

Elected Member Briefing – 17 March 2021
Committee Room 1 and Audio-Visual Link

Time	Topic	HCC Presenter(s)	Open / Closed	Time Req'd (mins)
2.00	Greater Hamilton Urban Growth Strategy Scope (Strategic Growth Committee)	Karen Saunders, Jen Baird	Open	60 mins
3.00	Biking and Micromobility Programme (Infrastructure Operations Committee)	Eeva-Liisa Wright, Ben Petch, Melissa Clark, Martin Parkes	Open	90 mins
4.30	MEETING ENDS			

17 March 2021

Hamilton Urban Growth Strategy - Review

Elected Member Workshop



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Workshop Purpose

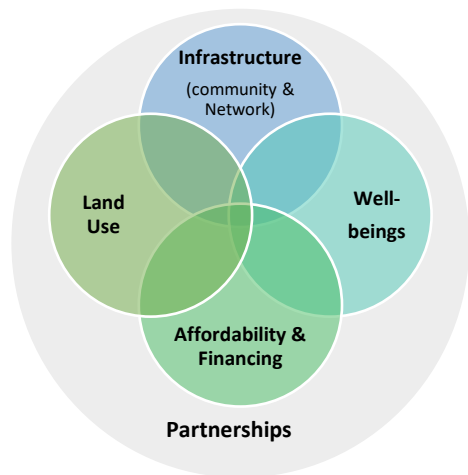
To receive feedback and direction from
Elected Members on the scope of the
Hamilton Urban Growth Strategy Review
Project

The following slides contain some initial thinking on project purpose, scope and objectives which we are seeking feedback on. Following the briefing we'll update the scope and will include in the report for the Strategic Growth Committee 30 March 2021.



What is the project?

To review the existing Hamilton Urban Growth Strategy so that it articulates a preferred urban form and provides clear direction for long term investment decisions on how our city will achieve wellbeing outcomes in its response to growth, by June 2022.



Where does HuGs fit?

Future Proof Partnership
(governance structure for sub-region)

Hamilton Waikato Metro Spatial Plan
50-100 years

Sets out spatial growth pattern of where and how growth will occur in the sub-region
Sets strategic direction to inform central and local govt initiatives e.g. strategic land use plans, central govt. funding and financing

Hamilton Urban Growth Strategy
30-50 years

Sets out preferred urban form of Hamilton City and future urban land near boundaries
Guides investment decisions for Hamilton City Council, Developers and Partners
Sets strategic direction to inform local initiatives e.g. business cases, structure plans, out of sequence development requests etc.

Govt. and external drivers e.g:

- Urban Growth Agenda
- Te Ture Whaimana o Te Awa Waikato
- National Policy Statements
- Climate Change Programme
- Three Waters Reform
- RMA Reform
- Etc.



Regional & Local Strategies and Plans e.g.

- Regional Policy Statements & Plans
- 30 Year Infrastructure Strategy
- Long Term Plans
- District Plan
- Climate Action Plan



What is in the project scope?

- a) A set of principles that guide decision making on opening out of sequence or out of boundary areas for development.
- b) Review of Urban Growth Strategy for land within Hamilton City Boundaries and future urban land near the boundaries, for 30 - 50 years, with a focus on the four wellbeings (e.g. affordability)
- c) Engagement, modelling, research and analysis
- d) A high level roadmap of actions

What is out of the project scope?

- a) Changes to other existing strategies, policies and plans
- b) Preparation of detailed infrastructure funding plans and costs
- c) A full implementation plan (do later)
- d) Implementation of the strategy
- e) Land use planning and structure planning activities
- f) Visualisation and interactive GIS platforms and tech (do later)

This project will deliver:

- a) A set of principles that guide decision making on opening out of sequence or out of boundary areas for development (**early deliverable**)
- b) A strategic plan that provides direction on a preferred urban form that sets out how and where Hamilton city will grow in the next 30-50 years with a focus on people, jobs and the four wellbeings
- c) A plan that can be used by Hamilton City Council, Local and Central Government, developers, partners, iwi and community for long term planning and investment purposes
- d) Quality research, data and analysis that supports the strategy

This plan will deliver...

