
HAMILTON BIKING PLAN 2015 - 2045

OUR VISION:
A BIKE FRIENDLY CITY



INTRODUCTION

Biking as a travel option is experiencing a resurgence internationally and in New Zealand, growing as a family-friendly and healthy recreational activity and an efficient and cheap form of commuting.

Around the world, well-known and significant metropolitan cities are on journeys to recreate themselves as bike-friendly places, some like Copenhagen and Portland have been on the way for years. They have recognised that responding effectively to congestion and creating liveable cities involves more than building bigger roads for cars.

Hamilton's population is increasing quickly and it is not practical or affordable to respond to congestion by building bigger roads. Hamilton's roads will have to accommodate an estimated 130,000 additional daily journeys to work or to drop children at school by 2045. Hamilton's size and relatively flat landscape make it an ideal city for biking and walking. Both are excellent

options for commuting to work or school while Hamilton's river paths already provide quality, scenic recreational routes. The New Zealand Government is encouraging major urban centres to develop quality biking infrastructure and they are investing heavily in this through the Urban Cycleways Fund.

Hamilton already has some wonderful, high quality biking facilities, so we're not starting from scratch, we're building on a great base. Over the next 30 years this plan will deliver projects that will create a fully connected biking network that is safe, family-friendly and attractive. The plan is not just about building new cycleways, its also about providing direction and guidance for roading maintenance programmes, and educational programmes ensuring that we create a bike-friendly city for Hamiltonians now and well into the future.





**WE WANT
BIKING TO BE
A NORMAL
PART OF
DAY-TO-DAY
LIFE**

A woman wearing a white helmet and a black dress with white floral patterns is riding a bicycle away from the camera on a city street. The street has a paved surface and a metal railing on the left. In the background, there are trees, buildings, and parked cars. A sign for 'Student Flights' is visible on the left.

OUR VISION: A BIKE FRIENDLY CITY

SAFE

Safe, accessible,
biking options available
to everyone.

VISIBLE

Everywhere you
look, people are
riding bikes.

EASY

Biking is an easy
activity for transport
and recreation.

ADDS VALUE

Biking adds value to the
economy and contributes
to a healthy liveable city.

OUR GOALS

- 1** A fully-connected, primary and secondary biking network linking the city and suburbs.



- 2** Recreational biking routes are attractive and enjoyable places to ride.



- 3** More people biking, more often.



- 4** Hamilton's biking network connects to the regional network.



- 5** Hamilton's biking network encourages bike tourism.



- 6** The biking plan is integrated into transport and city planning.







WHY THE OUTCOMES MATTER

Safe

Concern about biking safety is often said to be the biggest barrier to people riding a bike. Safe biking involves segregating cars and bikes wherever possible and especially on high volume or high speed roads. Hamilton has a number of sections on the network already which provide separated biking and walking routes, for example, Wairere Drive. The Biking Plan will deliver a fully connected network that provides direct routes to key destinations using separated paths or low speed, low traffic volume roads and fit for purpose interventions.

Visible

The Biking Plan is about enabling travel choice and promoting biking as a convenient, healthy and enjoyable option for getting around Hamilton, especially for journeys of 3 kilometres or less. We want to see more

people biking more often as part of their everyday activities. Educating all road users about responsible road use is part of ensuring we have a network that is safer for existing and future riders of all ages.

Easy

Hamilton's primary network is designed to provide direct routes to key destinations within the city. It is also designed to ensure consistency of travel time between destinations so that people biking can be confident how long it will take them to get where they are going regardless of when they are travelling. Biking is efficient and economical, providing for quicker journey times than travelling by car on many routes. Effective signs along the biking network will direct people onto and through the routes they need and provide them with information about distance to travel and journey times.

Adds Value

Increasing the number of people choosing to ride a bike, has many benefits for a growing city. Our transport strategy takes a balanced approach to making sure it will be easy to get around the city in the future. Walking and biking have many well documented benefits; not only do individuals benefit, but so do communities. There are flow on effects of reducing congestion and vehicle emissions as well as improving community accessibility and public health. The Biking Plan will contribute to a more attractive and liveable city for families.

BIKING FACTS



Hamilton has an existing
biking network consisting of:

21km off road
97km on road
28km river paths

In 2013 the number
of Hamilton people
riding a bike to
work was 1776



Since 1990 the numbers of
NZ school children riding a
bike to school have declined
by approximately

75%



3%

of people working in
the Hamilton CBD ride
a bike to work.





