

**Committee:** Strategy & Policy Committee

**Date:** 26 May 2015

**Report Name:** The Biking Plan

**Author:** Katherine Johns

<b>Report Status</b>	<i>Open</i>
<b>Strategy, Policy or Plan context</b>	<i>Access Hamilton Strategy, Hamilton Plan</i>
<b>Financial status</b>	<i>There is budget allocated Amount \$25,000</i>
<b>Assessment of significance</b>	<i>Having regard to the decision making provisions in the LGA 2002 and Councils Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i>

## 1. Purpose of the Report

- The purpose of the report is to adopt the draft Hamilton Biking Plan and to approve a period of public engagement.

## 3. Executive Summary

- At the 16 July 2014 Strategy and Policy Committee, elected members agreed to the formation of a working group to develop the Biking Plan and elect members and external members.
- The Biking Plan is not a new initiative; it develops the biking component of the Active Travel Action Plan which is embedded within the Access Hamilton Strategy and builds upon the already extensive Hamilton biking network.
- The Biking Plan is a 30 year vision and proposes a package of interventions including educational and promotional activities alongside new or upgraded infrastructure.
- Hamilton has a poor road safety record. A fully connected, safe biking network will contribute toward reducing the number of biking related crashes.
- Biking is seeing resurgence both within the community and from Central Government. This is demonstrated through the proposed increase in funding for biking within the Government Policy Statement and the announcement of the \$100million Urban Cycleway Fund to accelerate completion of urban cycle networks.
- Having a clear strategic direction for biking enables Hamilton to maximize these funding opportunities. The Biking Plan has a high strategic fit with the objectives of government and the New Zealand Transport Agency (NZTA).
- A period of public engagement on the draft plan is proposed.

## 11. Recommendations from Management

That:

- a) The Report be received;
- b) The draft Biking Plan is approved for a period of public engagement; and
- c) Following public engagement, staff report back to the Strategy and Policy Committee with feedback for adoption of the Biking Plan.

## 12. Attachments

13. Attachment 1 - Primary Network
14. Attachment 2 - Secondary Network
15. Attachment 3 - Hamilton Bicyclist Profile

## 16. Key Issues

17. Background
18. At the 16 July 2014 Strategy and Policy Committee, elected members agreed to the formation of a working group to develop the Biking Plan. The working group consisting of Cr Forsyth, Cr Macpherson, Cr Gallagher and Cr Tooman together with co-opted external members from Sport Waikato, Bike NZ and NZTA to develop the Hamilton Biking Plan. The draft document will be circulated prior to the meeting.
19. The plan has been developed in association with a wide range of stakeholders including:

NZ Police	NZ Automobile Association
Road Transport Association	NZ Transport Agency
Kiwi Rail	Population Health District Health Board
ACC	Primary Schools Principals Association
Waikato Regional Council	Hamilton Central Business Association
Tourism Waikato	University of Waikato
Wintec	Bike NZ
Cycle Action Waikato	Hamilton Bicycling Network
CCS Disability	Living Streets
Te Awa River Ride	Dynamo Events
Sport Waikato	

20. Councilors have provided input into the Plan through two briefing sessions.
21. The Biking Plan is not a new initiative; it builds on the biking component of the Active Travel Action Plan which is part of Council's existing transport strategy, Access Hamilton. It is a 30 year vision and proposes a package of interventions including educational and promotional activities alongside new or upgraded infrastructure. Hamilton already has an extensive primary and secondary biking network but it is not fully connected. Providing a fully connected biking network, which is considered safe and convenient, will offer people a realistic transport alternative and encourage recreational biking.

