

Information Sessions – 28 June 2022

Time	Topic	HCC Presenter(s)	Open / Closed	Time Req'd (mins)
9.30am	Hamilton Urban Growth Strategy (HUGS) (Strategic Growth Committee)	Stafford Hodgson, Blair Bowcott, Chris Allen	Open Briefing	60 mins
10.30am	Biking and Micro-Mobility Business Case & Cycle Safety (Infrastructure Operations Committee)	Martin Parkes, Honor Young	Open Briefing	90 mins

DISCUSSION TOPIC SUMMARY

Topic: Traffic signals design for intersection of Karewa Place and Wairere Drive

Related Committee: Infrastructure Operations Committee

Business Unit/Group: Transportation Unit, Infrastructure Operations Group

Key Staff Contact/s: Chris Allen, Robyn Denton, John Kinghorn

Information Status: Open

PURPOSE OF TOPIC/INFORMATION

Elected members considered the speed limit reduction on Wairere Drive to accommodate the installation of traffic signals at Wairere/Kawera intersection at the 7 December 2021 Infrastructure Operations Committee (and recommended to Council)

It was resolved at the time that Members wanted to approve the final design.

This briefing will provide an opportunity for Members to consider the concept design for the intersection and provide feedback ahead of a report to the 9 August 2022 Infrastructure Operations Committee seeking approval of the macroscopic design.

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

The concept plan (included in the presentation for this session) has been developed by the developer in consultation with HCC Traffic Signals expert team.

Safety audits by an independent party with experience/knowledge in traffic signals will be undertaken at various stages throughout the design and installation process.

KEY SUMMARY POINTS

Approval has been granted for the installation of traffic signals at the intersection of Karewa Place and Wairere Drive as part of the consent process. The key action required by Council in order for the work to proceed was agreement to lower the speed limit for this section of Wairere Drive from 80 km/h to 60km/h.

The 7 December 2021 Infrastructure Operations committee considered the results of the Special Consultative Process that was used to consider lowering the speed limit and the subsequent 19 December 2021 Council meeting resolved:

Resolved: (Cr Macpherson/Cr Pascoe)

That the Council:

- a) approves that the speed limit on a section of Wairere Drive between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h; and
- b) notes that the new speed limit will come into effect in conjunction with the construction of traffic signals at Karewa Place intersection on Wairere Drive which will be fully funded and completed by Foodstuffs; and
- c) requests staff report back to a future Infrastructure Operations Committee with the final intersection design for approval.

Cr Wilson Dissenting.

WHERE CAN MEMBERS FIND MORE INFORMATION?

Background information on this topic can be found in previous reports to Council including:

- 19 November 2020 Infrastructure Operations Committee
- 8 December 2020 Council
- 10 June 2021 Council
- 17 August 2021 Infrastructure Operations Committee
- 7 December 2021 Infrastructure Operations Committee
- 19 December 2021 Council

WHAT DIRECTION/FEEDBACK/INPUT IS NEEDED FROM MEMBERS

Staff need direction on the proposed concept for the traffic signals at the intersection and whether there is any further information that Members would like to have covered in the staff report to the 9 August 2022 Infrastructure Operations Committee.

