

Elected Member Briefing – 7 October 2020 Committee Room 1				
Time	Topic	HCC Presenter(s)	Open / Closed	Time Req'd (mins)
9.30am	Biking and micro mobility (Infrastructure Operations Committee)	Eeva-Liisa and Chris Allen	Open	60 mins
Meeting Ends 10.30am				

An aerial photograph of a park area at sunset. A river flows through the left side of the image. The park is filled with lush green trees and several buildings, including a large central building with a dark roof. In the background, a city skyline is visible under a warm, orange-hued sky.

Biking and micro-mobility programme

Elected Member Briefing

07 October 2020

Outline for Briefing

Strategic fit

Project purpose

Considering alternatives and options

Common implementation principles

Short list approaches

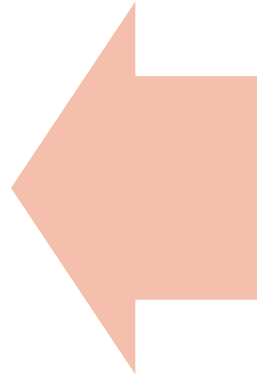
Comparison of short list approaches

Next steps



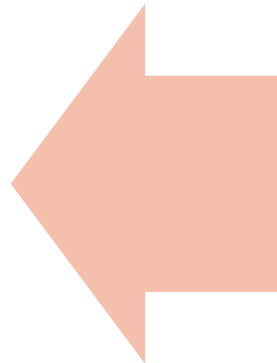
Purpose (feedback sought from Elected Members)

**Common
implementation
principles**



What do you like, dislike? Is anything missing?

**Short list
approaches**



Which short list approach is your most preferred? (rank in order of priority)

Strategic fit

Access Hamilton 2018

Trips by Public Transport, Walking and Cycling to increase from 14% to 29% by 2028

Short trips (<2km) undertaken by walking to increase from 26% to 50% by 2028

Biking Plan 2015-2045

Vision: a bike friendly city.

Where biking is safe, visible, easy, adds value.

Metro Spatial Plan

Vision to be a highly liveable and sought-after place to live in New Zealand.

A place where our people can easily access employment, education and health facilities, serviced by reliable and efficient transport connections and great places.

Mode Shift Plan

Waka Kotahi's "why and what" to deliver mode shift in 0-6 yrs.

A primary location for investment: safe and inclusive cycleways.

Micro-mobility business cases, with a 5-year delivery programme

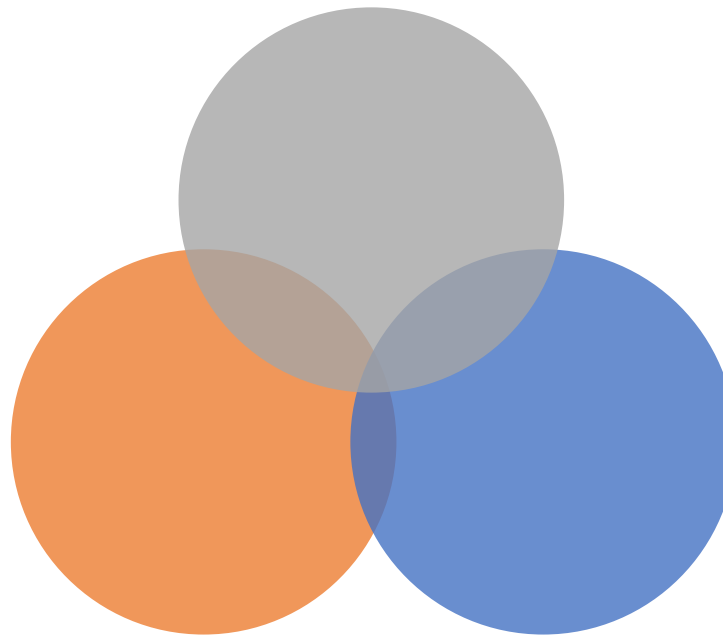
Strategic fit

Biking connectivity

Low-cost low-risk capital projects (e.g. Claudelands bridge, bike parking, cycle lane markings, others)

Eastern pathways

Implementing a programme of related capital projects (i.e. School Link, University to city link, etc) in eastern Hamilton



Biking and micro-mobility programme (focus of briefing)

Business case to create a strategy and actions for the long-term improvement of biking and micro mobility city-wide

Project purpose (investment objectives)



Improved **safety** of biking and micro-mobility users (by reducing deaths and serious injuries and improving perception of safety).



