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# HAMILTON BIKING PLAN 2015 - 2045

OUR VISION:  
A BIKE FRIENDLY CITY

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# INTRODUCTION

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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 size and relatively flat landscape make it an ideal city for biking and walking. Both are excellent options for short journeys and single

purpose trips like commuting to work or school while Hamilton's river paths already provide quality, scenic biking and walking 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 Cycle Fund.

Hamilton already has some wonderful, high quality biking facilities, including along the river and on major transport routes 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.

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

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# OUR VISION: A BIKE FRIENDLY CITY

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## SAFE

Safe, accessible,  
biking options available  
to everyone.

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## EASY

Biking is an easy  
activity for transport  
and recreation.

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## VISIBLE

Everywhere you  
look, people are  
riding bikes.

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## ADDS VALUE

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

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# OUR GOALS

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**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.





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# WHY THE OUTCOMES MATTER

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## 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 dedicated biking and walking routes. For example, Wairere Drive is an important section of Hamilton's existing primary network. People can bike from The Base in the north all the way to Hamilton Gardens in the south, off road and away from traffic and parked vehicles. 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.

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## Visible

The Biking Plan is about encouraging travel choices 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.

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## 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.

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## Adds Value

Increasing the number of people choosing to bike, especially for short journeys has many benefits for a growing city. Hamilton's population is increasing quickly and it is not practical or affordable to respond to congestion by building bigger roads for cars. Our transport strategy takes a balanced approach to making sure it will be easy to get around the city in the future. This means encouraging pedestrian, biking and public transport options to complement car travel. 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



In the 2009 to 2014 financial years, Hamilton spent \$7.4million developing cycleways, an average of \$10 per person.



Between the last two census surveys there was only a 1% increase in the number of Hamilton residents choosing to cycle to work.



Hamilton has an existing biking network consisting of:

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



# 75%

of employees working in the CBD today drive to work. This is the same as 2001.



Te Awa River Ride has 100,000 visitors annually, the Horotiu to Hamilton section averages 1,088 per week.





The Hauraki Rail trail generates between \$1.8 and \$2.8 million to the local economy each year.



The gross cycling contribution to the UK economy is

**£2.9b**

(c. NZ\$5.8billion)



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

**75%**



Between 2009 & 2014 an average of

**9**  
**cyclists**

per year were seriously injured on Hamilton's roads

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



# 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.

## 2. MAJOR PROJECTS

Continue to evaluate and deliver projects to connect the network. Western Rail Trail to be delivered by June 2016.

## 3. DESIGN STANDARDS

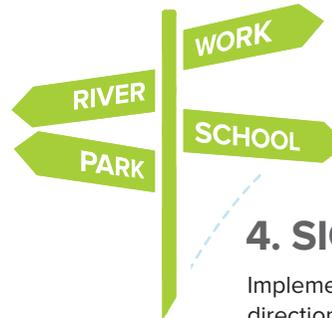
Align with national standards for safe biking network design. The National Cycling team are developing the national standards and these are due to be available during 2016. The Hamilton technical standards and specifications will recognise and reflect best practice in safety interventions, particularly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

## 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, and retrofitting of signage to existing routes complete in three years.

## 5. MAINTAIN

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





## 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.



## 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.



## 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.



# NETWORK DESIGN AND STANDARDS

## Primary Network

The pictures below provide examples of what the primary network may look like.

- 1** Bicycles completely separated from vehicles and parking



- 2** On road painted cycleways physically separated from vehicles and parking



- 3** Provide on and off road options at from major intersections. Consider bicycle priority at traffic lights.





### Secondary Network

The pictures below provide examples of what the secondary network may look like.

- 1** Painted cycleway with potential to provide separation from vehicles and parking



- 2** Painted cycleway on lower volume roads



- 3** Quiet residential streets require no physical infrastructure, sharrows to be considered to alert drivers of the presence of people on bikes.



