What is changing your city

Hamilton City Council (HCC) has produced the **Access Hamilton Strategy** which covers their agenda to change Hamilton's transport network and promote the **20-minute city concept**. This pamphlet was made to bring awareness to what the HCC is planning and doing.

Learn more at CityWatchNZ.org

Are you willing to give up car ownership and automobile travel?

Hamilton City Council and NZTA (Waka Kotahi) want you out of your car.

They aim to reduce the amount of automobile travel, decrease private car ownership, and restrict the amount of ***"non-essential vehicles"*** in the city centre.

These quotes are from the August 2022 **Access Hamilton Strategy** document, showing Hamilton City Council's goals and agenda:

"Decrease single occupant private vehicle trips" (page 31)

"Reduce VKT [vehicle kilometres travelled] by cars and light vehicles" (page 31)

"Support car share schemes and carpool to decrease private car ownership" (page 69)

"Recent studies show that parking supply influences car ownership, and parking management and parking pricing is an effective component of a vehicle travel reduction strategy" (page 19)

"Creating more pedestrian friendly places and reducing non-essential vehicles from central city's streets will free up valuable space to make our streets more attractive and efficient" (page 54)

https://hamilton.govt.nz/strategies-plans-and-projects/strategies/access-hamilton/

The **Hamilton-Waikato Metro Area Mode Shift Plan 2020**, published by NZTA (Waka Kotahi) also aims to *"mode shift"* you out of your private vehicles.

"Influencing travel demand and transport choices – Changing behaviour may also require a mix of incentives and disincentives (or 'push' and 'pull' factors) to either discourage use of private vehicles (by making them less attractive relative to other options) or making people more aware of their options and incentivising them to try something new. This may include parking policies, road pricing, travel planning and education." (page 30)

"Ensure financial incentives and disincentives support mode shift" (page 41)

www.nzta.govt.nz/assets/resources/keeping-cities-moving/Hamilton-Waikato-regional-mode-shift-plans.pdf

How are car owners and automobile travellers impacted by the Access Hamilton Strategy?

These quotes, also from the **Access Hamilton Strategy** document, state some of Hamilton City Council's ***"Focus areas"***.

You can expect more 30km/h and 40km/h speed limit areas, frustrating traffic light timing, and fewer car parking spaces.

"Investigate and implement speed management within Hamilton" (page 25)

"Optimise traffic signal timing to reduce delays for bus services, pedestrians and cyclists" (page 62)

"Identify and implement changes to kerbside spaces to optimise use of space and improve efficiency" (page 44)

You can expect more 'Smart City' surveillance, monitoring, penalties, fines, and/or permits related to automobile use while your travel behaviour is being managed.

"Improve personal safety using the transport network via better lighting and surveillance" (page 25)

"Invest in suitable technology for parking, red light and speed enforcement" (page 25)

"Investigate zero emissions zones or congestion charge zone in central Hamilton" (page 30)

"Trial technology to enable innovative solutions to understand and better manage transport usage" (page 62)

You can also expect more *"Traffic calming"* obstacles to be installed on the roads, such as raised platforms, speed bumps, judder bars, or barriers. These obstacles are already damaging and slowing emergency vehicles. You can expect this to get worse.

"Deliver infrastructure improvements to make roads safer" and ***"Investigate and implement speed management within Hamilton"*** (page 25)

What can we do about these issues?

- Contact your councillors and MPs. Object to these plans and projects as soon as possible.
- Insist the Hamilton City Council produce balanced, objective, accurate, and fair information about any proposed changes. Rather than promotional materials which hide or downplay the trade-offs, costs, and negative impacts. What analysis has been done on the potential negative impacts for people and local businesses?
- Explain that these surveillance and anti-vehicle roading installations will need to be uninstalled in the future. The more cameras and *"traffic calming"* obstacles that are installed now, the greater the cost will be for removing them later.
- Explain that Hamilton City Council's role is to provide functional infrastructure. The Council's role is <u>not</u> to manage behavioural changes or conduct social engineering on our city's people.
- Reject the *all-or-nothing* arguments. We can have better lighting to prevent crime without installing hundreds of surveillance cameras throughout the city. We can make the city better for walkers, cyclists, and bus passengers without putting obstacles and financial penalties in the way of car users.
- Vote for councillors who will challenge these social engineering schemes, such as the Access Hamilton Strategy and the Smart City.
- Challenge the rates increases and the growing Council debt. Can you afford to fund these projects and schemes? Are other essential services and infrastructure maintenance needs being underfunded?
- Help your local groups to inform people and resist the changes.

Learn more at CityWatchNZ.org