

# SUBMISSION ON HASTINGS DISTRICT COUNCIL'S LONG TERM PLAN 2021-2031

7 May 2021

**To:** Hastings District Council  
207 Lyndon Road East  
Hastings 4122

**Submitter:** Bike Hawke's Bay

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## WHO WE ARE

Bike Hawke's Bay (formerly Cycle Aware Hawke's Bay) is the region's biking advocacy organization. We seek to be a voice for people who ride bikes. Our vision is for biking to be a safe, comfortable and convenient mode of transport for people of all ages and abilities, and we advocate for improvements that will achieve this vision. More information is available on our website [bikehawkesbay.org.nz](http://bikehawkesbay.org.nz). Thank you for the opportunity to provide feedback on the Hastings Long Term Plan 2021-2031.

## ACTIVE TRANSPORT IN HASTING'S LONG TERM PLAN 2021-2031

Hastings has come a long way since it was first selected to be a Model Community for walking and cycling in 2011. The past decade has seen the steady growth of both on-road and off-road active transport infrastructure that provides our community with options for getting around other than driving. We commend Hastings District Council for the hard work that has gone into these improvements. However, we still have a long way to go to achieve a truly comprehensive active transport network that is safe and comfortable for people of all ages and abilities.

One way that Hastings has continued to work towards active transport improvements is through the development of an Active Transport Business Case, which our group contributed to as a stakeholder. Overall we were pleased with the results and recommendations that came out of that report, but we were disappointed not to find it (or the Transport Network Business Case) mentioned in the Long Term Plan. Together that makes for a lot of work done and decisions made that are not apparent in the draft LTP. **We request summaries of both business cases be included in the LTP, in addition to a clear explanation of how the results informed the investments allocated in the plan.** This addition will provide transparency, support and clarity for how the Council is working towards its active transport goals.

## **PARKING PINCH-POINT**

We completely disagree that the community needs better access to carparks in the short- to-medium-term. This is not the “reality”, it is a subjective decision made by the Council to continue with what is essentially a business-as-usual approach and to save the real change for some undetermined point in the long-term future. A healthy environment and people, a reduction in carbon emissions, safety and sustainability are all terms that are used in the LTP to describe what we as a community want. Recent direction from central government has set ambitious national goals regarding climate change, environmental sustainability and road safety. **Supplying more car parking encourages more driving. This is exactly the opposite of what we as a city, region and nation are trying to achieve.** The time is right now to make decisions that will support the uptake of walking and cycling.

At present, it is easy to find parking in and around the Hastings CBD during any period of the day or week. As such, there is no justification for increasing parking capacity. If anything, additional pressure on CBD carparks will help to incentivise people to use other modes (walking, cycling, public transport) to access the city. We support increasing parking meter fees to fund pedestrian laneways and other people-oriented street improvements. We do not support increasing parking meter fees to build more carparks. **We request that the Council approve the parking meter fee increase yet revise its parking strategy to disinvest in new carparks (Proposal 1).**

We strongly oppose the proposal to purchase land for a new carpark in Havelock North for the same reasons as above. **We request that Proposal 2 be rejected and for the Council to cease plans to look for alternative carpark acquisitions in the future.** We would also like to note that severing cost from parking as in Havelock North’s current scheme (whereby parking is paid for through rates) incentivises driving--if you’re already paying for parking through your rates, why not use it as much as you can? This again works in opposition of national, regional and local goals.

## **THE FINISHING TOUCHES**

We strongly support the continued improvement of inner city blocks in Hastings, as well as upgrades to the Civic Square and Central Mall areas, as long as these plans do not include the provision of new carparks. **We request the Council approve the alternative “looking forward” proposal that includes the Civic Gateway and Community Plaza projects.** Creating a “multi-modal transportation gateway” for the city that focuses on sustainable transport facilities is a step in the right direction to attaining our sustainability, health and wellbeing goals and should be prioritised. However, we suggest that the additional funding required could potentially be diverted from plans to develop new carparks referenced in “Parking Pinch-Point”. As the consultation document states, we need bold plans to create the change we envision.

## **INFRASTRUCTURE STRATEGY**

Asphalt and pavement renewals present an excellent opportunity to expand our on-road active transport network and improve safety for all road users. **We request a new policy (and the budget be amended as necessary) to consider the provision of active transport infrastructure and traffic calming whenever a road is scheduled for surface renewal or other improvement.** This could include surface type, sharrows, cycle lanes, buffers, chicanes, curb extensions and much more. Building these improvements into already-scheduled works would help to off-set the cost and would allow us to make improvements to road safety and our active transport network at a faster pace.