

## **BIKE HAWKES BAY**

### **SUBMISSION TO NAPIER CITY COUNCIL LONG TERM PLAN 2021-2031**

**7 MAY 2021**

#### **WHO ARE WE**

Thank you for this opportunity to provide feedback on the Napier City Long Term Plan 2021-2031.

Bike Hawkes Bay (formerly Cycle Aware Hawkes Bay) is the regions 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.

#### **OPENING COMMENT**

In making this submission we read the Long-Term Plan 2018-2028, the 2021-31 draft LTP and the Infrastructure Plan 2021 – 2051 presented for adoption at the Council meeting on 8 April (Supplementary Agenda item 6).

I mention this as our submission comments will be at a level of detail perhaps greater than that expected from the more widely distributed consultation document, “Doing the Mahi- working on what matters”.

The only issue Council is seeking specific feedback on for Transportation in “Doing the Mahi” is the suggestion that Local Area Management Plans be increased from 1 to 3 annually. This submission sets out our position on this issue but also provides our position on all three of the Significant Expenditure Decisions contained in the Infrastructure Plan 2021-51.

It also then provides comment on Transportation, Parking and Climate Change which we feel are all interrelated.

#### **TRANSPORTATION**

Significant Expenditure Decision 1 (Infrastructure Plan 2021-51)

Bike Hawkes Bay supports the suggested expenditure to increase the maintenance of assets in the roading environment. Safe lighting, kerbing and footpaths should make our suburbs and the roading environment safer for all users.

Significant Expenditure Decision 2 (Infrastructure Plan 2021-51)

We also support investment in footpaths and cycleways but feel the \$250K over the first 4 years of the Infrastructure Strategy reflects a “business as usual” approach and does not reflect the speed of change Council should be aspiring to in changing people’s actions when choosing their travel options.

### Significant Expenditure Decision 3(LTP 2021-2021 and Infrastructure Plan 2021-51)

We also support the proposed increase the number of Local Area Traffic Management Safety Plans. This will help in making our community living environment safer and decrease speed in residential areas. It will also, over time help in changing resident's attitudes to transport choices and on road safety.

\$27,000,000 is noted as being dedicated to LATMPs over the 10years of the plan. While we support the increase in the number LATMPs we do seek clarification on the actual planning/operational split in spending given the limited allocations for cycleways and active transport listed elsewhere in the plan.

### TRANSPORTATION GENERAL COMMENT

This Long-Term Plan appears to be a "business as usual" plan with insufficient emphasis on the pressing decisions related to changes required to meet climate change impacts, especially reducing emissions from vehicles.

The proposed increase in LATM's is welcomed and supported. But these plans on their own will not change a driver's choice of transport if safe, connected, and direct cycleways and footpaths plus reliable public transport are not available.

Without either extra funding or a redistribution of existing transportation funding away from vehicles you will get more of the same.

The suggested investment \$473,000 over the 10 years of the Long-Term Plan for New Cycle and Walking tracks is woefully inadequate. There also needs to be a clear separation in terminology and funding of recreational projects and those contributing directly to active transport. The current combination is hiding the city's true lack of progress in active transport development.

The \$1,500,000 for "Supporting increased mobility: safe footpath and cycleway network" noted in section 5.7 of the Infrastructure Strategy over the 30-year life of that plan (\$50,000 pa) also sends a strong message that this Council is not committed to actively investing in active transport or acknowledging the need to drastically reduce car use and emissions.

To begin this conversation will require Council to embrace and promote the benefits of individual action by creating easy choices that will see walking, cycling (pedal and electric), scooter, or cargo bike use being safe and attractive travel options in preference to the car.

To do this effectively driving a car has got to be **made less attractive**, cycle lanes have got to be made safer and critical gaps in the commuter routes need to be connected.

Current cycle lanes (basically painted lines) are not ideal and provide limited to no protection. Currently they lead to feelings of perceived or real danger where the lane disappears, and cyclists are left to their own devices. Kennedy-Wellesley, Prebensen – CBD are examples where even experienced cyclists are challenged.

Council should also ensure the opportunity to redistribute road space in its infrastructure upgrades is not overlooked and ensure the opportunity to provide active transportation options is part of all roading planning process.

The narrative in the current plan should be amended to acknowledge the scale of change that needs to begin during the life of this plan and clearly signal the discussions required around the reductions in emissions.

## **PARKING**

The Council's intentions to invest \$2.218 million over the next 10 years in "additional CBD parking" and equipment also indicates a business-as-usual thinking but with increased funding proposed.

In addition to the proposed expenditure in the LTP for new car parks and renewal of equipment, the Infrastructure Plan in Years 2028-30 signals capital expenditure of \$3.064 million scheduled for purchase of further land for parking in Ahuriri.

There is no explanation on how this projected expenditure can be reconciled against the need to reduce reliance on cars and reduce carbon emissions.

It is counter intuitive for the Council to be investing in more parking areas when it should be investigating disincentives to driving.

Bike Hawkes Bay would urge Council to review the necessity for the projected new car park expenditure and remove it from the plan.

Currently the average occupancy rates for the CBD and Taradale car parks are 75% and 57% respectively and future occupancy rates are projected to be between 50%-75%. The need for parks seems unjustified.

The replacement of existing parking hardware in the CBD and Taradale should also be revisited.

If the "lollipop" stands are genuinely at their life's end, we would suggest a cautious and very strategic approach be adopted with implementation.

This should encourage more active travel options and consider the potential for "park and ride" with shuttle services for commuters from outlier car parks into the city centre.

## **CLIMATE CHANGE**

We feel the Climate Change issues Napier is facing deserve to have a discrete chapter in the LTP with clear objectives and outputs that are specifically funded with measurable outcomes clearly stated. The current plan lacks clarity being dispersed through all the Activity Groups. With a separate chapter, the importance of people taking individual action to lower emissions could be stated and the community conversations started.

Thank you for the opportunity to put forward our views.

Alan White

Bike Hawkes Bay