22. Research was carried out both nationally and internationally to align the Biking Plan with best practice for encouraging more people to ride a bike. Research has shown that providing infrastructure alone is not sufficient to achieve an increase in people riding bikes. Educational activities and promotional campaigns targeting both child and adult bike riders to encourage more people to ride a bike and to raise awareness amongst all road users of the need to share the road is also important and will be developed as part of the Biking Plan.
23. Network maps have been developed and analysed to identify and prioritise future projects:
  - The primary network (see Attachment 1) connects key destinations across the city.
  - The secondary network (see Attachment 2) links residential suburbs to the primary network and considers safe biking routes to schools.
24. Biking is seeing resurgence both within the community and from Central Government. This is demonstrated through the proposed increase in funding for biking within the Government Policy Statement and the announcement of the \$100million Urban Cycleway Fund to accelerate completion of urban cycle networks. Te Awa River Ride has been successful in developing and funding cycleways around Hamilton. Te Awa is being built in sections along 70kms of the Waikato River from Ngaruawahia, through Hamilton to the start of the rowing course at Lake Karapiro. The Biking Plan links into Te Awa River Ride.
25. Having a clear strategic direction for biking enables Hamilton to maximize funding available through NZTA and The Urban Cycleway Fund as well as other community funding opportunities. The Biking Plan has a high strategic fit with the objectives of government and the New Zealand Transport Agency (NZTA).
26. Statistics and Safety
27. The 2013 census shows 79% of Hamilton commuters travel to work by private or company vehicle. At current growth predictions there will be 66% more vehicles on the road by 2041 resulting in increased congestion and delay for both business and personal travel.
28. Over a 10 year period the number of NZ children aged between 13 and 17 who bike to school has reduced by 5.6million trips. Reports from Waikato District Health Board show that in the Waikato 10% of children between the ages of 2 and 14 years are obese.
29. Safety is quoted as the largest barrier to people biking. Between 2009 and late 2014 there were 266 crashes in Hamilton involving people on bikes. The Biking Plan, through its range of interventions, proposes to reduce this number significantly.
30. In 2014 the government established the NZ Cycle Safety Panel in response to the rising crash statistics across the country. The panel has released a report containing 13 recommendations for consideration by roading authorities. The report and its recommendations will be adopted in the design of all Hamilton biking projects.
31. The primary and secondary networks will focus on shared off-road paths or bike facilities separated from vehicle traffic. Where this is not possible designs will align with the national standards for biking infrastructure.
32. Target Audience
33. The city council is unable to provide biking facilities to suit the needs of everyone. People who are already confident biking on the network will continue to ride on routes which provide the most direct and timely connections, regardless of the traffic they share the road with.
34. A goal of the Plan is 'more people biking more often'. To achieve this goal the Biking Plan is targeted at the 60% who state they would bike more often if it were safer. This type of rider is commonly referred to as 'Interested but Concerned'. A survey of Hamilton bikers was carried

out in 2014 and Attachment 3 profiles existing Hamilton bicyclists. It also provides further insight into the target audience for the Biking Plan.

35. The goal of 'more people biking more often' will not happen overnight. The behaviour change required will take place over the 30 year period of the Plan. It is anticipated that initially there will be an uptake in recreational biking. This in turn will lead to increased levels of commuter biking.
36. Funding of the Biking Plan
37. Investment in biking infrastructure has been made by Hamilton City Council over many years including the River Path and more recently Wairere Drive. Connecting the gaps in the biking network will enable Hamilton to maximize the potential of this investment.
38. The Government has recently announced significant additional funding for biking in both the Government Policy Statement and the Urban Cycleway Fund. To enable Hamilton to benefit from this additional funding it is essential to demonstrate a clear strategic direction which aligns with both Government and NZTA objectives.
39. The Biking Plan proposes to fund actions through existing budgets and access government and other funding. The smaller projects, under \$300,000, have potential to be completed within the discretionary Integrated Transport Budget and is a good fit with the intent of this budget.
40. Larger projects will require a funding model to be developed and partnership funding, including NZTA and government funding.
41. Within the Draft 10 Year Plan there are three road projects which include significant biking components. These include Resolution Drive, Rototuna East and Wairere Drive.
42. Strategic alignment
43. The Biking Plan aligns with the Active Travel Action Plan which is embedded within the Access Hamilton Strategy.
44. The Biking Plan aligns with the Hamilton Plan.
45. The Biking Plan has a high strategic fit with the objectives of government and NZTA, placing Hamilton in a strong position to maximize external funding opportunities.
46. Engagement
47. An engagement plan has been developed which provides for the public to provide feedback on the draft plan and key stakeholder groups will be specifically invited to attend.