Between 2009 & 2014
an average of

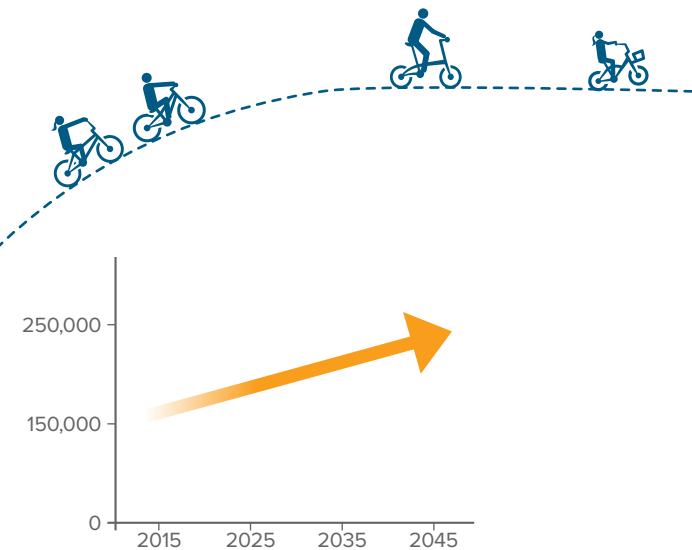
9
cyclists

per year were seriously injured
or died on Hamilton's roads

Te Awa River Ride
has 100,000 visitors
annually. The Hauraki
Rail Trail generates
between \$1.8 and \$2.8
million to the economy
each year.



A person who rides
a bike to and from
work every day
reduces their risk of
death from all causes
by 30%.



POPULATION INCREASE

In 30 years, Hamilton's total
population is predicted to increase by

60,000

to 210,000 people. That represents
population growth of around 40%.

HAMILTON BIKING NETWORK

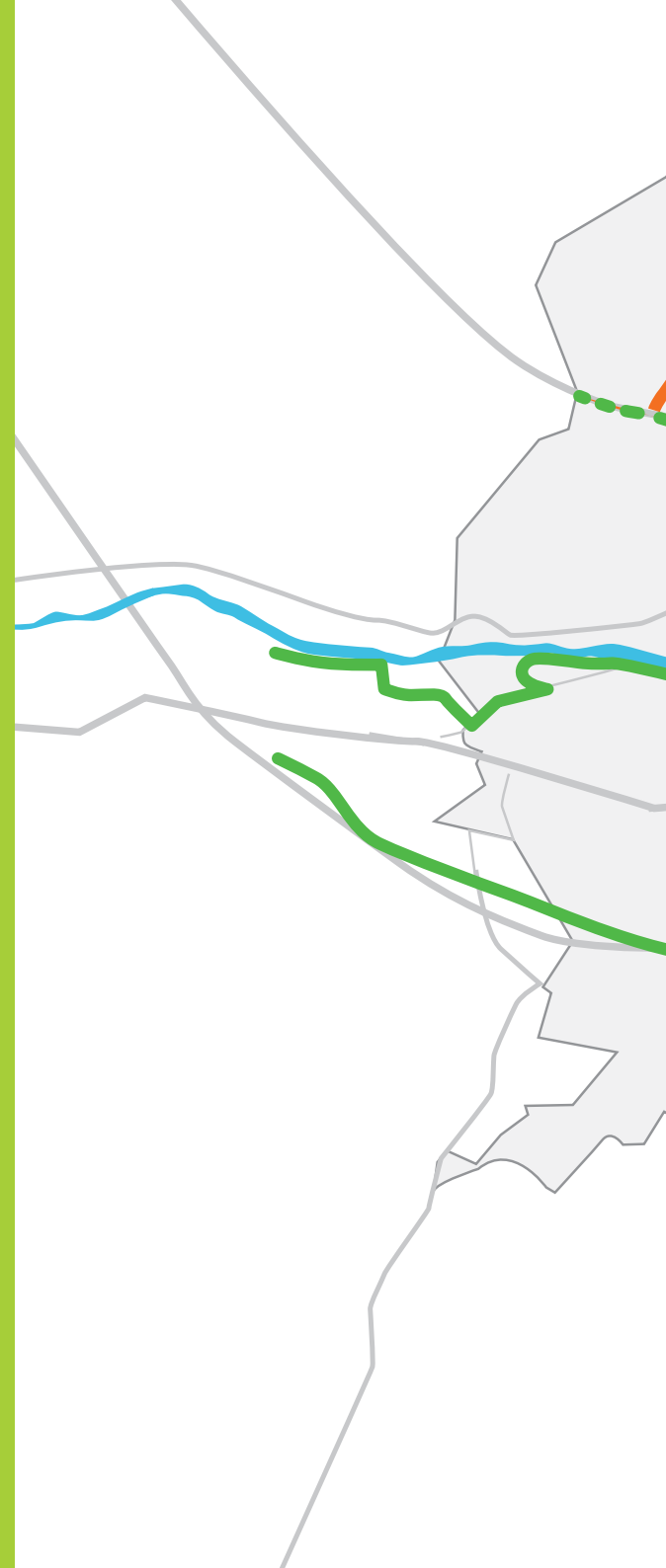
The Biking Plan has a goal to have a fully connected primary and secondary biking network linking the central city and suburbs.