Elected Member Briefing

Traffic Signals concept design for Karewa Place and Wairere Drive Intersection

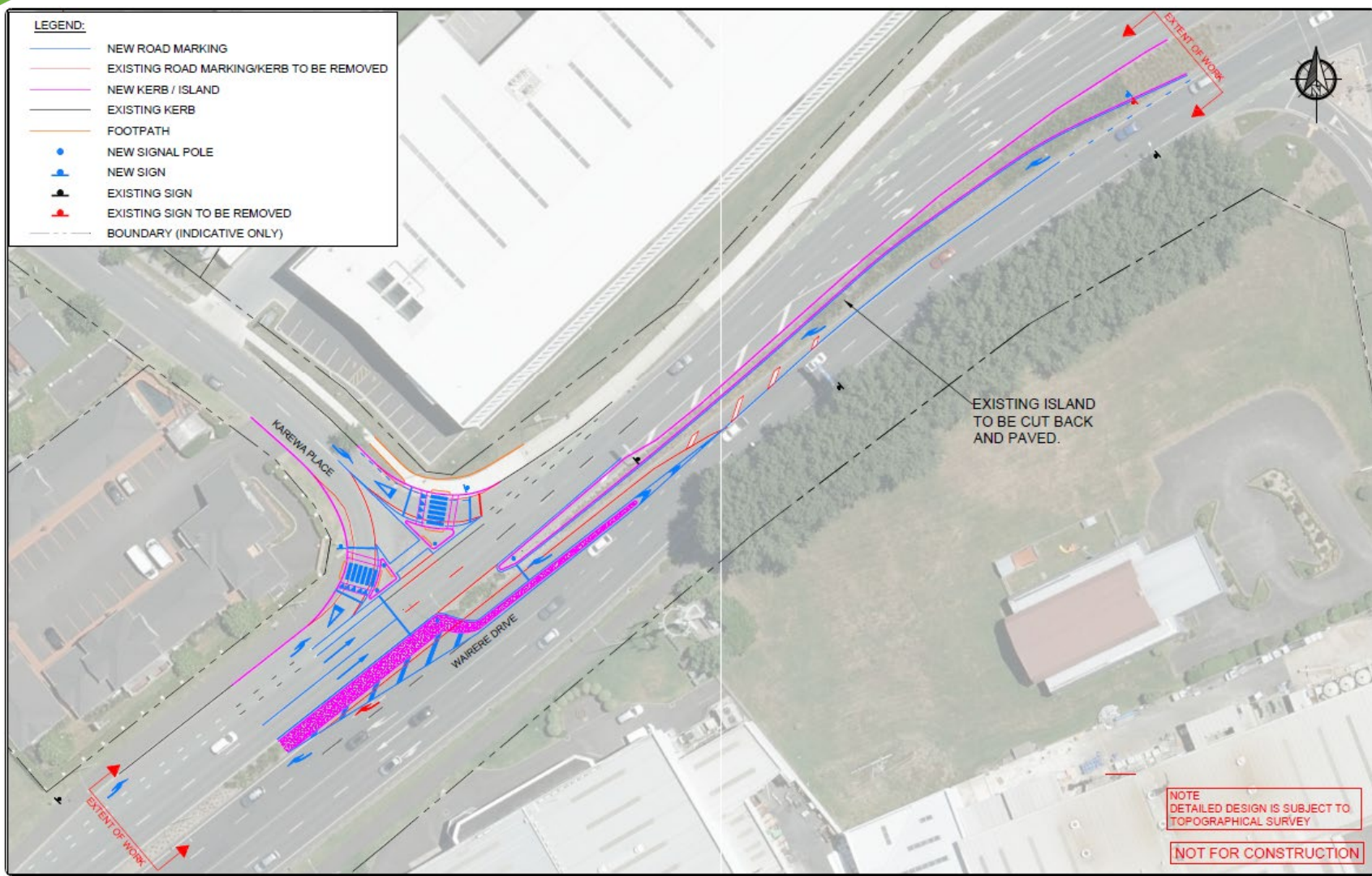
29 June 2022

Purpose of Briefing

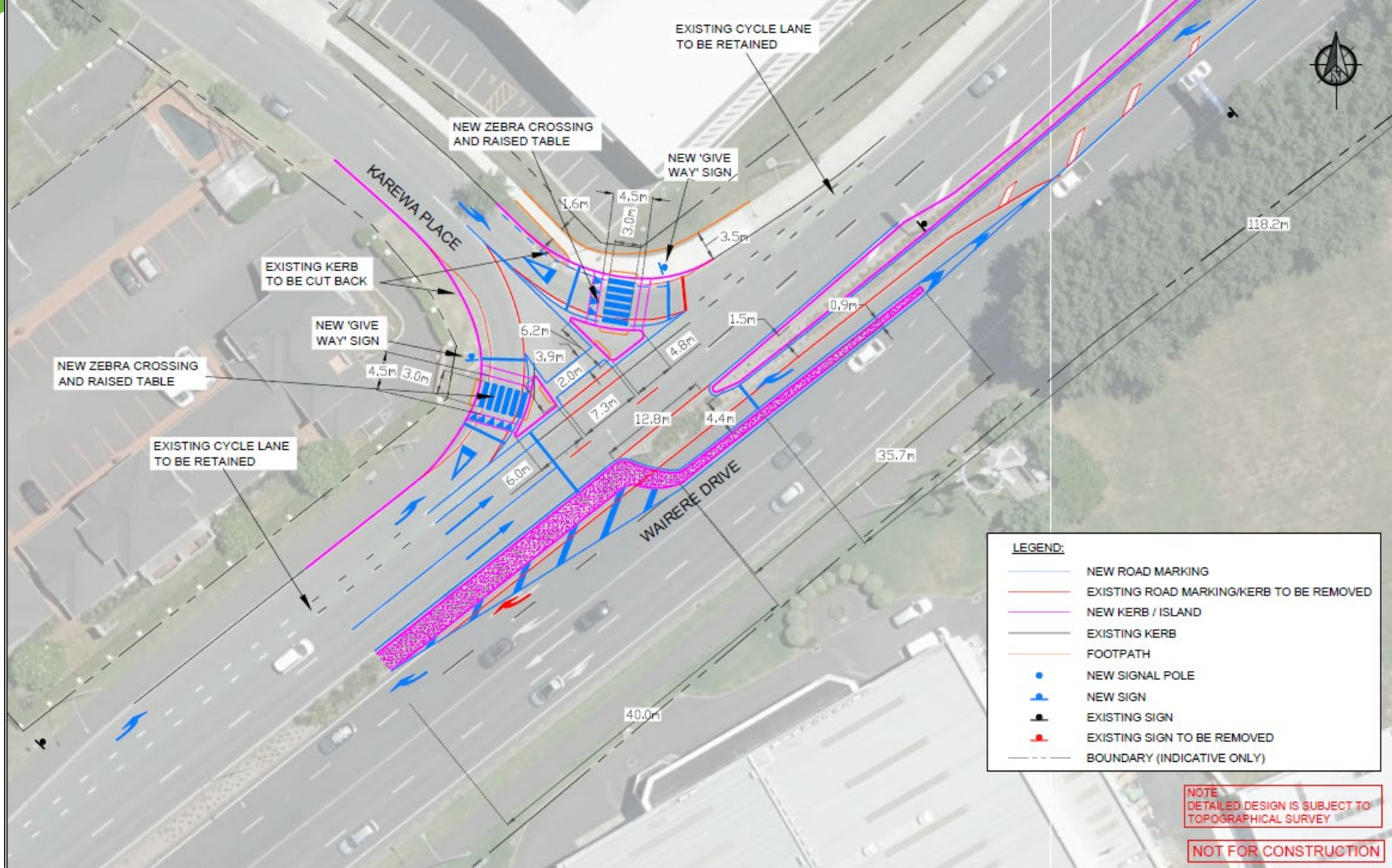
This briefing will provide an opportunity for Members:

- to consider the concept design for the intersection and
- provide feedback ahead of a report to the 9 August 2022 Infrastructure Operations Committee seeking approval of the macroscope design.

Concept Design



Concept for the intersection



What direction/feedback is needed from Members?

Staff need direction on:

- the proposed concept for the traffic signals at the intersection and
- whether there is any further information that Members would like to have covered in the staff report to the 9 August 2022 Infrastructure Operations Committee.

Existing Layout



DISCUSSION TOPIC SUMMARY

Topic: Biking & Micro-Mobility Business Case and Cycle Safety Issues

Related Committee: Infrastructure Operations Committee

Business Unit/Group: City Transportation

Key Staff Contact/s: Martin Parkes & Honor Young (to include Waka Kotahi staff)

Status: Open

PURPOSE OF TOPIC/INFORMATION

At the Infrastructure Operations Committee on 12 April 2022, the Committee directed staff to organise a session with elected members on the Biking & Micro-Mobility (B&MM) business case, which would include options for transitional road safety improvements.

Staff are working with Waka Kotahi on the business case. It is anticipated it will be presented to the Waka Kotahi Board in August 2022. The goal of the business case is to gain Waka Kotahi approval for our 30-year cycling and micro-mobility plan for the city, but with an establish 10-year prioritised programme for investment. The 10-year programme will be made up of transitional cycling interventions, such as cycle wands and concrete separators, as well as permanent facilities.

At the briefing session staff will share information on the B&MM priority routes for investment.

The session will also allow for discussion about cycle safety issues, particularly on shared facilities.

THINGS MEMBERS SHOULD THINK ABOUT IN CONSIDERING THIS INFORMATION?

- How the Biking & Micro-Mobility business case contributes to the overall health and wellbeing of Hamiltonians, emissions reduction, transport choice etc.
- Members should think about the risks/benefits in relation to each project; the projects have been chosen as they have the lowest risk and the best chance of delivery before 30 June 2022.

WHERE CAN MEMBERS FIND MORE INFORMATION?

Background information for the session is the draft B&MM business case and the Infrastructure Operations Committee 27 April 2021 report on the B&MM Programme Business Case. The draft B&MM business case is a *work in progress* and requires a level of update following recent workshop sessions with Waka Kotahi staff.

WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

- That the business case is establishing a programme Elected Members are comfortable with.
- That Elected Members are comfortable with transitional cycling interventions, such as cycle wands and concrete separators, as well as permanent facilities.
- Do Elected Members have any concerns around community reactions associated with the Biking & Micro-Mobility Network Plan.
- Do Members have preference around how community engagement is managed?

Biking and Micro-Mobility Programme

Elected Member briefing

28 June 2022

Agenda

1. What has changed since April 2021
2. What we agreed previously
3. The world changed...
4. A new way forward
5. 10 year programme
6. Next steps

What has changed since April 2021

Main changes:

- Transitional measures will be a key component of the delivery methodology for the biking and micro-mobility network
- A 30 year vision with a 10 year programme of prioritised routes (corridors) for investment
- Influence of Emissions Reduction Plan and the Metro Spatial Plan



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Fairfie

What we agreed
previously

What we agreed previously

27 April 2021 – Infrastructure Operations Committee

- Endorsed the Draft Single Stage Business Case for submission to Waka Kotahi
- *Connected Neighborhoods* vision
- Strategic Network Plan
- 30 year delivery programme, costing \$1b+

Connected Neighbourhoods Vision

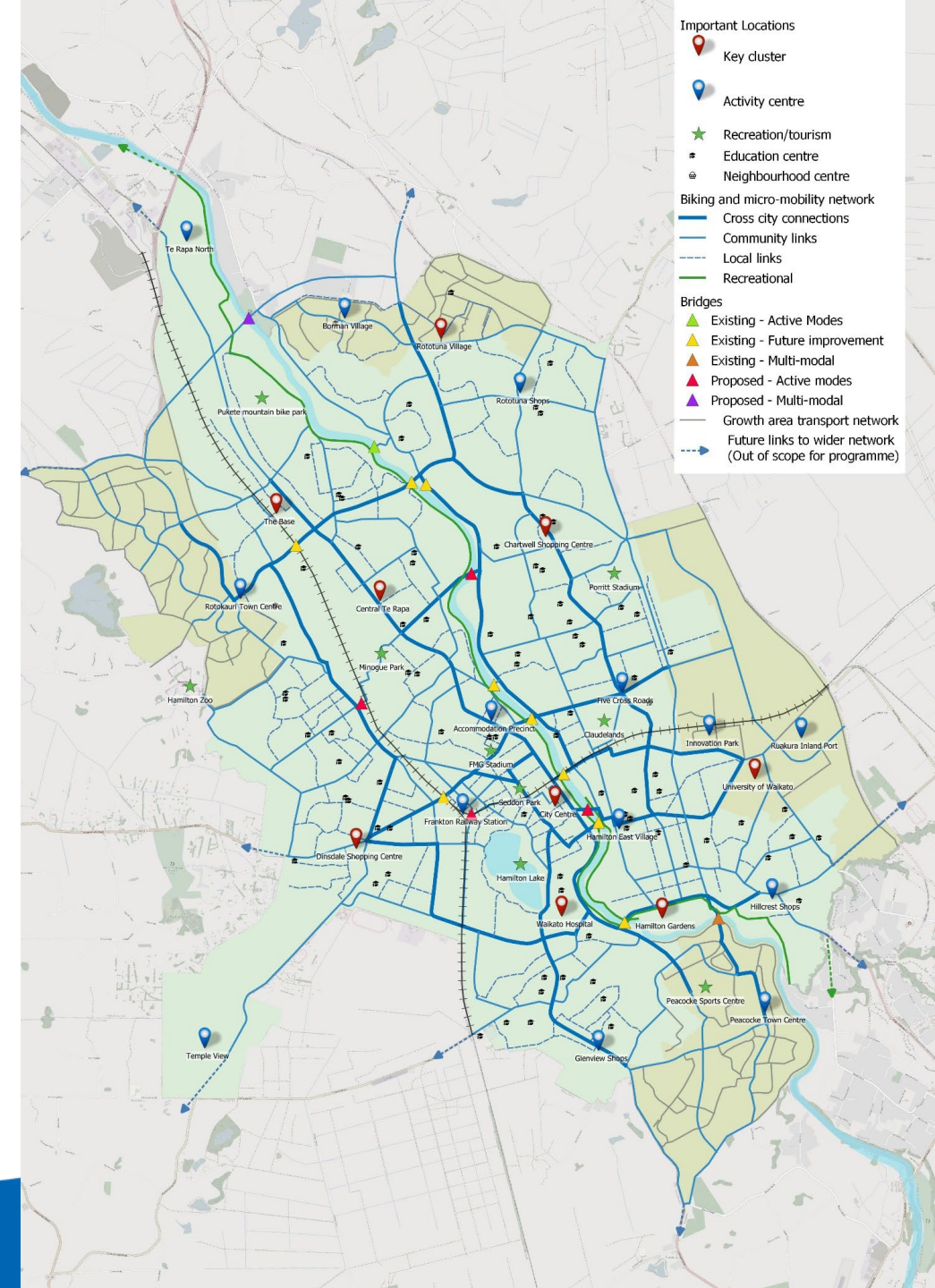
The *Connected Neighbourhoods* 30 year vision is “*I can go anywhere on my bike*”, creating a network and environment that is safe and convenient for people to go anywhere by bike or micro-mobility.

