

## **TRANSPORT ISSUES**

Following on from issues relating to climate change and infrastructure provision, there is concern at the time-frame and quality of transport planning and costs. From 1962 and the Transport Ministry's first mark in the sand to improve Hamilton City's southern connections (reminded by the dog-leg Cobham Bridge), there has been the 1969 Hamilton Transport Study, its 1981 review, the 1990 Hamilton Arterial Roading Study (HARS), the 2004 Southern Hamilton Arterial Network Strategy, and the 2007 Southern Links Technical Working Party (now a decade ago).

There is also the ongoing Hamilton Urban Growth Strategy (HUGS), Access Hamilton and Future Proof, plus countless other plans and strategies at local and regional level all promising integrated transport planning and including walking and cycling and buses and trains. But not a whisper of new thinking in response to global conversations. Not a soul contemplated e-skooters, nor it seems the massive technological drive that has introduced fast trains in China, Italy, Spain, France, Germany, Switzerland...while we have spent billions on big roads that encourage big traffic and some 40percent of the air pollution that concerns climate scientists.

We note the ongoing concerns about the Ministry of Transport, and add that it is difficult to remember just how long SH1 between Hamilton and Auckland has been a yellow-cone construction site. There is widespread community talk of over-design and over-engineering, as well as too many examples of failed pavements, poor layouts -and in Hamilton incomprehensible results (the Dinsdale roundabout).

However, we reiterate the current priority in terms of climate change, vehicle emissions and community well-being is the Peacockes Growth Cell, government loan funding support, and the synergy between Southern Links design and priorities and linkage with rail.

### **Recommendations**

- An independent review of the Business Case for the Peacockes growth cell and the Government's supporting loan funds, taking into account the Coalition Government's new transport priorities including interest in high speed rail, and climate change. (Refer appendix Cabinet approval)
- As well and in tandem with the above, an independent review of the Business Case for the Hamilton to Auckland passenger train start-up pilot and its support facilities (noting Future Proof, the Regional Transport Plan, government's Provincial Growth Strategy, and climate change)
- That all new capital work currently programmed by the Council but not contracted be postponed and no contracts be renewed until the reviews are completed.