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Cc Living Streets, Judy McDonald

Cc CCS Disability Action, Gerri Pomeroy

Cc RNZFB, Fiona Green

Cc Generation Zero, Aaron Wong

Cycle Action Waikato Submission to draft HCC Ruakura District Plan Variation.

Thank you for the opportunity to comment on the draft 2015 Ruakura District Plan Variation **prior to public notification.**

Successful Structure Planning of the Ruakura growth area will be heavily dependant on having a well-developed transport network, that provides safe and accessible choices for people walking, cycling, and the mobility impaired, thus reducing car dependency.

Unfortunately the current transport provision within the Ruakura area is totally inadequate and very dangerous, and there are many barriers to people walking, cycling, and the mobility impaired.

From our Cycle Action Waikato work done through the (EPA) Hearings for the Tainui Ruakura Plan Change Development, we wish to raise with you today a number of blackspots that affect safety and access of people walking, cycling, and the mobility impaired. These blackspots need better and safer access solutions planned through this Ruakura District Plan Variation.

To mitigate both current and future dangers and barriers to people walking, cycling, and the mobility impaired, including University students and staff, AgResearch, the Business Innovation Park, and the Tainui Knowledge Zone, Train/Transport Station, and all of the Ruakura Residential and Employment Zones, we are asking HCC to make a commitment (through the Ruakura District Plan Variation) by providing the following cost-effective transport infrastructure:-

- **Providing a safe pedestrian and cyclist push-button traffic-light crossing of Ruakura Road (at the AgResearch entrance).**
- **Widening the pedestrian-only footpath (South-side) of the Ruakura Road (between Wairere Drive and Knighton Road) to 3.0m shared-use pedestrian/cycle path.**
- **Providing the missing link, a (North side) Ruakura Road 3.0m pedestrian/cycle path, to be continued onwards along the grass berm (East from Wairere Drive) to join the Tainui pedestrian/cycle path at the boundary between Transpower and the Business Innovation Park.**
- **Providing a safe pedestrian/ cycle crossing of the Wairere Drive shared-use pedestrian/cycle path at the intersection of Wairere Drive and Fifth Ave Extension.**

We request that the following be marked onto the HCC Ruakura District Plan Variation: -

1) All cycle and pedestrian markings shown in the EPA Ruakura Plan Change, Figure 25H (5) Cyclist and Pedestrian Network Plan.

Reasons: -

(i) This Ruakura District Plan Variation must be consistent with the Ruakura Cycle and Pedestrian Network agreed to in the EPA / Tainui Ruakura Development Plan Change.

(ii) The Peacockes, Rototuna, and Rotokauri Structure Plan Variations (already in the District Plan) all strongly highlight the off-road pedestrian / cycle paths.

2) The Ruakura Expressway Interchange pedestrian/cycle Path agreed to by the NZTA(HNO) Ruakura Interchange Notice of Requirement. This goes from the realigned Ruakura Road through the Interchange, and continues along Ruakura Station Road.

Reasons: -

(i) This Ruakura District Plan Variation must be up to date with other existing Policy and Strategies, i.e. the Ruakura Expressway NoR.

(ii) To support and connect the neighbouring Newstead Community to Hamilton City, with safe and accessible walking and cycling infrastructure.

(iii) The HCC Biking Plan Goals state that: - *“Hamilton’s biking network connects to the regional network”, and “The biking plan is integrated into transport and city planning”, and “More people biking more often”.*

3) The 2015 draft Biking Plan – proposed pedestrian/cycle path (Major Project # 5 – the University route) from the Central City to the University alongside the rail track, for the whole of the East Coast Main Trunk Railway (Uni-CBD) shown on the Ruakura Plan Variation drawings.

Reasons: -

(i) This Ruakura District Plan Variation must be up to date with the other existing Policy and Strategies, i.e. The HCC Biking Plan.

(ii) The HCC Biking Plan Goals state that: - *“The biking plan is integrated into transport and city planning”, and “More people biking more often”.*

4) Both North and South Ramps from the Spine Road Railway Overbridge down to the University route pedestrian/cycle path and the Knowledge Zone. *Note; - On Fig 25H (5) the Green (to the Knowledge Zone) is obscured by the Red plan change Boundary line. (For better clarity please see the Original EPA Ruakura Figure 8 - Cyclist and Pedestrian Network Plan).

