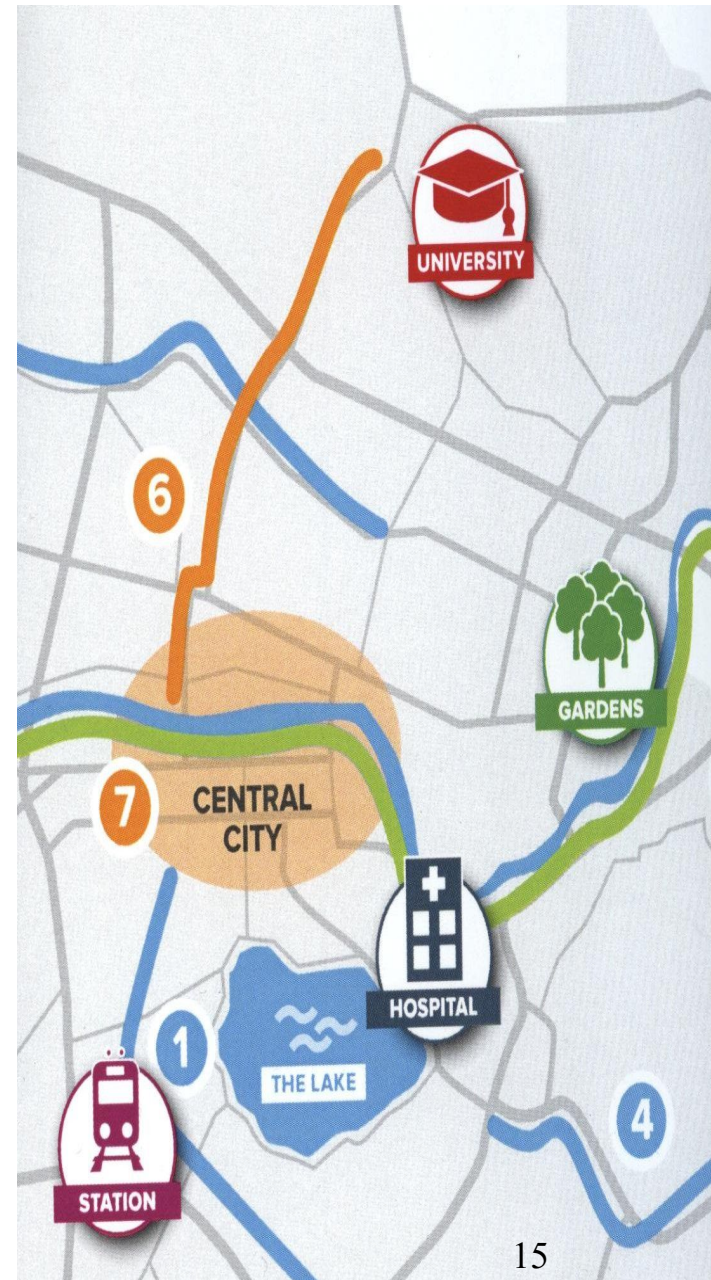
HCC's 2015-2045 Long Term Infrastructure Strategy acknowledges that;

- Before resorting to new Infrastructure, one of the key approaches is to - make best use of the capacity of the existing infrastructure.

Cycle Action Waikato are asking the **HCC Growth and Infrastructure Committee** to fund an extra 1% of the (\$20M-\$25M) asset value = (\$190k-\$240k).

This could generate up to 20% extra cycle commuting use on the three Primary Cycle Routes of (Riverpath, Wairere Drive, and Western Rail Trail) by connecting them safely to the 3x largest Major Cycling Destinations (the Hospital, the University, and the CBD Employment).

We now look at each of these in more detail.



Barriers to accessing Major Walking & Cycling destinations

(1) Employment in the CBD (3 Primary Cycle Routes of: - the Riverpath, the Western Rail Trail, and Victoria Street South, are unconnected).

We request that HCC join the three Primary Cycle Routes via low speed-reduced (30kph) Bryce Street (from Riverpath to Western Rail Trail), with cycle lanes (from Tristram to Seddon), and 4x raised table-tops for traffic-calming of each block, and cycle route signage.

We estimate a rough project cost of (\$90k-\$120k).

Planning:- Currently there is no **Cycle planning done for the CBD.**
We request that Bryce Street (CBD Cycle Route Connector), Riverpath, Western Rail Trail, and Victoria Street South, **be embedded into the Central City Transformation Plan by HCC Staff.**



Barriers to accessing Major Walking & Cycling destinations

(2) The Hospital (Lorne Street has inaccessible stairs, see photos below).

We request that HCC do a 'Hospital' Workplace Travel Plan to enable WDHB to acknowledge and solve the problem of inaccessible stairs, by ramping them.

This project also requires an NZTA –funded safe traffic-light pedestrian crossing of Lorne Street.



(3) The University (the busy Arterial Ruakura Road has many heavy trucks, high traffic volume, and high-speed 60kph traffic). This road is a major barrier to the majority of cyclists.

A Student died crossing there. For pedestrians & cyclists, at impact speeds of 60kph, death is virtually certain.

(LTSA, - Road Safety to 2010)

We request that HCC urgently widen the Ruakura Road pedestrian-only footpath (between Wairere Drive and Knighton Road) to a 3.0m shared-use walkway/ cycleway path, for University students and staff.

We estimate a rough project cost of (\$90k-\$110k).

We request that HCC do a **'University' Workplace Travel Plan.**



What about our kids?

4) There is a High Possibility of 'The School Link' (for 15 Schools and 9,500 students) getting a low level of safety of either on-road cycle lanes (without any physical protection from vehicles), or a LETHAL off-road walkway/ cycleway path (with hundreds of 'SNEAKY Driveways' along this busy road).

We are asking this HCC Committee for a commitment, that the funding, design, and construction, is for a much safer 'Separated Bike Facility'. That which Councilors have approved, through the 30-year Hamilton Biking Plan. (See Separated Bike Facility below).



What about getting around our communities?

5) Majority of Hamilton's Alleyways are Pedestrian-only.

This reduces local cycling trips to schools, sports, swimming pools, dairy, takeaways, and visiting friends and family.

HCC staff studied this idea, and looked at nearly 150 Alleyways for adequate path-width, sightlines, and low gradients. The HCC report concluded that 26 pedestrian-only alleyways should be upgraded to shared-use. We request that HCC do this project.

Despite being passed through the Active Travel Sub Committee (in 2009), the work has not been done.

The 2009 HCC project costing is \$4,300, + Pruning & Bollards). We estimate (with inflation) a rough project cost of (\$10k).