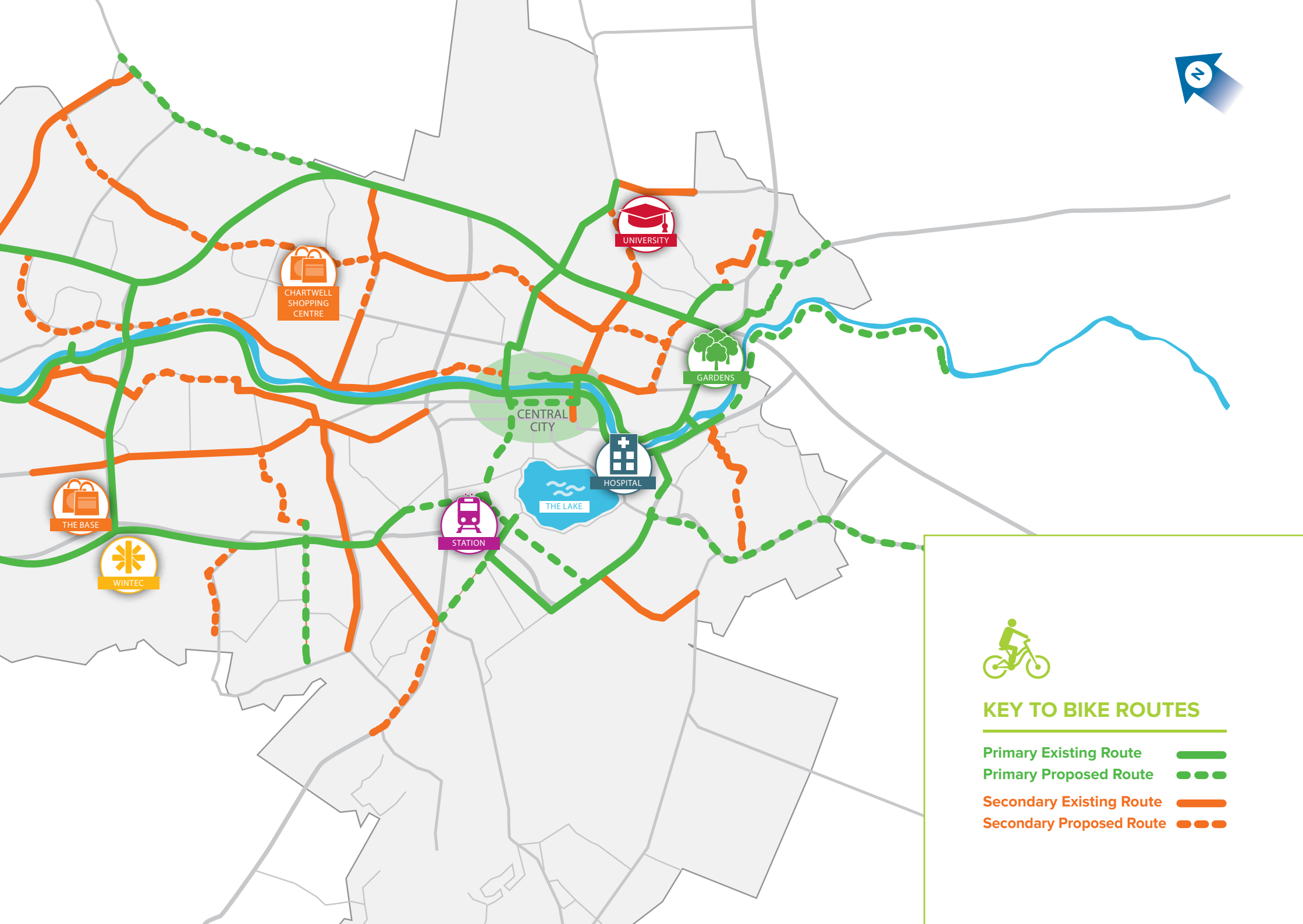
The biking plan will develop and implement projects that fill in the gaps in the biking network, connecting people with more parts of the city making sure biking is safe, visible, convenient and adds value.