- e) Quality information that provides clarity on the costs of growth in greenfield and infill areas and return on investment
- f) A strategy that is aligned with sub-regional planning and central Government law, policy and planning initiatives, for example NPS-UD, NPS Biodiversity, Hamilton-Waikato Metro Spatial Plan and Three Waters reform, Local Govt Act requirements, climate change and rapid transit and transport initiatives
- g) A community friendly way of being able to find out about how the city will grow
- h) A clear framework for monitoring and tracking success

Next steps

- Approve scope at Strategic Growth Committee – 30 March 2021
- Commence project
- Keep Elected Members up to date through a reference group

Useful references

Hamilton Urban Growth Strategy 2009:

<https://www.hamilton.govt.nz/our-city/hamiltonurbangrowth/Pages/default.aspx>

Futurproof:

<https://futureproof.org.nz/>

H2A:

<https://futureproof.org.nz/assets/FutureProof/H2A/Final-H2A-Plan-November-2020.pdf>

Hamilton-Waikato Metro Spatial Plan

<https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Hamilton-Waikato-Metropolitan-Spatial-Plan-Final-Low-Res.pdf>

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 [hamilton-city-council](https://www.linkedin.com/company/hamilton-city-council)

hamilton.govt.nz/extension

An aerial photograph of Hamilton, New Zealand, taken at sunset. The sun is low on the horizon, casting a warm orange glow over the city. A river flows through the foreground, reflecting the sunset. In the middle ground, there is a large park area with a swimming pool, playground, and various buildings. The city skyline is visible in the background, with hills in the distance.

Finalising the preferred biking and micro-mobility programme

March 17 workshop with Elected Members

We need your input to confirm the preferred programme

1. Draft programme description
2. How fast should we implement the programme?
3. How should we prioritise investment?
4. Does the draft network propose the right connections?
5. Next steps
6. Crosby Road – ready for engagement?



Timeline

Jun-Dec 2020

Elected Members
Briefing

Te Ngaawhaa
Whakatupu Ake
Committee

Elected Members
Workshop on Short List
Public and stakeholder
engagement

Feb-Mar 2021

Elected Members
SharePoint / Workshop

"How fast to go"

"What to focus on"

*"Does the network
connect the right
things?"*

Apr 2021

Infrastructure
Operations Committee
Consider endorsing
business case /
preferred programme

May 2021

Submit business case to
Waka Kotahi

Second half 2021

Project planning
workshop with elected
members

Business case funding
decision from Waka
Kotahi

Past direction from Elected Members

- Go quick
- Build from existing work and strategies
- Measure performance of investments to improve outcomes
- Work alongside current transport movements
- Safety first approach, including separated cycleways preferred
- Focus on schools and students
- Work from city centre outwards

