

10 YEAR PLAN

Submission



Prof. Rod Badcock



“(we must) make substantial changes to our transport network, infrastructure and preferred modes of travel. ... cycling, walking, driving, and public transport – need to be truly integrated so that we can all move around efficiently”

“We have a once in a generation opportunity to drastically improve our city’s transport landscape”

—Mayor Campbell Barry, 2022

[Hutt City Council’s Integrated Transport Strategy](#)

SUMMARY

Hutt City resident and Deeptech Innovator

- My wife, son and I live in Waterloo and know our challenges
- A professor leading a team of innovators in Petone that has brought significant economic investment to the region

I recognise that in the LTP

- Resilience and climate change challenge
- Growing population challenge
- Challenging economic and financial climate

But Riverlink – five years of unprecedented gridlock and disruption – we need a solution

What am I asking?

Support mode-shift as a critical, economic, cost-effective solution

- High priority objective - providing transport choices
- Addition of two KPIs for providing transport choices

We need a plan that moves beyond induced demand and solves the growing, and induced, gridlock of the next 10 years

“Keeping us moving”

Mode shift should be attractive

- Bus-only lanes to link between stations and city
- Accelerate, and use, the off-road space for active transport
- Make mode-shift a council priority and KPI

“Making it safe”

Link the beltway, river trail and P2M as a network

Adopt safe speeds

“Dealing with costs”

Every walker, cyclist or public transport user returns a net benefit to the economic budget

- At a fraction of major infrastructure costs

Reprioritize *public* road space

- Bus-lanes through the chaos
- On-street parking charges

Use effective mode-shift KPI's



We need to create better access and transport options to growth areas to support strong, resilient, vibrant, and connected communities.

— [HCC 2022 Integrated Transport Plan](#)

A storm is approaching

– infrastructure building will cripple our mobility

We must enable active travel and public transport as the only mitigation available