The **primary network** provides direct routes to key destinations in Hamilton. It is designed to ensure consistent travel times between destinations that people choosing to ride a bike can rely on. The primary network is on high speed, high traffic volume roads where safety is

paramount. Wherever possible bikes and cars are kept apart on the primary routes – this may mean off road bike paths or lane separators which provide a physical barrier between bike and vehicle lanes.

The extensive **secondary network**, is typically on lower speed, low traffic roads, usually connector roads through and around the city suburbs. Safety is also very important on the secondary network but interventions are more likely to be on-road. This could however include providing physical separation from vehicles where the people riding bikes are likely to be children.





NETWORK DESIGN AND STANDARDS

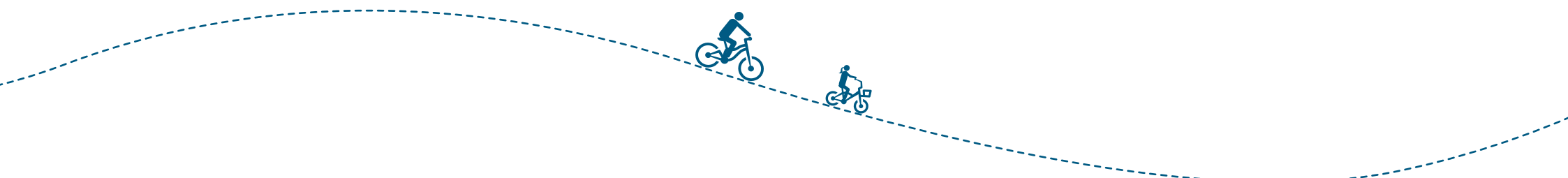
There are a number of approaches for providing biking infrastructure. The objective of the primary network is to separate people on bikes from vehicles where possible. The secondary network will also include separation from vehicles; particularly where the users are likely to be children. The images here show the different approaches to be applied across the network.

Cycleways fully separated from vehicles and parking.



Provide on and off road options at major intersections. Bicycle priority traffic signals will be considered as appropriate.





On road cycleway with bollards and lane separators.



On road painted cycleway.



Quiet residential streets only require signage.



ACTIONS



1 BIKING NETWORK

Make the Hamilton biking network visible by providing maps which identify the primary and secondary networks and the gaps which are barriers to safe and convenient biking. Make the maps available on the Hamilton City Council website by quarter 4 2015.



3 DESIGN STANDARDS

Align with national standards for safe biking network design. The National Cycling team are developing the national standards and these are due to be available during 2016. The Hamilton technical standards and specifications will recognise and reflect best practice in safety interventions, particularly for biking controlled intersections, roundabouts and where bicycles and vehicles share the road space.



2 MAJOR PROJECTS

Continue to evaluate and deliver projects to connect the network. The first project, the Western Rail Trail, to be opened in 2016.



4 SIGNAGE

Implement signage which will include directional and wayfinding information, including time and distance to key destinations as well as historical and educational information about the route. All new projects to include signage during the build stage, retrofitting of signage to existing routes completed in three years.



5 MAINTAIN

Ensure the biking network is safe, available, well maintained and fit for purpose. Maintenance programmes appropriately address the projects and networks identified in the Biking Plan. Maintenance programmes will be aligned from 2016.





7 EDUCATE

Work with stakeholders to develop an education programme that encourages more people to bike. This will include a range of activities aimed at all road users. It will build confidence in and increase understanding of biking as a safe and convenient recreational and transport choice. Educational programmes targeting school aged children and adults who ride bikes are already in progress. Road safety programmes for all road users will be developed on a rolling annual basis.



6 BIKE FACILITIES

Identify appropriate places on the network for biking facilities including rubbish bins, bike parking, seating, drinking fountains and toilets. All new projects from 2015 will include facilities as they are built, for example the Western Rail Trail. Existing routes will be retrofitted over a 10 year period.



