

## Waikato Plan submission from John Lawson, 51 Cliff St, Raglan

I object to Key action 4 including advocacy for State Highway projects which don't seem to have been costed. NZTA has estimated \$100m+ for SH1: Cambridge - Piarere (<https://www.nzta.govt.nz/projects/cambridge-to-piarere/>) and a business case is being prepared, but no attempt seems to have been made to cost SH29: Piarere – Tauranga, SH1: Piarere to Taupō, or SH 1: Taupō to Waiouru, though in the latter case, at least on the other side of the regional boundary, consideration is being given to looking at alternatives (see [http://www.horizons.govt.nz/HRC/media/Media/Agenda-Reports/Regional-Transport-Committee-\(1\)/Rpt%20No.%2016-112%20Annex%20A%20-%20Taupo-Waiouru%20Programme%20Business%20Case.pdf](http://www.horizons.govt.nz/HRC/media/Media/Agenda-Reports/Regional-Transport-Committee-(1)/Rpt%20No.%2016-112%20Annex%20A%20-%20Taupo-Waiouru%20Programme%20Business%20Case.pdf)).

The Plan correctly notes that “rail is planned and funded separately from the road network. This does not encourage the best outcomes” and seeks an overall outcome that “Freight movement is optimised to make best use of the road and rail networks.” Supporting uncOSTed highway projects is not the way to achieve that outcome. Had the \$2.7bn+ that has been spent on Waikato Expressway been invested in a new 350kph railway, we would have had a faster, cheaper, safer, more environmentally friendly link between Waikato and Auckland. The same mistake shouldn't be made again in linking Waikato to Bay of Plenty and Manawatu.

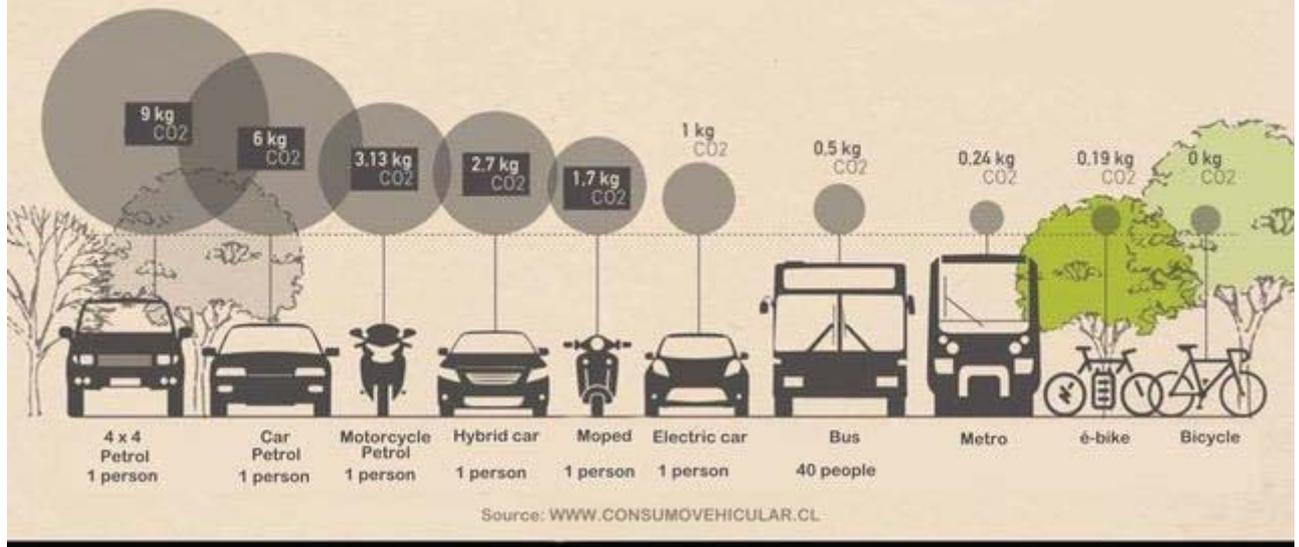
The Plan supports increased use of electric cars, but fails to even mention electric bikes. In some urban areas bikes are faster than cars for many journeys (see <http://www.stuff.co.nz/auckland/local-news/western-leader/5078601/Bike-wins-race-to-city>) and electric bikes roughly halve the usual cycle time, travelling at about 32kph on level roads, such as most of those in Hamilton.

The Plan also fails to fully note the potential for expansion of public transport. It notes the ageing of the population, but nowhere mentions that only 0.9% of journeys are currently by bus (see <http://www.transport.govt.nz/ourwork/tmif/travelpatterns/tp003/>), whereas OECD figures (see [http://www.keepeek.com/Digital-Asset-Management/oecd/economics/oecd-in-figures-2009/transport-2007\\_oif-2009-table9-en#page1](http://www.keepeek.com/Digital-Asset-Management/oecd/economics/oecd-in-figures-2009/transport-2007_oif-2009-table9-en#page1)) show that buses and coaches make up a much higher proportion of journeys in most countries, some over 25%. It used to be argued that our population was too dispersed, but now over 85% of us live in urban areas. It is likely that bus use could be increased over 20-fold if a commensurate service were provided. If rail were also developed, the figure could be even higher.

Mass transit is only mentioned once in the Plan and that in relation to extension of Auckland trains. Support should be given to the mass transit working party formed by city and regional council.

The plan dismisses action on climate change, saying, “New Zealand’s actions to reduce climate change are primarily a Central Government role”. This diagram (from <http://transportblog.co.nz/wp-content/uploads/2017/02/C4lrbbVWYAAz6ya.jpg>) indicates how the actions mentioned above relate to climate change. The Plan should include such a diagram and say what can be achieved regionally.

## Comparison of emissions per 16k (10m) round trip



Thanks  
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