## **48. Financial and Resourcing Implications**

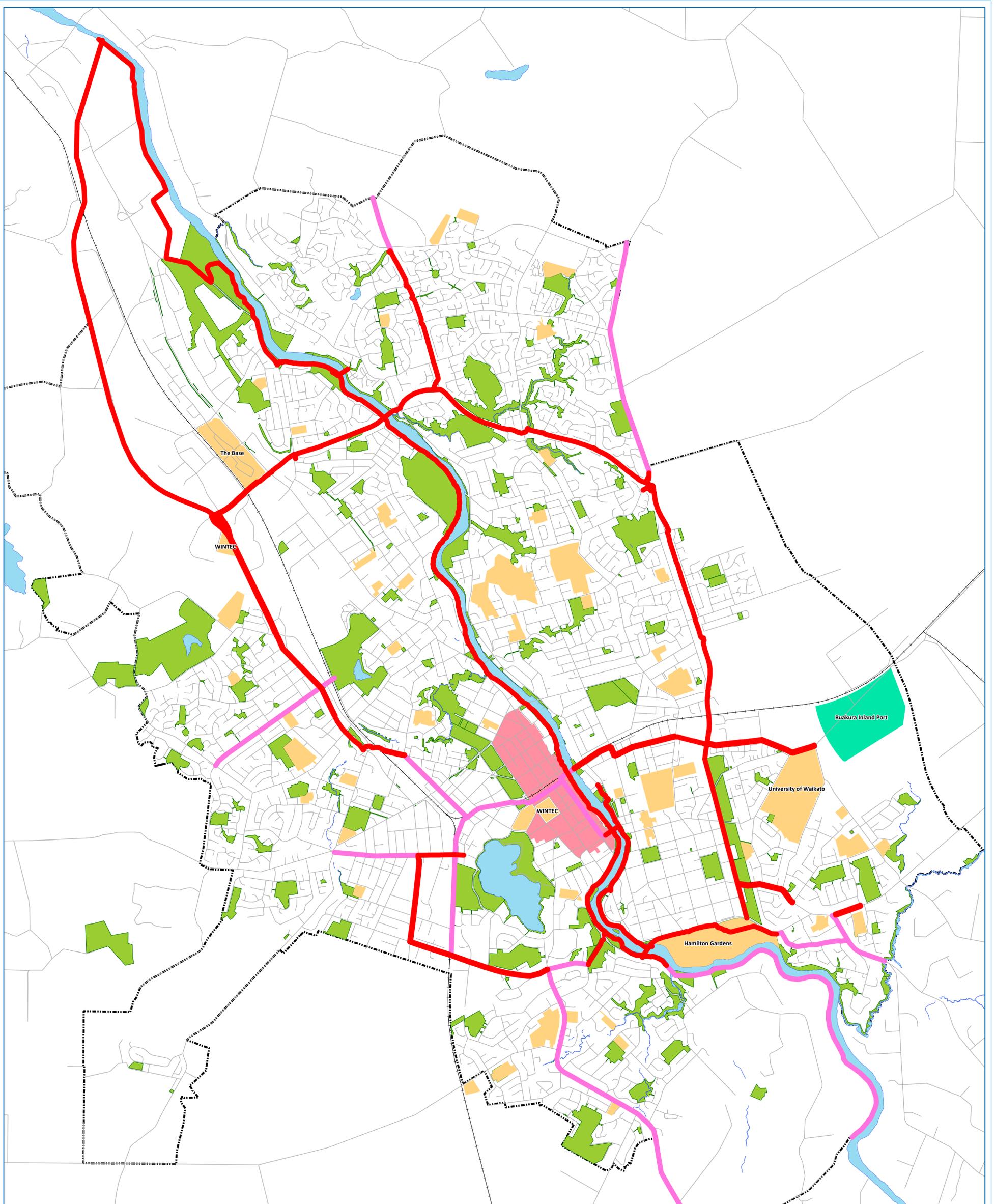
49. Council allocated \$25,000 in the 2014/15 Annual Plan for the development of the Plan.