Core principles:

- Quality separated biking facilities are provided on busy roads
- Local roads that are redesigned to be cycling friendly with slower speed limits, and
- It connects neighbourhood centres and schools as well as large destinations.

Strategic Network Plan

- 328km of biking and micro-mobility network
- Routes are indicative only
- Each corridor will be assessed to determine the best and safest route
- Opportunities to utilise low traffic neighbourhoods and green spaces



The world changed...

- Hamilton's population predicted to increase 75% from 2018 to 2050
- VKT is expected to increase 88%, almost doubling car travel
- NPS-UD enables more growth and more density, faster than before
- The Emissions Reduction Plan requires a 20% reduction in VKT and therefore carbon emissions by 2035, towards 'net zero' by 2050

Hamilton needs a step change in walking and cycling mode share

Traditional approaches will be **too slow, too expensive and too late.**

A scenic view of a river with a bridge in the background and people cycling and walking on a path in the foreground. The bridge is a steel truss bridge with large concrete piers. The river is calm and reflects the surrounding greenery. The path is paved and runs along the riverbank. There are large trees on the left side of the path, and a wooden fence is visible in the background. The overall atmosphere is peaceful and recreational.

A new way forward

Transitional approach



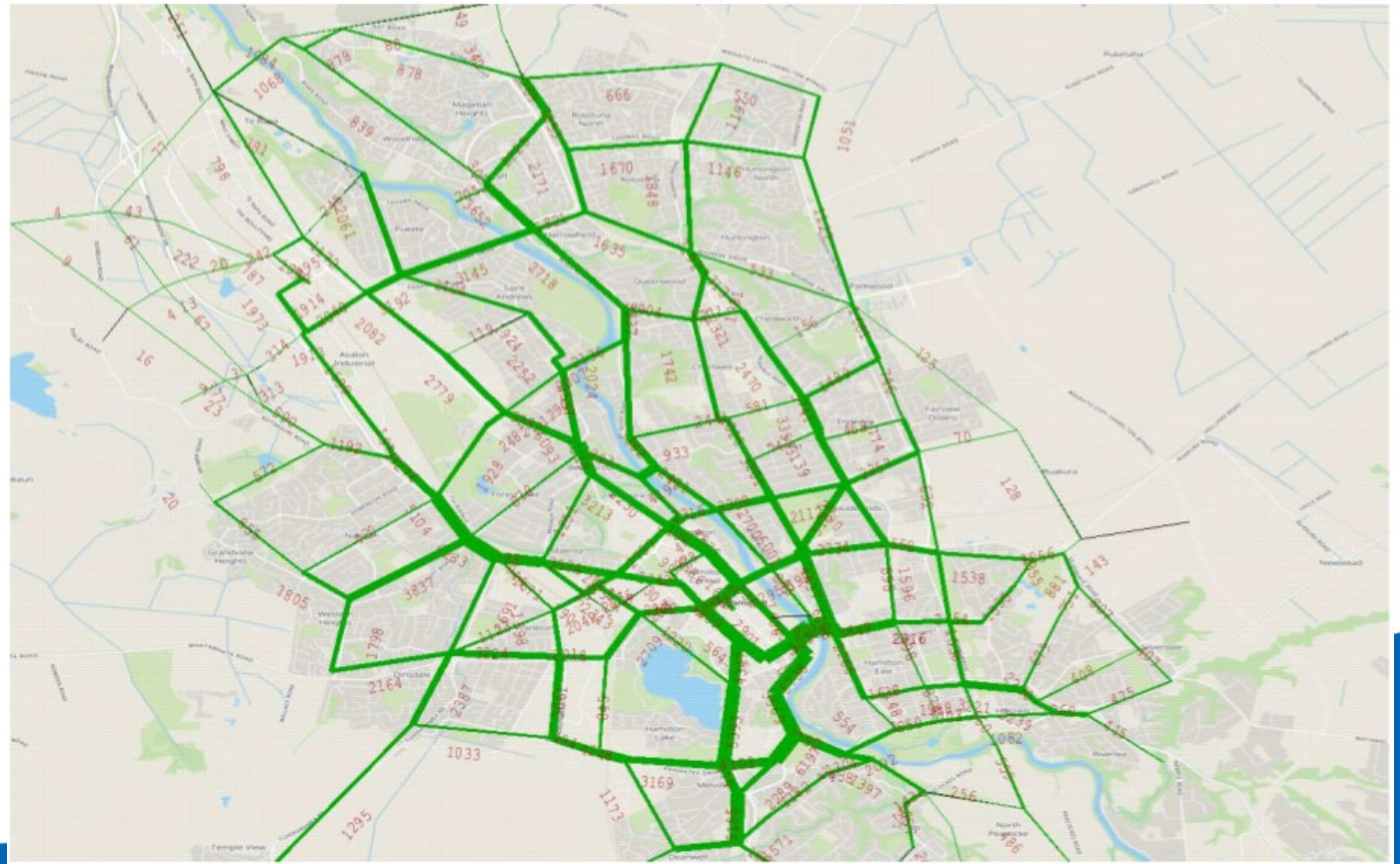
- *Transitional Cycling Design Guidance*, based on risk management
- Cost advantages
 - Traditional: \$12-15m per km
 - Transitional: \$1m per km, saving of **over \$10m per km**
- Faster delivery of the network
- Less disruptive to the community
- 15% mode share in 2031, for half the cost