Increased **accessibility** for biking and micro-mobility users (by improving mode share and improving access to key destinations).



Improved **health** and **environmental** outcomes (by increasing levels of physical activity and reducing carbon dioxide emissions).

Considering alternatives and options

Long list: ideas about how to achieve investment objectives



Elected Member Workshop

Past public engagement results, stakeholder suggestions

Long list stakeholder drop-in sessions

Technical evaluation of likely effectiveness



(We are at this stage)

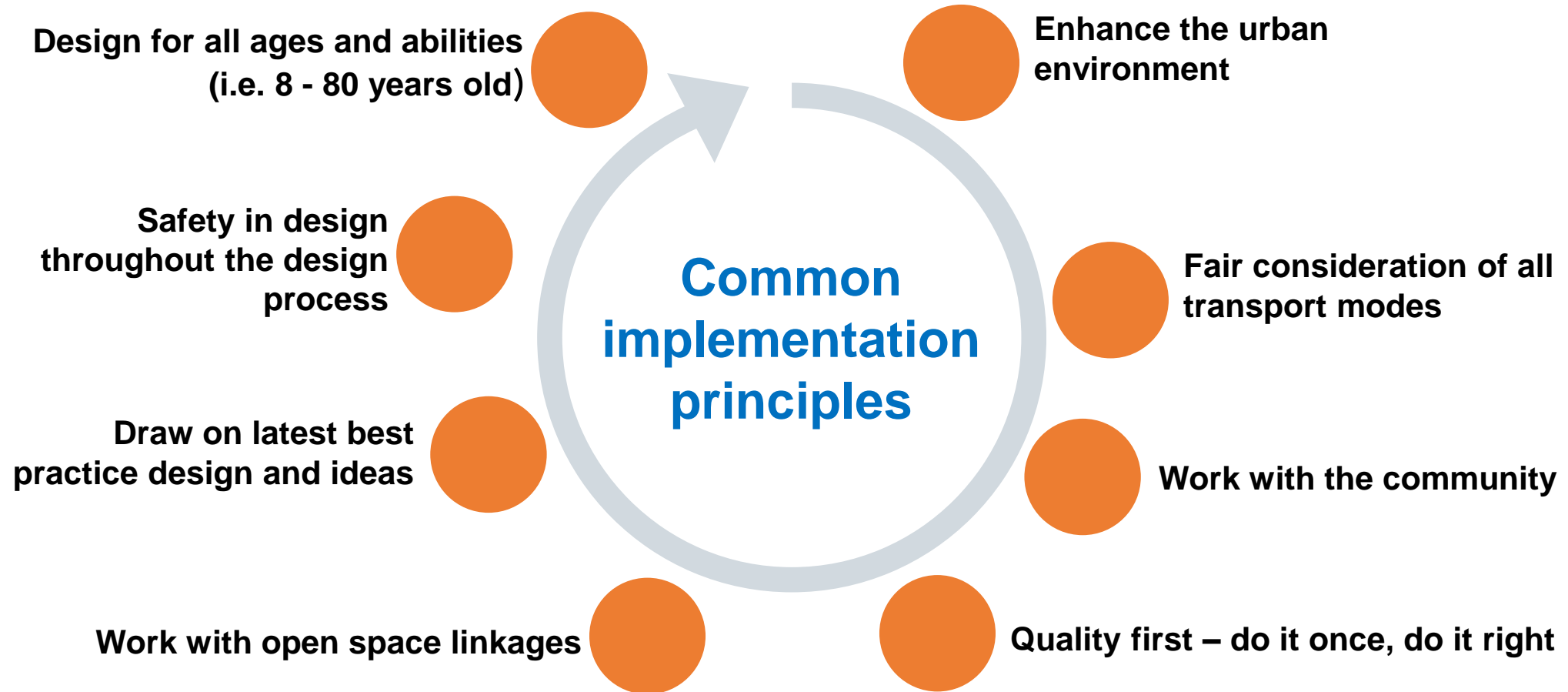
Implementation principles
&
Short list approaches



Develop the preferred programme and implementation programme
(submitting the business case to Waka Kotahi)

Common implementation principles

- About how to deliver the final recommended programme
- Applies to every short list approach



Q - What do you like, dislike? Is anything missing?