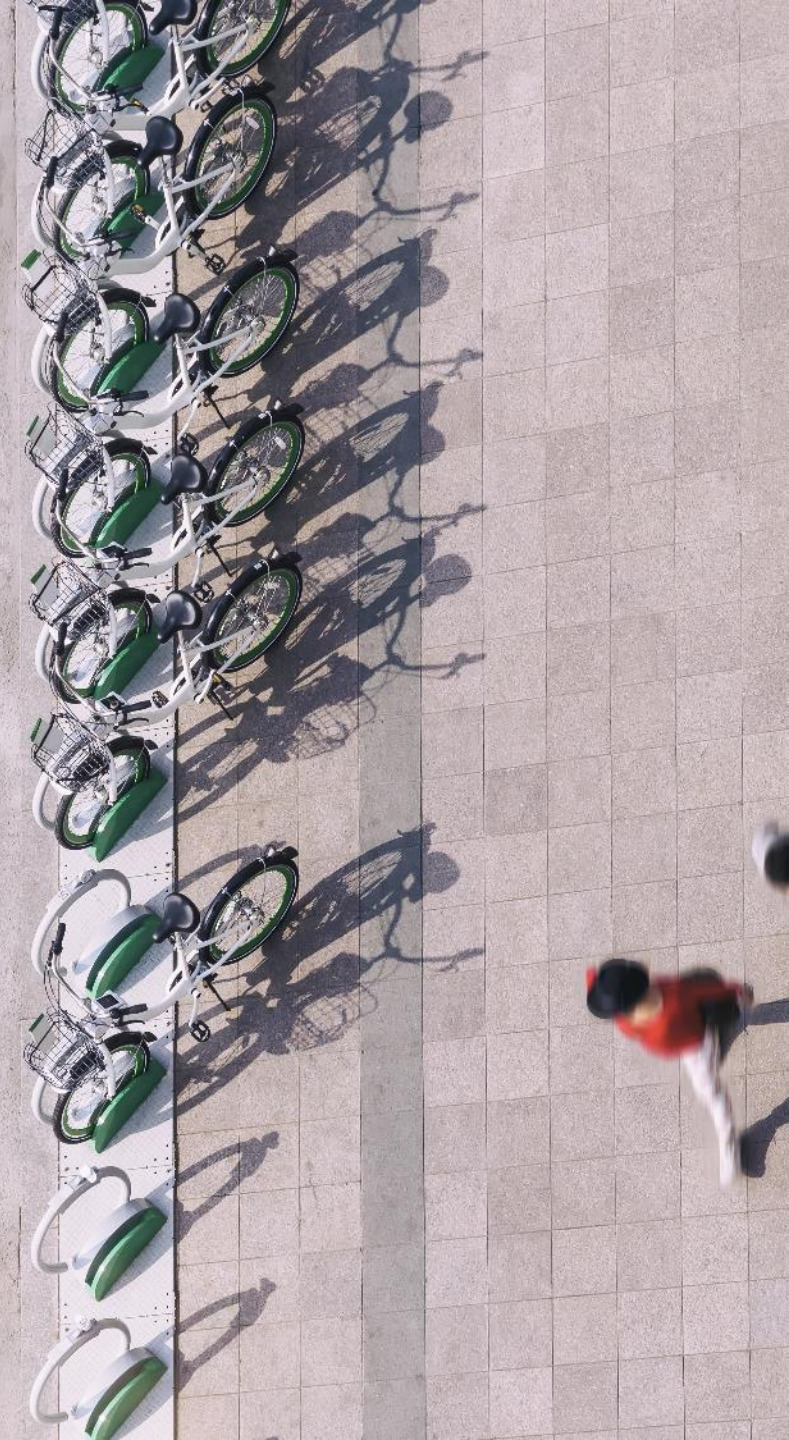
Engagement highlights

- Safety concerns, and the need for safety improvements to encourage more biking and e-scooting;
- The need for a well-connected citywide network for bike and e-scooters; and
- Strong support for dedicated infrastructure, in particular for separated bikeways.



More than 84% of respondents **agree** or **strongly agree** that the *connected neighbourhoods* and *cross city bikeways* themes would encourage them to regularly bike or e-scooter.