## **50. Risk**

51. Funding is required to deliver the Biking Plan.

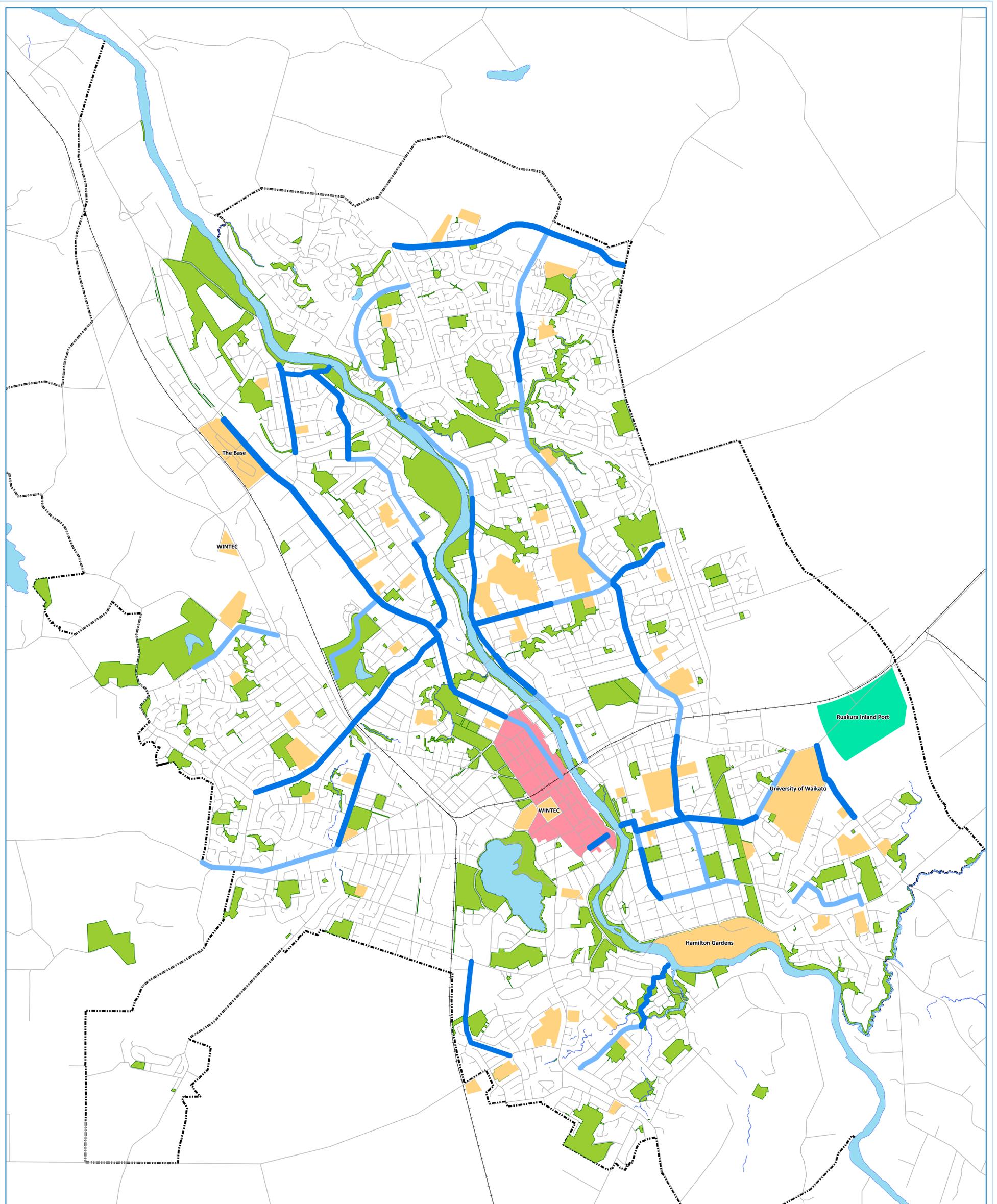
## **Signatory**

Authoriser	Chris Allen, General Manager City Infrastructure Group
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<b>KEY</b>	 Primary Existing Route	 Schools
	 Primary Proposed Route	 City Centre
		 Significant Sites
		 Ruakura Inland Port
		 Hamilton City Boundary



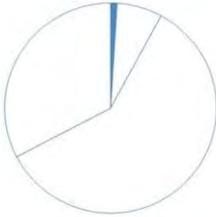
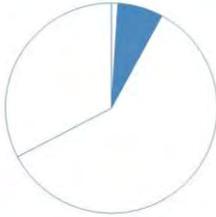
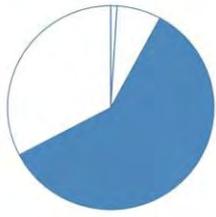


**KEY**

- Secondary Existing Route
- Secondary Proposed Route
- Schools
- City Centre
- Significant Sites
- Ruakura Inland Port
- Hamilton City Boundary