8 PROMOTE

Work with stakeholders, including Hamilton/ Waikato Tourism, Te Awa River Ride, Cycling New Zealand, Sport Waikato and the community to develop a marketing plan that promotes Hamilton as a biking destination for visitors. Initial engagement with stakeholders in the development and delivery of the plan will commence late in 2015.



9 MONITOR

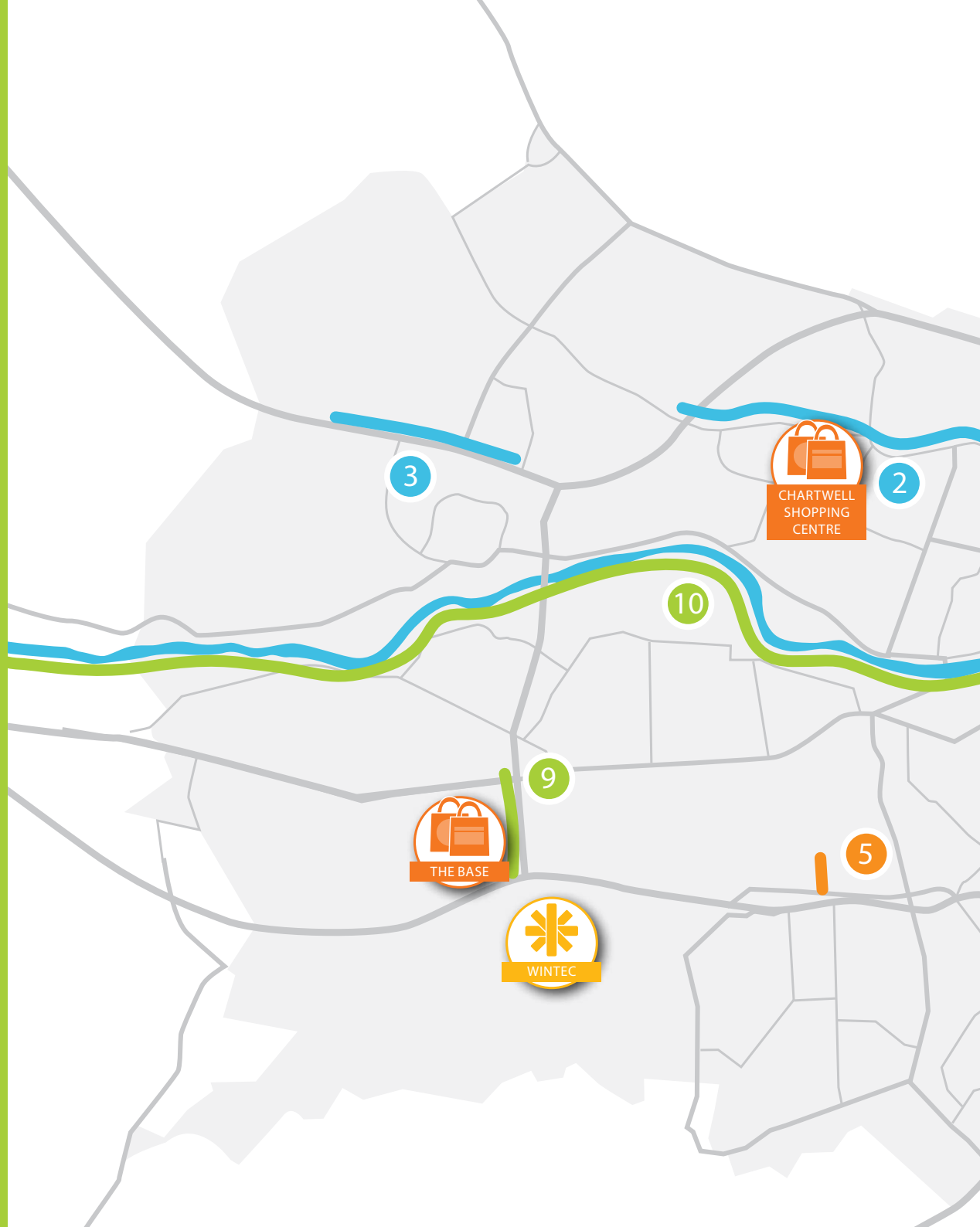
Develop a reporting and monitoring framework that establishes key performance indicators and measures of success for the Biking Plan. These will be qualitative and quantitative, providing regular updates to Council on progress of the plan and the effectiveness of the goals and actions. The framework will include parameters to inform the public about progress of the plan, key trends and statistics as well as useful information on biking culture. The framework will be finalised in 2015.