1. Description of the draft biking and micro-mobility programme



End-State Programme Overview

1. Travel behaviour change

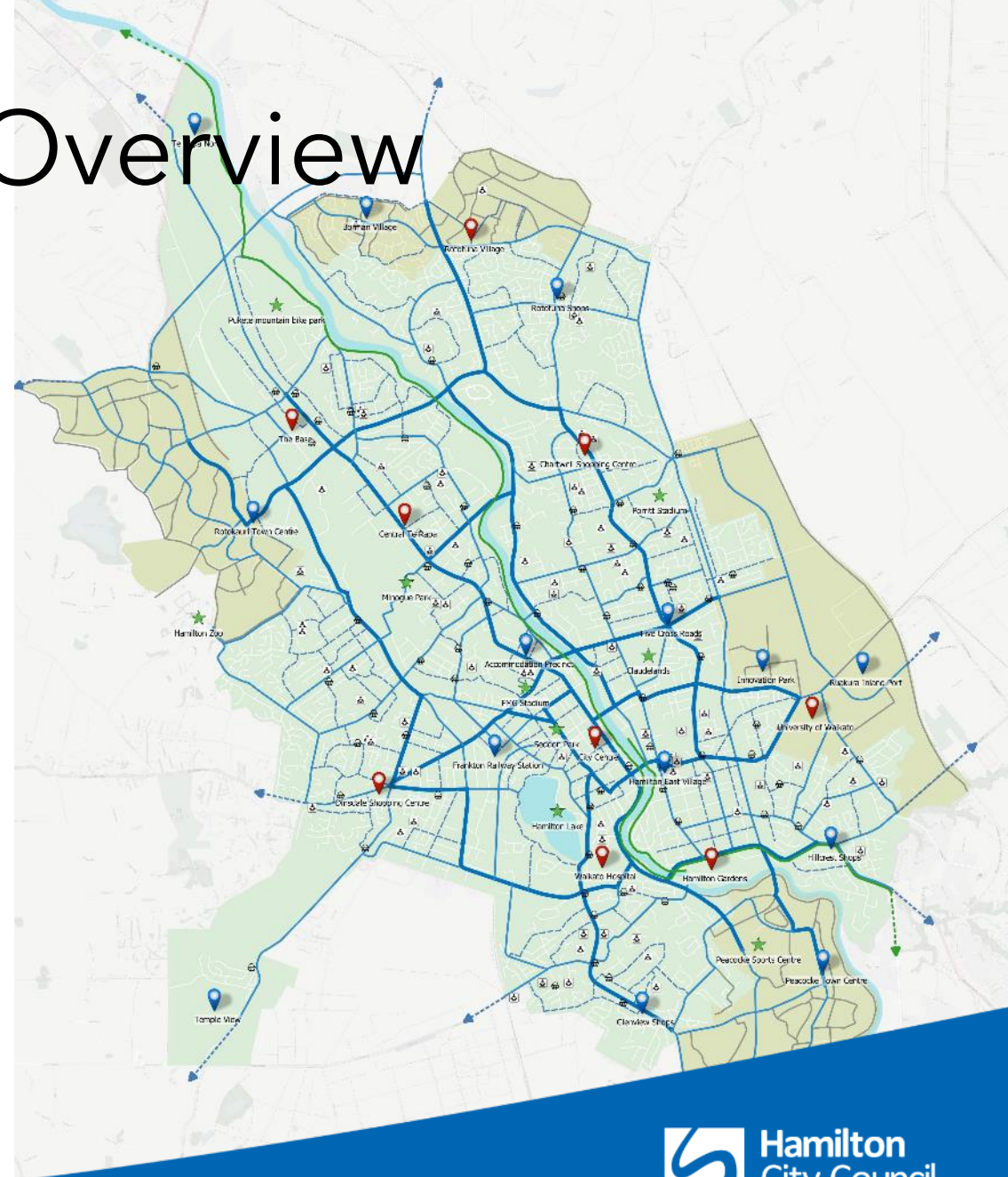
- Travel planning for schools and organisations
- Education programmes for school students, adults, elderly, car drivers, bike repair workshops etc.
- Promotion for Hamilton specific activities, events, marketing campaigns etc.

2. End-of-trip facilities

- Short stay parking – 150+ locations
- Secure long stay parking – 10+ locations
- E-bike / e-scooter charging facilities – 30 locations
- Public bike repair stands, ~100 sites

3. Upgraded and expanded biking network

- Links shown are indicative, final routes TBC prior to implementation
- Greenfield areas deliver their own infrastructure
- Includes:
 - 3 new biking and micro-mobility capable river crossings
 - 70 km Cross-City Connections
 - 150 km Community Links
 - 110 km Local Links
 - Extensive wayfinding



Programme Benefits and Costs over 30 years

In 30 years

126 Deaths and serious injuries avoided for micro-mobility users (cumulative)

17,500 new daily micro-mobility users

Costs estimated at
\$700-900m*



10% less greenhouse gas from transport activities

44% of Hamilton's road network is safer for micro-mobility users

*growth areas pay for themselves

- Helps reach Vision Zero goal,
- Mode shift ambitions of Access Hamilton,
- Climate change mitigation objectives, and
- Metro Spatial Plan's transformational move "a radical transport shift"