Reason: - This Ruakura pedestrian and cycle network agreed to in the EPA Ruakura Plan Change must be accurately copied into the Ruakura District Plan Variation.

5) Spine Road Railway crossing needs to be clearly marked as either (i) Railway Overbridge, or (ii) At-grade railway crossing.

We believe for safety, that this new major roading infrastructure will most likely be a Railway Overbridge. Please confirm this with Tainui's Transport Consultants Anna Wilkins and Mark Apeldoorn of the Traffic Design Group, and mark this on the drawing.

Reason: - A safe crossing of the Railway line must be provided to prevent the Railway line from causing Community Severance.

6) The off-road pedestrian/cycle path across the Spine Road Railway crossing (most likely Overbridge) needs to be clearly Marked. It is not clearly shown on Fig 25H (5).

Reasons: -

(i) This pedestrian/cycle crossing of the Railway line must be provided to prevent the Railway line from causing Community Severance.

(ii) HCC must avoid a repeat of the Avalon Drive Railway Overbridge which is a currently a huge barrier to cycling as the pedestrian-only footpath on the bridge has insufficient width for 3.0m shared-use walking and cycling path.

Despite the (Overbridge East end) of Wairere Drive having a 3.0m off-road pedestrian/cycle path, and the (Overbridge west end) of Avalon Drive also having a 3.0m off-road pedestrian/cycle path, the lack of pedestrian/cycle path across the bridge becomes a barrier to safe cycling.

7) Fifth Ave Extension off-road ped/cycle path (from Spine Rd to Wairere Drive) = Green and Orange. *Note; - On Fig 25H (5) the Orange is obscured by the Red plan change Boundary line. (For better clarity please see the Original EPA Ruakura Figure 8 - Cyclist and Pedestrian Network Plan).

Reason: - This Ruakura pedestrian and cycle network agreed to in the EPA Ruakura Plan Change must be accurately copied into the Ruakura District Plan Variation.

8) Widen the South-side Ruakura Road pedestrian-only footpath (Wairere Drive to Knighton Road) to 3.0m shared-use pedestrian/cycle width.

Reasons: -

(i) This is needed to provide safer cycle access between Wairere Drive and **the University, which will soon be putting in place car parking charges for all students**. Please note, that while huge numbers (15,000) of University students (and staff) have and can ride a bike, many are not competent enough to brave it out and cycle on a very busy arterial road with lots of truck trailer units. Students and Staff need to be actively encouraged to take up regular daily cycle commuting by providing a much, much safer off-road path between the University and Wairere Drive.

(ii) The HCC Biking Plan Goals states that: - *“The biking plan is integrated into transport and city planning”, and “More people biking more often”.*

The Ruakura District Plan Variation needs to mitigate these extra dangers to people walking, cycling, and the mobility impaired, that are being caused by the growth and Development of the Ruakura area within Hamilton City.

The Ruakura District Plan Variation Drawings need the South-side of Ruakura Road (between Wairere Drive and Knighton Road) to be marked as “Future off-road shared-use pedestrian/cycle path” to indicate the future Widening of the pedestrian-only footpath to 3.0m shared-use pedestrian/cycle path width.

9) A safe pedestrian-controlled traffic light crossing of Ruakura Road (at the AgResearch entrance).

Reasons: -

Cycle Action Waikato, Living Streets, and CCS Disability Action all agree that this intersection is deadly for people walking, cycling, and the mobility impaired to cross, and that **a safe pedestrian-controlled traffic light crossing point needs to be planned in this Ruakura District Plan Variation because: -**

(i) Ruakura Road is currently difficult and dangerous for pedestrians and cyclists to cross to get to AgResearch and the Business Innovation Park. Sadly this was graphically demonstrated by the July 2011 death of a 13-year old Boys High student crossing Ruakura Road near the entrance of the Innovation Park. Had a safe pedestrian-controlled traffic light crossing been in place at that time, it could have prevented this needless death.

(ii) The Tainui Ruakura Development will increase the number of people needing to cross Ruakura Road to attend the Tainui-proposed Knowledge Zone.

(iii) The Tainui Ruakura Development will likely bring many more heavy trucks and trailers along Ruakura Road heading to Wairere Drive. This will make Ruakura Road even more dangerous to pedestrians and cyclists

(iv) Many people using the Biking Plan University Rail Link will need to cross Ruakura Road.