MAJOR PROJECTS

10 projects have been identified which will improve and extend the existing Hamilton network. These projects are seen as key to delivering the outcomes and goals of this plan.

Funding models will be developed. Each project will include the upgrading of existing or the building of new infrastructure. In addition signage, bike friendly facilities, educational and promotional campaigns will be developed.





KEY TO BIKE ROUTES

SHORT TERM

- 1 Western Rail Trail – Providing an off road connection from the south west suburbs to the central city, parallel to the rail track.
- 2 School link – Providing a safe cycleway for almost 9,500 students who go to school within the Hukanui/Peachgrove Road corridor.
- 3 Resolution Drive – New cycleway facilities to match residential growth and provide links to and across the Waikato Expressway.
- 4 State Highway 3 – Provide a cycleway along State Highway 3 connecting southern suburbs to the city.

MEDIUM TERM

- 5 Minogue Park Bridge – a pedestrian/bike bridge across State Highway 1 and the Rail track providing a safe connection to the future destination playground.
- 6 University route – Continuation of the cycleway from the central city to the University parallel to the rail track.
- 7 Central City – Provide cycleways to connect to and through the central city.

LONG TERM

- 8 Te Awa River Ride South - Completing the Te Awa River Ride from Cobham Bridge through to the South of the city.
- 9 Wairere Drive – Upgrade the existing cycleway to separate it from vehicles between The Base and Wintec.
- 10 Te Awa River Ride, Hamilton river path – Upgrade the existing cycleway to provide a 3 metre shared path with appropriate bike friendly facilities.

WESTERN RAIL TRAIL

The Western Rail Trail will provide a connection from the south west suburbs of Hamilton through to the city. It will enable future links to Lake Rotoroa, the rail station, Frankton and the city's Seddon Park and Waikato Stadium.

It will provide a safe biking route for commuters, and an attractive recreational route for families wanting to enjoy a picnic at the Lake.

The route will be promoted and signage installed, along with biking facilities such as bike parks and seating, to make the experience easy and enjoyable.





TE AWA RIVER RIDE: HAMILTON

The Hamilton River Path section of the Te Awa River Ride runs the length of the city along the Waikato River.

It is a key tourist attraction in Hamilton providing an attractive, bike and pedestrian friendly connection between the river, green spaces and the city. It is also a quick and accessible route into the Central City from many suburbs. The River Path builds on the regional linkages and attraction provided by the Te Awa River Ride and Te Araroa walking trails, providing access to the Waikato River and the Hamilton Gardens. It will also be a crucial connection to key River Plan developments such as Ferrybank, Wellington Street Beach and Braithwaite Park.

The Biking Plan will see the River Path from south of the Cobham Drive Bridge to the southern boundary of the city completed through the Te Awa River Ride South project. Other projects, associated with the River Plan, could include upgrading the path to a three metre wide shared path and providing improved facilities for people on bikes such as directional lanes, DIY bike repair stations, public toilets, drinking fountains, lighting, signage and cafes.





THE SCHOOL LINK

Concerns about road safety mean an increasing number of parents don't want their children riding a bike to school. A safe bike route to Hamilton schools could change that.