# Cyclist Profiles

	Strong and Fearless	Enthusied and Confident	Interested but Concerned
			
	<ul style="list-style-type: none"> <li>Less than 1% of all people</li> </ul> 	<ul style="list-style-type: none"> <li>Around 7% of all people</li> </ul> 	<ul style="list-style-type: none"> <li>Up to 60% of all people</li> </ul> 
Defining Characteristics	<ul style="list-style-type: none"> <li>Typically cycle more than four hours per week</li> <li>Will cycle regardless of facilities, but have high risk of crashing due to high exposure</li> <li>67% of Hamilton survey respondents who cycle more than 4 hours per week were male</li> </ul>	<ul style="list-style-type: none"> <li>Typically cycle for 1 – 4 hours per week</li> <li>More likely than ‘interested but concerned’ to stay on the road when cycling through an intersection</li> <li>62% of Hamilton survey respondents cycling 2 – 4 hours per week were male</li> </ul>	<ul style="list-style-type: none"> <li>Cycle up to 1 hour per week</li> <li>More likely than ‘enthusied and confident’ to use footpaths and road crossings while cycling</li> <li>64% of Hamilton survey respondents cycling up to one hour per week were female</li> </ul>
Typical Quotes	<ul style="list-style-type: none"> <li>“I find it safer to cycle on very narrow roads where I must cycle in the middle of the lane, as this makes me more easier to be seen, rather than close to the side.” - Male, 25-34, Southeast Hamilton</li> <li>“Cycling in Hamilton is my major transportation.” - Female, 18-24, Southeast Hamilton</li> </ul>	<ul style="list-style-type: none"> <li>“I often have to pull out into traffic to go around cars that are parked in the cycle lane.” - Female, 18-24, Southeast Hamilton</li> <li>“It’s not too bad, but better would be great.” - Male, 35-44, from outskirts of Hamilton</li> <li>“I cycle to commute and generally feel safe but I always watch out for everything.” - Male, 45-54, Southeast Hamilton</li> </ul>	<ul style="list-style-type: none"> <li>“I would cycle much more frequently, and probably commute to work if it was safer.” - Female, 18-24, Southeast Hamilton</li> <li>“I enjoy riding my bike and think the bike lanes between Claudelands and Ruakura/the University are good.” - Male, 55-64, East Hamilton</li> <li>“The reason why I like Wairere Drive is because the cycle lane is separate from the traffic.” - Female, 18-24, East Hamilton</li> <li>“I ride with my daughter on the back of my bike and my 4yo son on his pedalbike. I would be concerned about being on the road with them.” - Female, 35-44, Northeast Hamilton</li> </ul>

No-way, No-how: around 33% of all people



DRAFT

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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

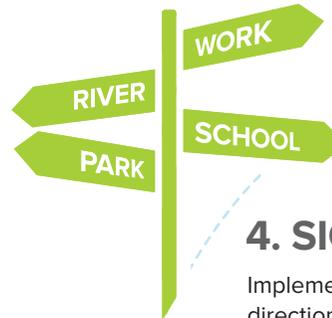
Align with national standards for safe biking network design. The National Cycling team are developing the national standards and these are due to be available during 2016. The Hamilton technical standards and specifications will recognise and reflect best practice in safety interventions, particularly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

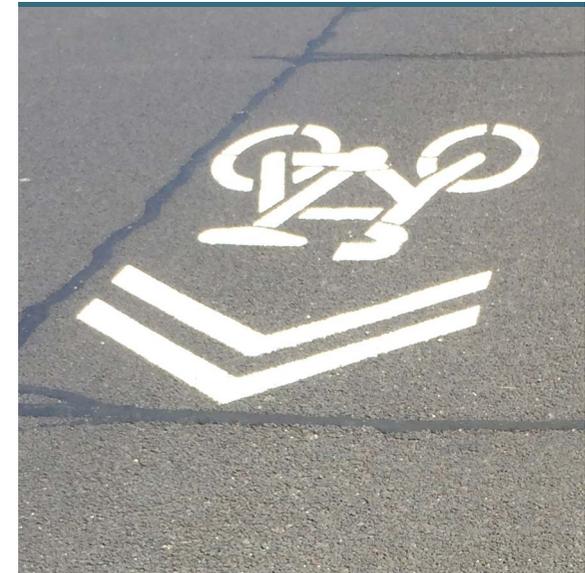
- 1** Painted cycleway with potential to provide separation from vehicles and parking