**Question 1:
How fast should
we implement
the programme?**



Implementation pressures

We are balancing time, cost and quality in the programme

Speed of implementation

Quality and coverage of facilities needed to get mode shift

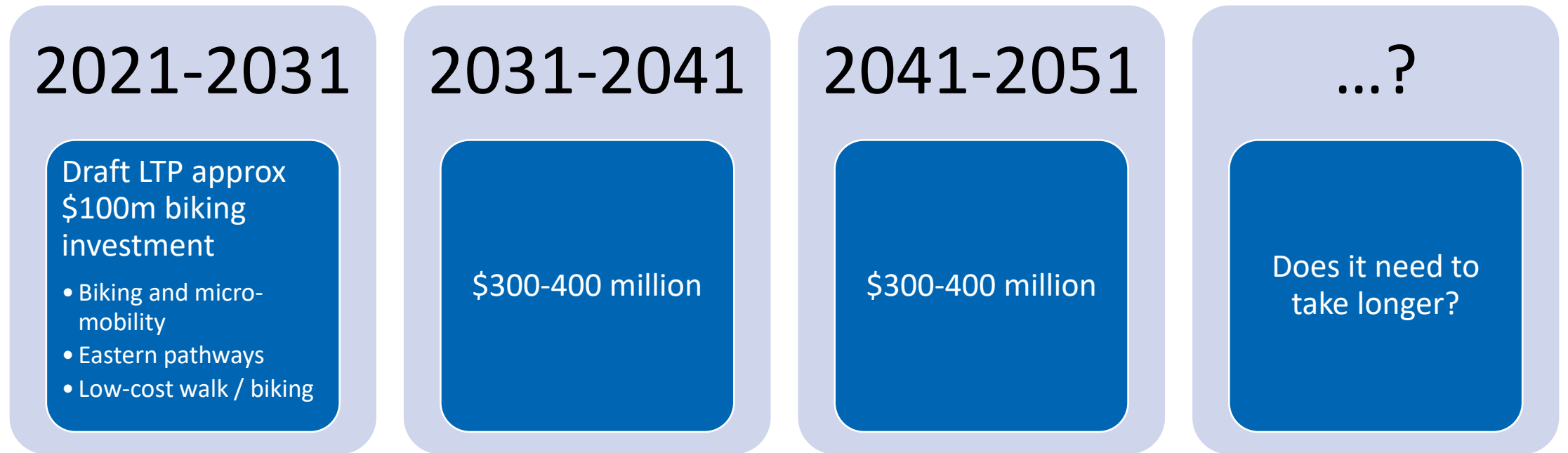
Affordability of the programme

Quality shouldn't be compromised

- Access Hamilton targets 13% cycling mode share by 2048
- We know it will take a connected network of safe biking facilities (separate) from general traffic to get a lot more people biking around the city
- Cannot compromise the quality of the facility or the network coverage achieve our objectives for safety, mode shift, and the environment

Speed / affordability of implementation

Question: How fast can we go?



- Current LTP spending levels = 70 to 90 years to implement full programme

**Question 2:
How should we
prioritise
investment?**



Different ways to start: first two decades

1. Schools

- **Decade 1**
 - Eastern Pathways
 - Connect schools to Eastern Pathways
- **Decade 2**
 - City-wide focus on getting kids to school with safe biking facilities in vicinity of schools

2. Place-based

- **Decade 1**
 - Eastern Pathways
 - Connect schools to Eastern Pathways
- **Decade 2**
 - Finish all Eastern Pathways wider network improvements
 - Begin the next “Pathways” programme (i.e. Western Pathways)