(v) The HCC Biking Plan Goals states that: - *“The biking plan is integrated into transport and city planning”, and “More people biking more often”.*

The Ruakura District Plan Variation needs to mitigate these extra dangers to people walking, cycling, and the mobility impaired, that are being caused by the growth and Development of the Ruakura area within Hamilton City.

The Ruakura District Plan Variation Drawings need to be marked with a safe push-button traffic-light pedestrian and cycle crossing of Ruakura Road (at the AgResearch entrance).

10) Continuation of the existing HCC-constructed Ruakura Road shared-use pedestrian/cycle path (from Peachgrove to Wairere Drive), onwards East of Wairere Drive to join the Tainui proposed pedestrian/cycle path which stops at the boundary between Transpower and the Business Innovation Park.

Reasons: -

(i) The HCC Biking Plan Goals state that: - *“The biking plan is integrated into transport and city planning”, and “More people biking more often”.*

(ii) For the safety of people walking, cycling, and the mobility impaired it is absolutely essential that the Tainui-proposed pedestrian/cycle path joins with the existing HCC Wairere Drive pedestrian /cycle path, so as to provide a safe route South to Hamilton East, Melville, Deanwell, and the Peacockes growth Area.

The Ruakura District Plan Variation needs to mitigate these extra dangers to people walking, cycling, and the mobility impaired, that are being caused by the growth and Development of the Ruakura area within Hamilton City.

The Ruakura District Plan Variation Drawings need to be marked with a pedestrian/cycle path (along the grass berm on the North side of Ruakura Road) between the Business Innovation Park and Wairere Drive.

11) A safe pedestrian/ cycle crossing of the Wairere Drive /Fifth Ave Extension intersection.

Reasons: -

(i) The HCC Biking Plan Goals states that: - *“The biking plan is integrated into transport and city planning”, and “More people biking more often”.*

(ii) As the Ruakura area is being developed by Tainui, where the Wairere Drive pedestrian /cycle path crosses the arm of the Wairere Drive / Fifth Ave roundabout (currently a safe cul-de-sac), will become heavily used by motor vehicles, initially by heavy-duty construction machinery building Fifth Ave Extension and Spine Road, and later by heavy truck and trailer use of freight movements to and from the Tainui Inland Port. Please Note, that the Ruakura Plan Change applicants (Tainui) have accepted responsibility for provision of a safe pedestrian / cycle crossing (either push-button traffic lights, or underpass) of Fifth Avenue Extension at Wairere Drive, as noted by para 932, despite not showing it in the Cycle and Pedestrian Network drawing.

(iii) All of the major intersections along the Wairere Drive City Arterial Ringroad have safer crossings provided for walking, cycling, and the mobility impaired, i.e. push-button pedestrian crossings at the traffic-light intersections at Te Rapa Rd, Pukete Rd, River Rd, Powells Rd, and Ruakura Rd. Furthermore underpasses are provided along the Wairere Drive pedestrian / cycle path at all the large multi-lane roundabouts of Resolution Drive, Hukanui Rd and Crosby Rd.

(iv) When the Ruakura area is developed, Fifth Ave will carry much of the Ruakura Development traffic:
- (a) onto the City Arterial Ringroad (Wairere Drive) to go right to and from the Te Rapa Base, left to and from the Hospital, Melville, and Ohaupo, and in both directions to and from residential areas throughout all of Hamilton, and (b) via the Cross-City-Connector of the City Arterial Ringroad (Fifth Ave / Boundary Rd) to the Central Business District for employment, business, banking, medical (Anglesea Specialist Clinics) etc.

All of this high volume of motor vehicle traffic will cross the off-road pedestrian/cycle path, which is positioned on the east-side of Wairere Drive, thus the Ruakura Development is creating a big new hazard for walkers, cyclists, and the mobility impaired traveling along the Wairere Drive path.

The Ruakura District Plan Variation needs to mitigate these extra dangers to people walking, cycling, and the mobility impaired, that are being caused by the growth and Development of the Ruakura area within Hamilton City.

The Ruakura District Plan Variation Drawings need to be marked at Fifth Ave large multi-lane roundabout with either an underpass or pedestrian-controlled traffic lights along the Wairere Drive pedestrian/cycle path across Fifth Ave Extension.