Short list of approaches

- Different ways to achieve the investment objectives.
- Used to assess the technical merit and desirability of alternatives.
- The final recommended option for the business case will include the best parts of the individual short list approaches.
- Unlikely a single short list approach will be taken forward without changes.

Q - Which of the short list approaches is your most preferred? (rank in order of priority)

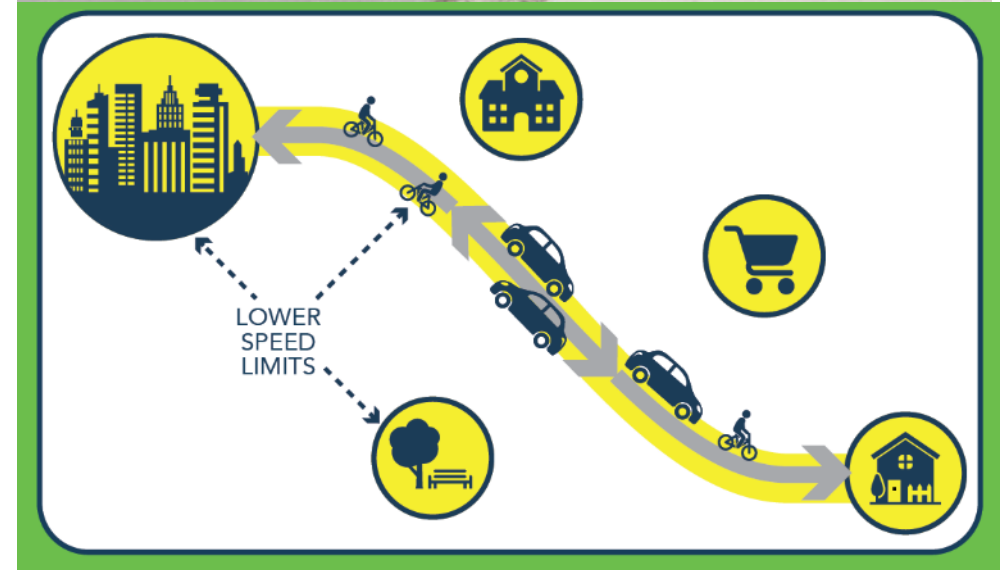
Shortlist Approach -

1: Supporting behaviour change

“I have access to a bike and feel confident using it”

Focuses on promotions, education, policy and increasing access to bikes and e-scooters.

- Education programmes to raise awareness of all aspects of biking
- Policies to facilitate and promote the wider uptake of biking and e-scooter
- Increase access to bikes and e-scooters
- Community biking hubs.



Shortlist Approach -

2: Best use of the existing network

“I can bike to most popular places”

Focuses on reallocating existing street space, closing gaps in the bike network, cleaner and tidier bike lanes.

- Fill in the gaps in the existing biking network
- Reallocate existing road space to people on bikes and e-scooters, but minimise physical road layout changes
- Provide a consistent standard of connections across the city
- Connect the bike network to open space paths.



Shortlist Approach -

3: Super bikeways

"I can bike safely between popular places without delay"

Focuses on providing the highest quality bike and e-scooter facilities connecting key city-wide destinations.

- High quality separated bikeways between high demand destinations
- Smaller destinations are not as well connected to the bike network compared to high demand destinations
- Bikes and e-scooters get a high level of service at intersections on busy roads.