- 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

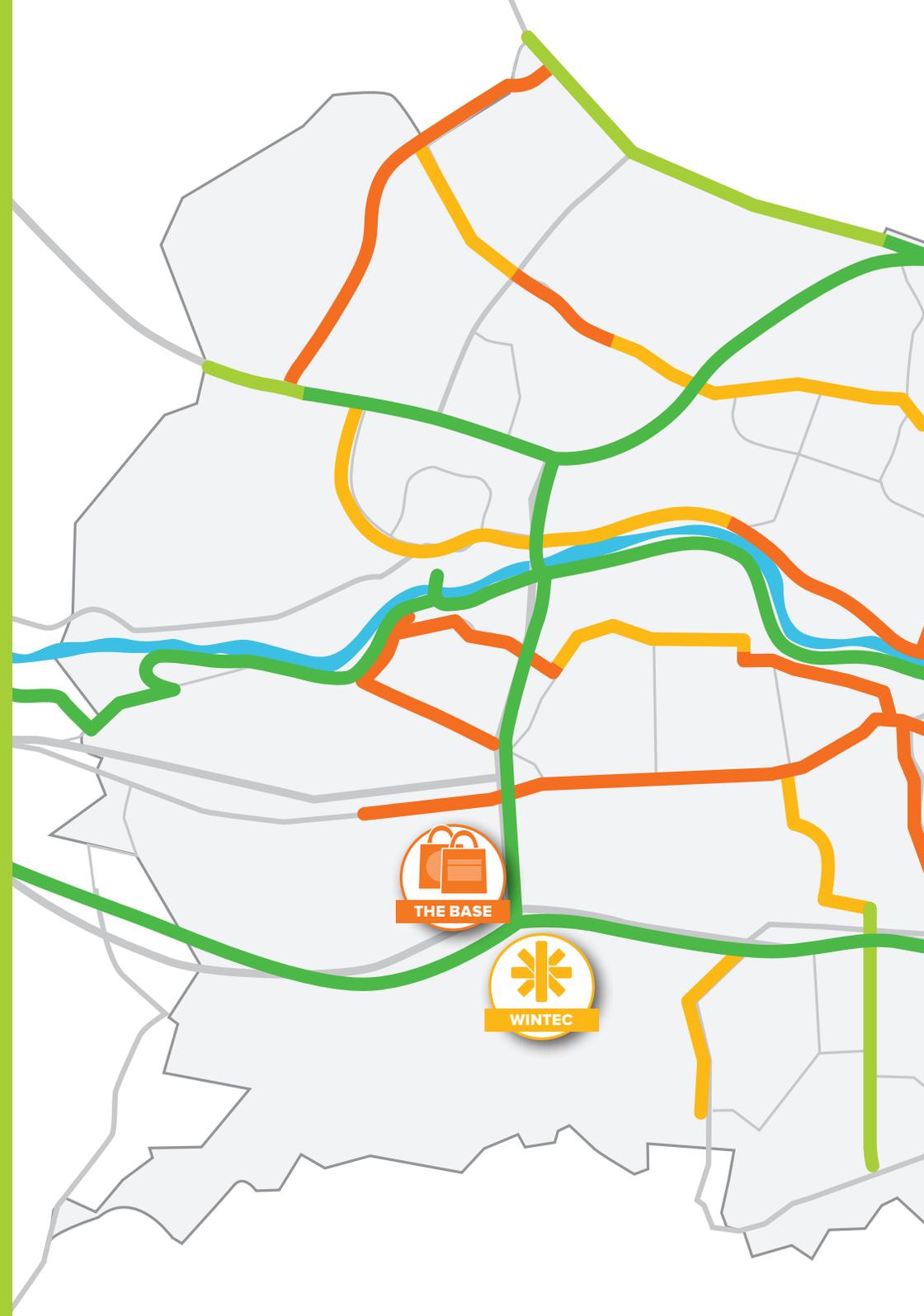
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The Biking Plan has a goal to have a fully connected primary and secondary biking network linking the central city and suburbs.

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

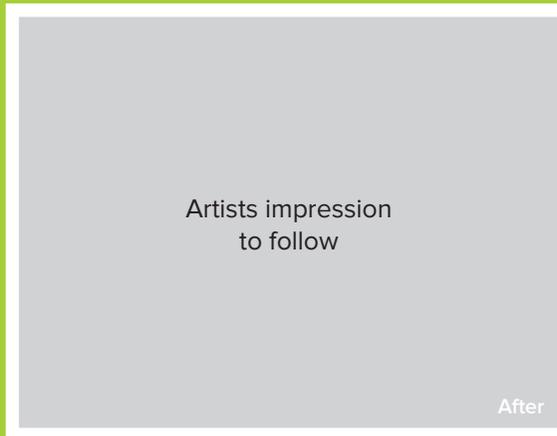
# WESTERN RAIL TRAIL

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.





**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](http://Hamilton.co.nz)