Transitional examples

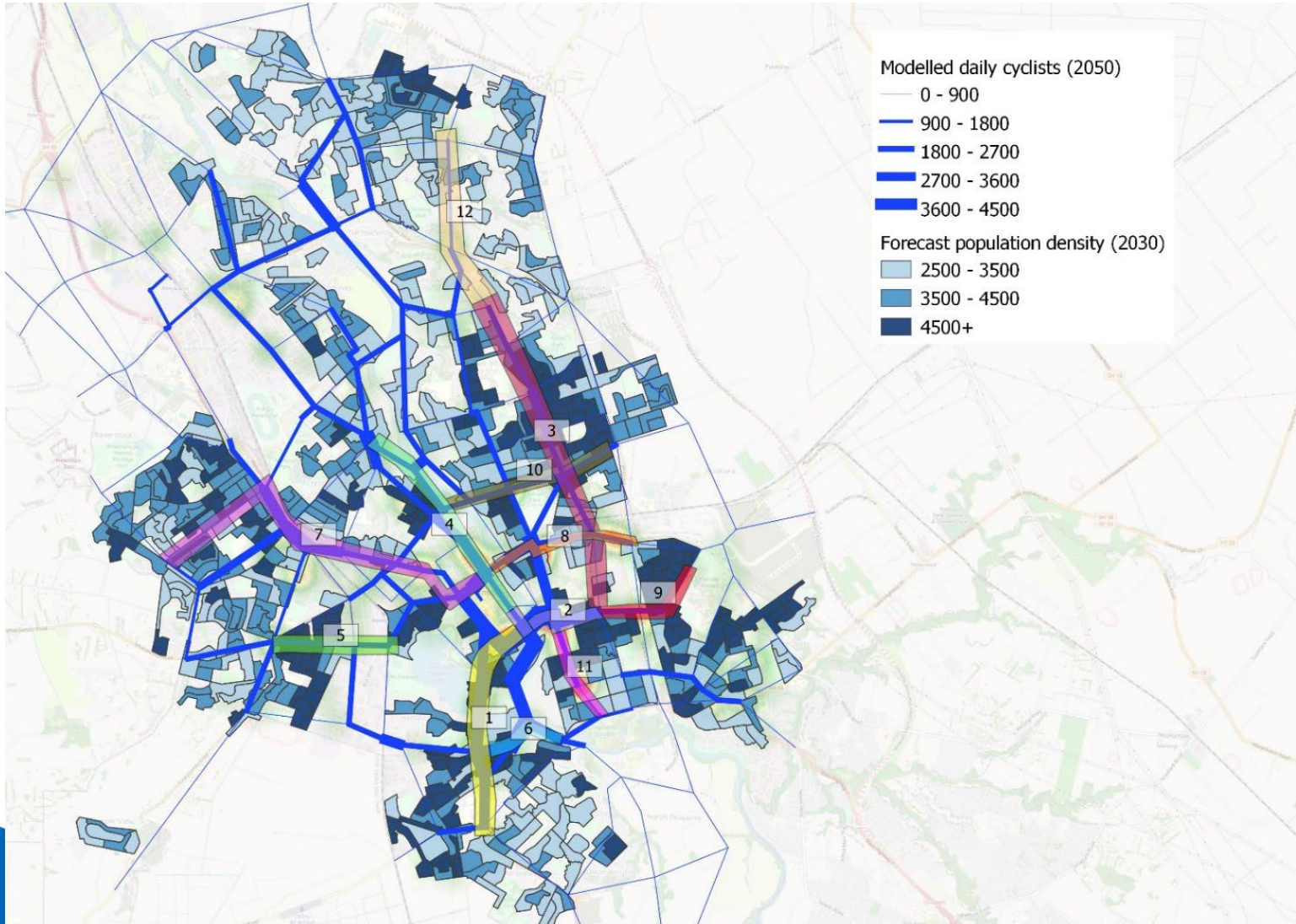


2050 Demand assessment

- Provides confidence in forecasting demands
- Based on Metro Spatial Plan land use
- Purpose:
 - Understand origins and destinations
 - Help prioritise delivery of the Strategic Network Plan



Prioritisation (routes are indicative only)



Priority	Route
1	Hospital to City Centre
2	City Centre to University Link (East)
3	School Link Corridor
4	Victoria Street City Centre Corridor
5	Killarney Road
6	Bader to Peacockes
7	Nawton to City Centre
8	Ruakura to City Centre