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# HAMILTON BIKING NETWORK

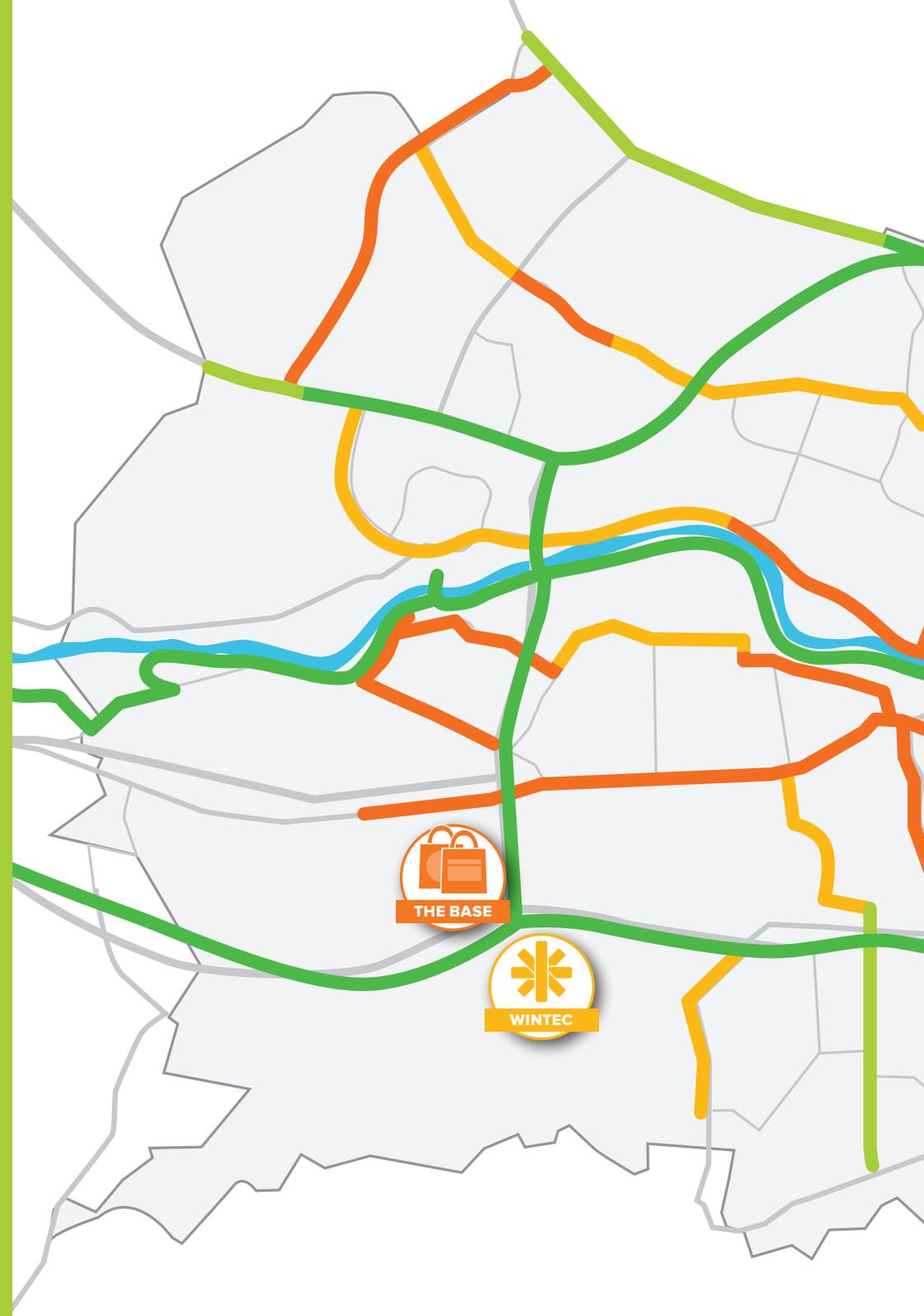
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The Biking Plan has a goal to have a fully connected primary and secondary biking network linking the central city and suburbs.

The **primary network** [shown on the map] provides direct routes to key destinations in Hamilton. It is designed to ensure consistent travel times between destinations that people choosing to 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 on lower speed, low traffic roads, typically 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.

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.





### KEY TO BIKE ROUTES

Primary Existing Route  
 Primary Proposed Route

Secondary Existing Route  
 Secondary Proposed Route

# 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.

Due to the extent of these projects 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

- 1 Western Rail Trail – Providing an off road connection from the south west suburbs to the central city, parallel to the rail track
- 2 Te Awa River Ride South - Completing the Te Awa River Ride from Cobham Bridge through to the South of the city.
- 3 School link – Providing a safe cycleway for almost 9,500 students who go to school within the Hukanui/Peachgrove Road corridor.
- 4 Minogue Park Bridge – a pedestrian/bike bridge across State Highway 1 and the Rail track
- 5 University route – Continuation of the cycleway from the central city to the University along the rail track.
- 6 Wairere Drive – Upgrade the existing cycleway to separate it from vehicles between The Base and Wintec
- 7 Te Awa River Ride, Hamilton river path – Upgrade the existing cycleway to provide a 3 metre shared path with appropriate bike friendly facilities
- 8 Central City – Provide an on road cycleway to connect to and through the city
- 9 Resolution Drive – New cycleway facilities to match residential growth and provide links to and across the Waikato Expressway
- 10 State Highway 3 – Provide a cycleway along State Highway 3 connecting southern suburbs to the city