Photo: Spinlister



Shortlist Approach -

4: Connected neighbourhoods

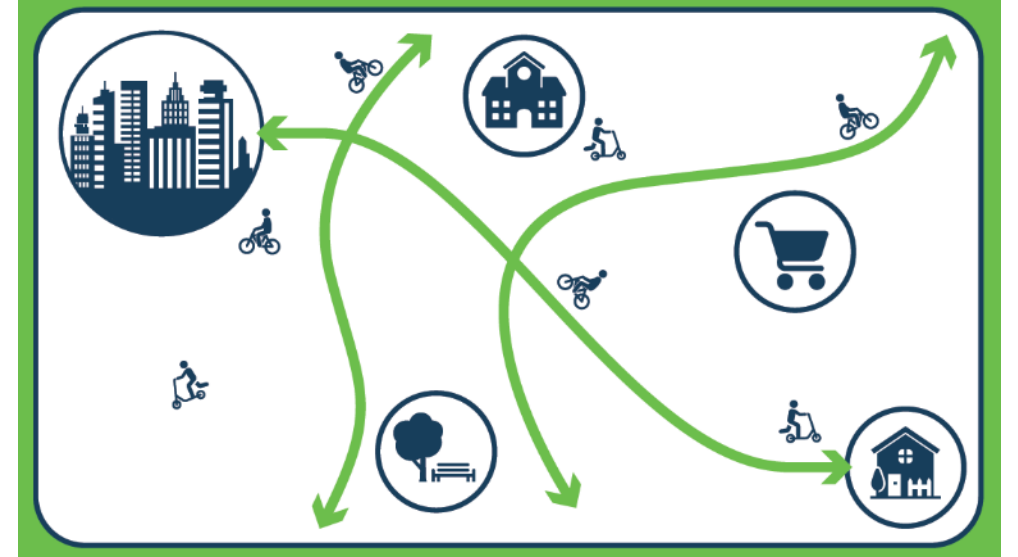
"I can go anywhere on my bike"

Access to local destinations, including schools and neighbourhood centres, and safe speeds.

- Provide separate space for pedestrians, bikes and cars on busy roads
- Local roads that are redesigned to be bike friendly
- Connect neighbourhood centres and schools as well as large destinations
- Safe speed areas around schools and neighbourhood centres.