9	City Centre to University Link (West)
10	Ruakura to Victoria Street North
11	Grey Street South
12	Rototuna to Chartwell



10 year programme

10 year programme

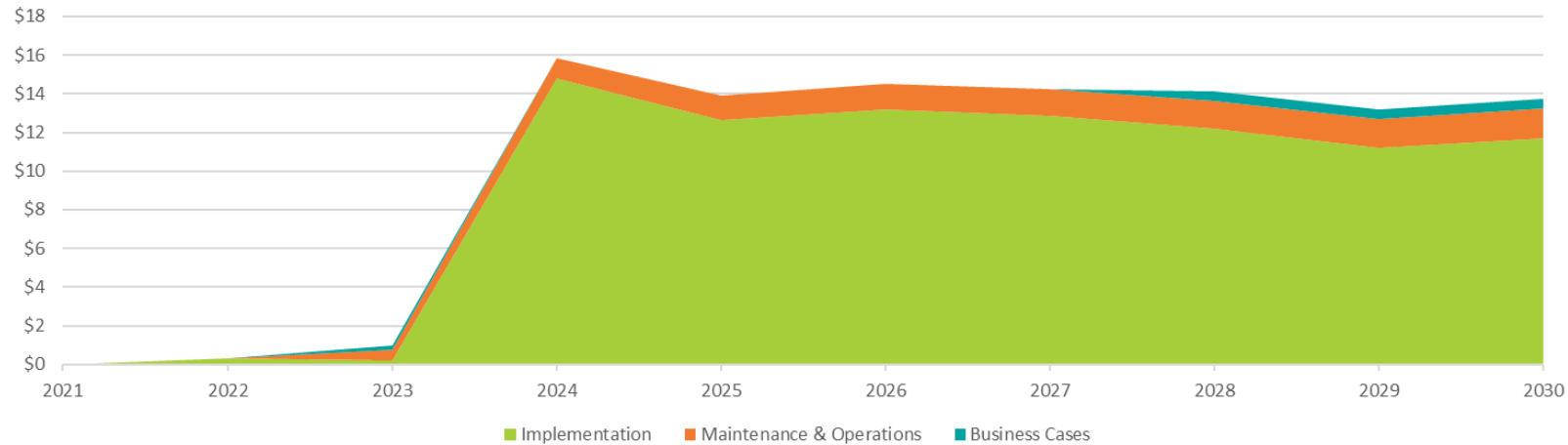
- 8 planned projects, 25km total
- 59km responsive / opportunistic projects
- 44km area wide projects
- End of trip facilities (parking, charging, repair, wayfinding)
- Delivery of Eastern Pathways
- Design guidelines
- 3 business cases for next decade
- Behaviour change activities
- Non-infrastructure (bike borrow, lock subsidies etc)
- Programme management and delivery
- Maintenance