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# WESTERN RAIL TRAIL

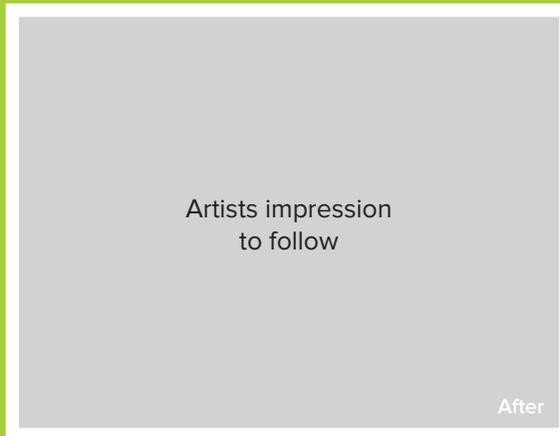
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The Western Rail Trail will provide a connection from the south west suburbs of Hamilton through to the city. It will provide links to Lake Rotoroa, the Rail station, Frankton and the city's Seddon Park and Waikato Stadium.



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.





HOSPITAL



HAMILTON GIRLS' HIGH SCHOOL



LAKE DOMAIN RESERVE

LAKE ROTOROA



HOCKEY CENTRE



INNES COMMON



KAHIKATEA DRIVE



STATION

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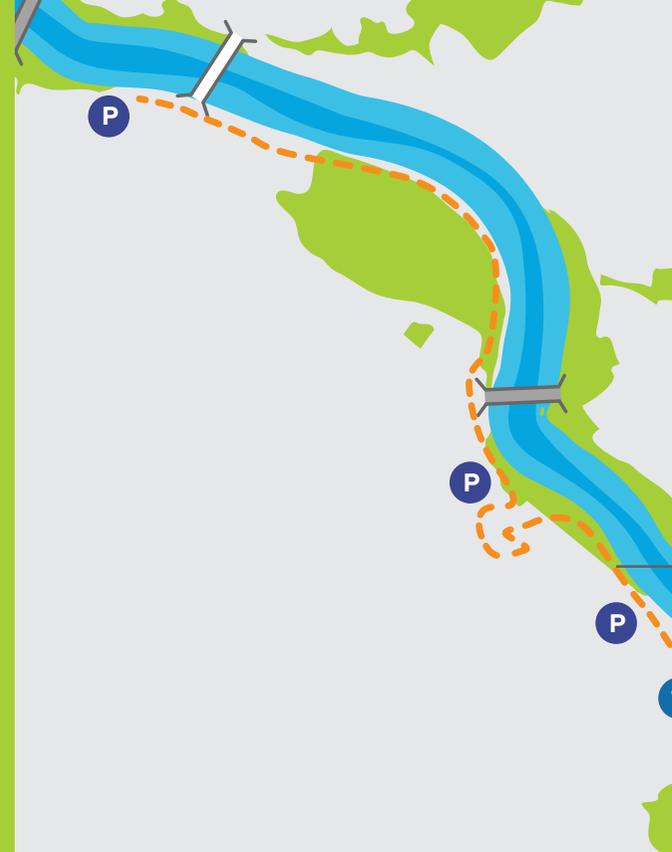
# TE AWA RIVER RIDE – HAMILTON RIVER PATH

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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 and visitor attraction in Hamilton

providing an attractive, bike and pedestrian friendly connection between the river and 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 amenities for people on bikes such as directional lanes, DIY bike repair stations, public toilets, drinking fountains, lighting, signage and cafes.



P Parking



# MAP ILLUSTRATION IN PROGRESS



Access at Braithwaite Park

Access at Bader Street

**A** Access **T** Toilets



## KEY TO BIKE ROUTES

- 1 Tinctae pedit pro
- 2 Tinctae pedit pro
- 3 Tinctae pedit pro
- 4 Tinctae pedit pro



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# THE SCHOOL LINK

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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.

Parents are too concerned about safety to allow their children to bike to school. By providing a safe bike route Hamilton could lead the way in the number of students cycling to their place of education.

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



# MAP ILLUSTRATION IN PROGRESS



## KEY TO BIKE ROUTES

- 1 Hakanui 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
- 16 University of Waikato

Find out more at: [Hamilton.co.nz](https://www.hamilton.co.nz)