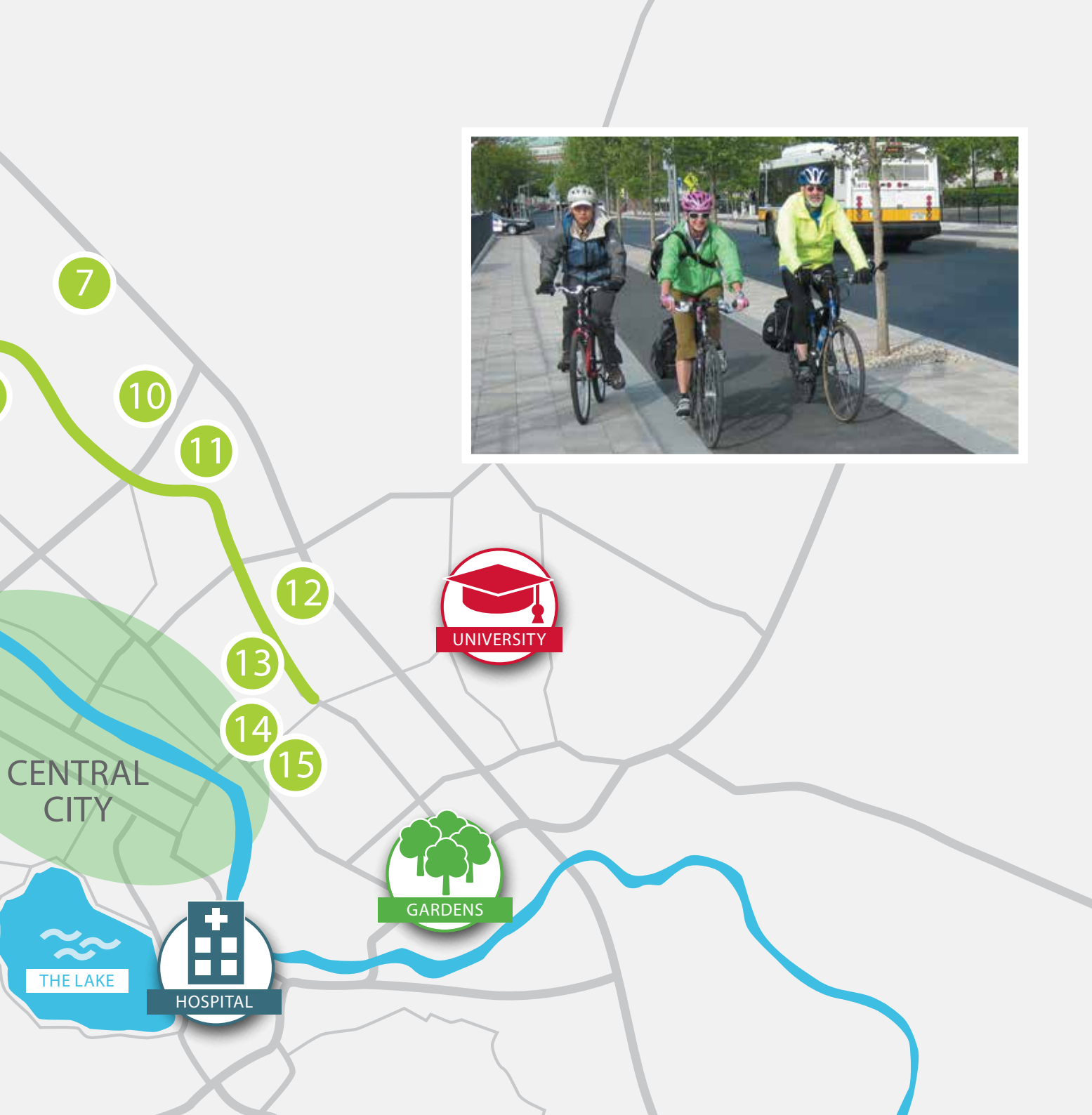
The School Link will connect **15 schools, almost 9,500 students**. It will provide a biking route which is separated from both traffic and parking.

Reducing the number of cars on these roads during school pick up times will provide additional benefit to drivers in the area.



Image from Modacity





KEY TO SCHOOLS

- 1 Hukanui Primary School
- 2 Bankwood School
- 3 Fairfield College
- 4 St Pauls Collegiate
- 5 Fairfield Intermediate School
- 6 Fairfield Primary School
- 7 Insoll Avenue School
- 8 St Joseph's Catholic School
- 9 Woodstock School
- 10 Te Ara Rima School
- 11 Southwell School
- 12 Peachgrove Intermediate School
- 13 Hamilton Boys' High School
- 14 Marion Catholic School
- 15 Sacred Heart Girls' College

KEY PERFORMANCE INDICATORS

Implementation of the Biking Plan will be monitored and reported annually. The Key Performance Indicators (KPIs) are long term. In 2018, the year of the next New Zealand Census, a comprehensive monitoring report on trends will be undertaken. Counters will be placed at specific sites across Hamilton and provide information for the monitoring report.

A decreasing trend in the number of death and serious injuries involving people riding bikes

An increasing trend in the number of people biking in Hamilton

An increasing trend in the number of Hamilton children riding a bike to school

An increasing trend in the number of Hamilton employees riding a bike to work

An increasing trend in the number of people on bikes entering and exiting Hamilton using the Te Awa River Ride

80% of people who ride bikes are highly satisfied with the biking network

Find out more at: hamilton.govt.nz/bikehamilton