2031 Outcomes

1. Reduce deaths and serious injuries by **40% per year**
2. Increase the perception of safety of Hamilton's network **from 6% to 24%**
3. Encourage **21,600 people** to make biking their main means of transport, an **increase of 15,700 people**
4. Increase mode share **from 3.8% to 15%** of journey to work and journey to education trips
5. Increase the proportion of Hamilton's network which has a high level of service **from 10% to 21%**
6. Improve health outcomes for **15,700 people**, and
7. Reduce VKT by private car and CO₂ emissions from transport **by 6.7%.**

10 year programme costs

Component	2021 /2022	2022 /2023	2023 /2024	2024 /2025	2025 /2026	2026 /2027	2027 /2028	2028 /2029	2029 /2030	2030 /2031	Decade 1 2021 – 2031	
											P50	P95
Capital	0.0	0.3	0.2	14.8	12.7	13.2	12.9	12.2	11.2	11.7	89.1	115.9
Maintenance and operating	0.0	0.0	0.6	1.0	1.2	1.3	1.4	1.4	1.5	1.5	10.0	12.9
Total	0.0	0.3	0.8	15.8	13.9	14.5	14.2	13.6	12.7	13.3	99.1	128.8

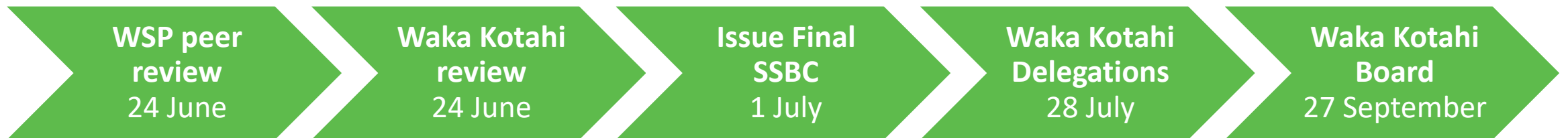


A scenic view of a river with a bridge in the background and people cycling and walking on a path in the foreground. The bridge is a steel truss bridge with large concrete piers. The river is calm and reflects the surrounding greenery. The path is paved and runs along the riverbank. There are large trees on the left side of the path, and a wooden fence is visible in the distance. The sky is clear and blue.

Next steps

Next steps

- Complete WSP peer review – 24 June
- Receive final comments from Waka Kotahi SMEs – 24 June
- Issue final SSBC for Waka Kotahi IQA review – 1 July
- Waka Kotahi delegations committee – 28 July
- Waka Kotahi Board meeting – 27 September



Cycle Safety

Elected Member briefing

28 June 2022

Cycle Safety Issues raised

- **Obstructions** in cycle lanes e.g. glass, debris etc.
- **Traffic Management** not installed as per Code of Practice, taking into account cycle lanes
- **Speed** of people on bikes using shared paths (River Path)
- **Vehicles** entering and obstructing cycle lanes on approaches to intersections
- **Lighting** on cycle routes through parks


Maintenance and TTM

- Cycle facility maintenance included in new Alliance contract. IA contractors notified where sweeping required
- TTM site audits will be undertaken to ensure they are CoPTTM and alternatives are provided for cyclists and other active modes
- Improve education and communication with Contractors through appropriate channels

Speed of users

- Installation of calming measures
- Education / communication





Waikato River Path

#waikatoriverpath

Share the space

Manaaki te aatea

The Waikato River path is a popular place that can be enjoyed by everyone, no matter how you choose to use it. Please be mindful of others, be aware of what's around you and don't forget to look up and smile.

Drop your pace


Me heke too tere




It's up to everyone to slow down - whether you're running, rolling or just cruising. If you're in a hurry, consider using an alternative route for your journey.

It's a special place


He waahi miharo

We're pretty lucky to have a path with river views running the length of the city, and it's important to continue to respect this stunning environment, and the people using it.



 HamiltonCityCouncil
 @hamilton_city_nz
 07 838 6699

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Hamilton City Council
Te kaunihera o Kiriikiriroa

Cycle lane protection

- Physical separators and buffers
- Logging requests and prioritisation system

Upcoming transitional work

- Mill Street (intersections and mid-block)
- Te Aroha / Peachgrove intersection
- Rifle Range Road



Off-Road Path Lighting

- Review priority sites with lack of lighting
- CPTED assessments of off-road cycle routes and underpasses
- Personal safety




FURTHER INFORMATION

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @CouncilHamilton

 07 838 6699

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