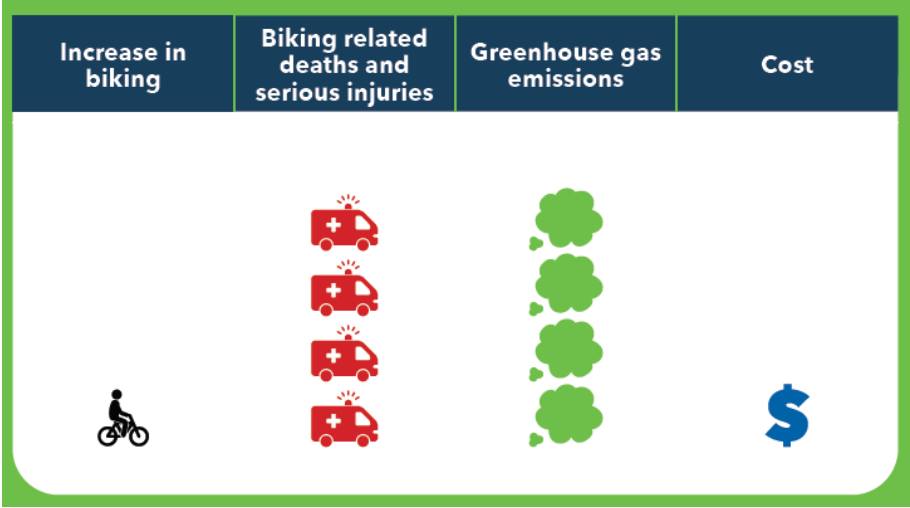


Photo: NZTA



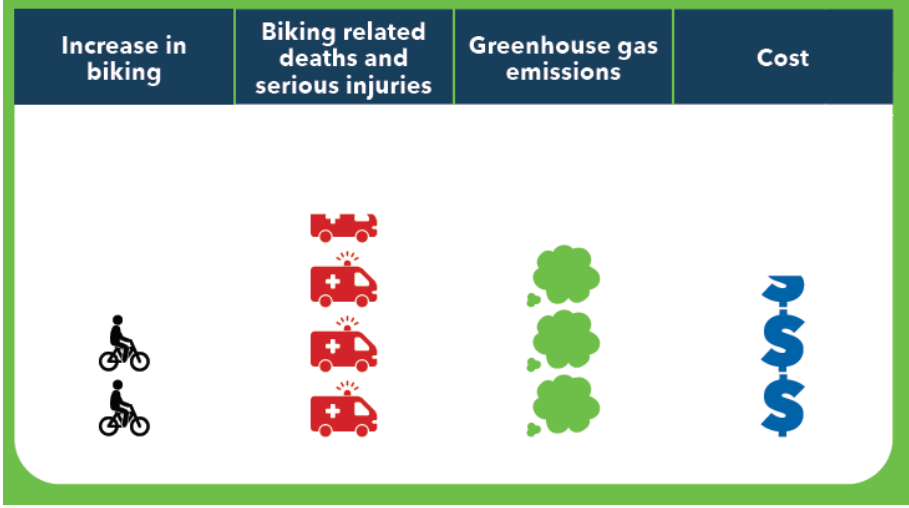
1: Supporting behaviour change

"I have access to a bike and feel confident using it"



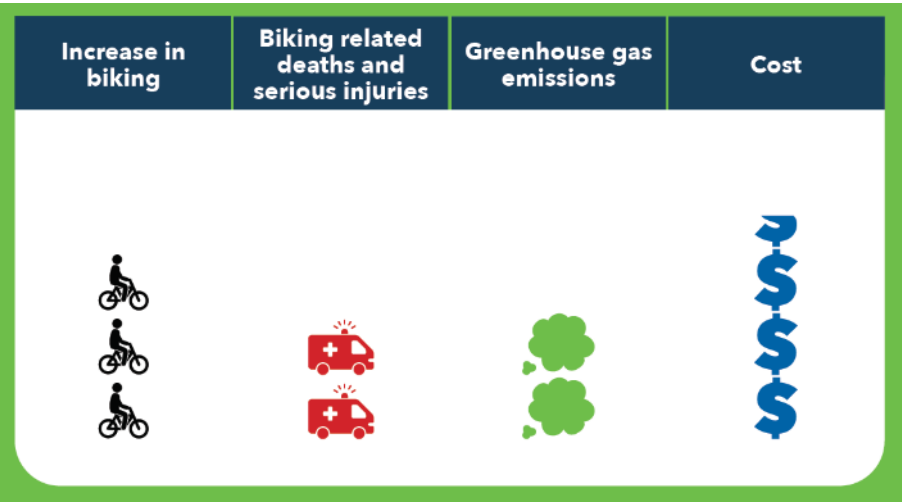
2: Best use of the existing network

"I can bike to most popular places"



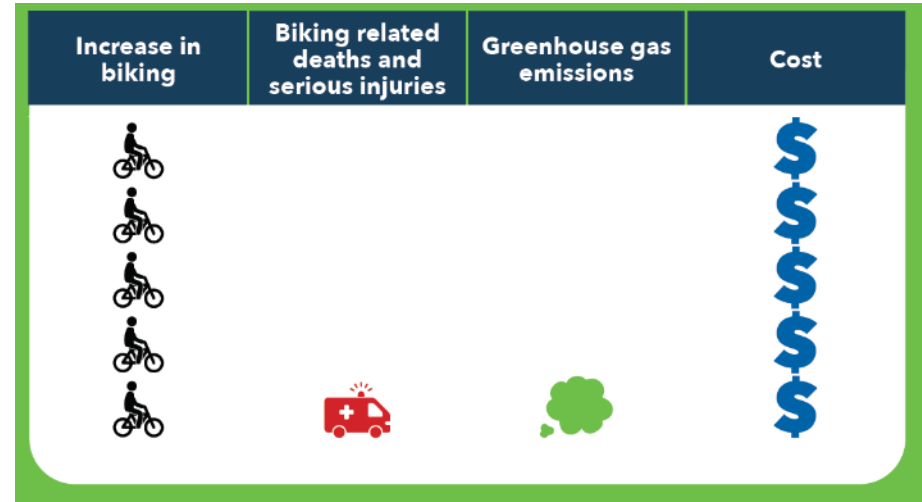
3: Super bikeways

"I can bike safely between popular places without delay"



4: Connected neighbourhoods

"I can go anywhere on my bike"



Next steps

- Stakeholder and public engagement beginning mid-October 2020 on the short list approaches and common implementation principles
- Report back to Elected Members on engagement results
- Completing the Waka Kotahi Business Case - 1st Quarter 2021