3. Growth led

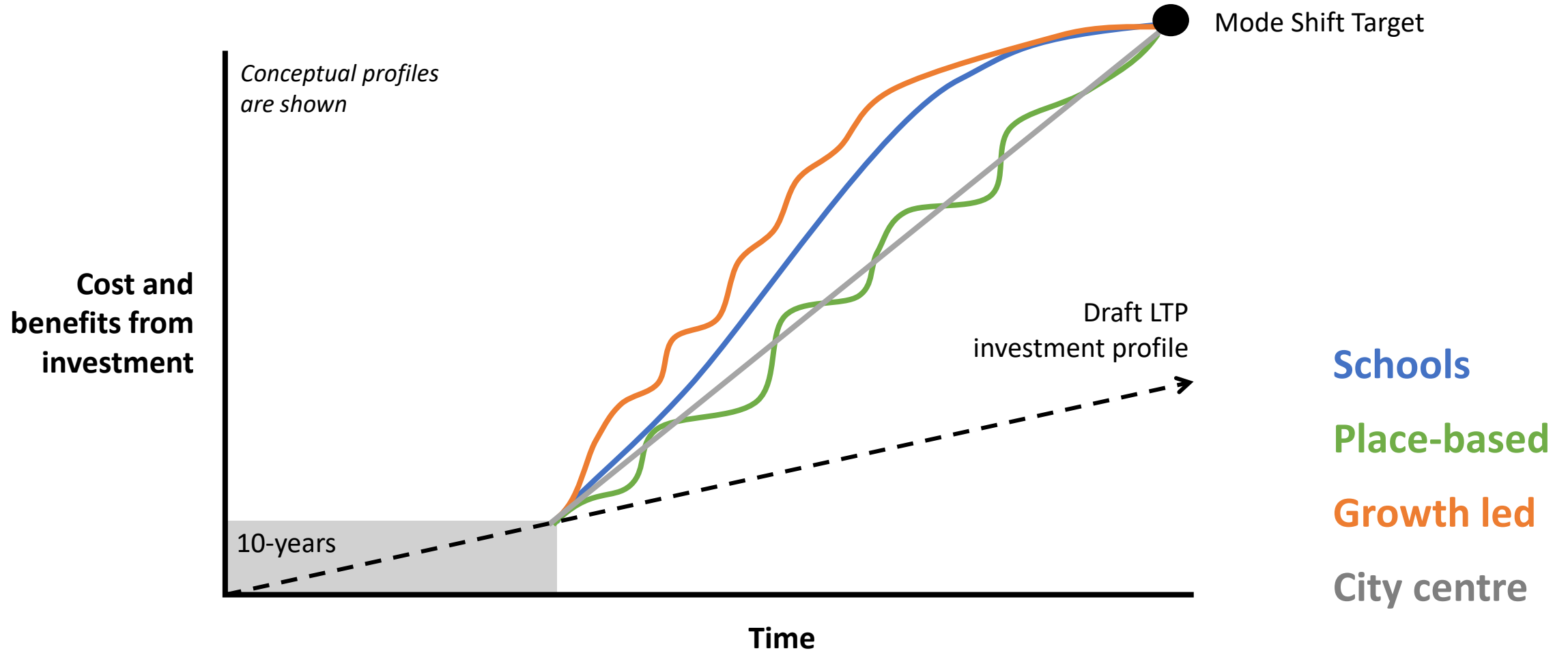
- **Decade 1**
 - Eastern Pathways
 - Connecting growth areas with Cross-City Connections
- **Decade 2**
 - Continue building Cross-City Connections to link growth areas and planned infill areas with major destinations

4. City centre

- **Decade 1**
 - Eastern Pathways
 - Central city network for biking and micro-mobility (within budget constraints)
- **Decade 2**
 - Complete the central city network
 - Connect adjacent communities with Cross-City Connections

* Note: decade 1 scope of work is limited by draft LTP budgets

Approaches deliver benefits at different times



Question

How should we prioritise the first two decades?

1. Schools	Distributed safety improvements for schools, including focus on getting kids to school with safe biking facilities.
2. Place-based	Complete an area fully (e.g. Eastern Pathways), connect it to a major destination, then move on to the next area (e.g. Western Pathways).
3. Growth led	Build all Cross-City Connections to link growth areas and infill areas with major destinations
4. City centre	Develop central city network for biking and micro-mobility, then work outwards

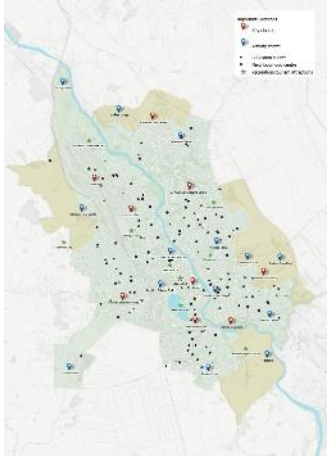
** Note: each option includes Eastern Pathways as a priority*

**Question 3:
Does the draft
network propose
the right
connections?**



Explaining the network

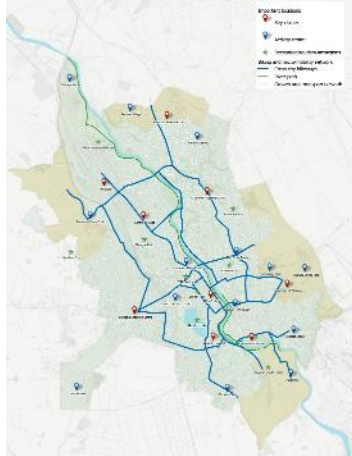
1. Destinations



Places to connect with the biking and micro-mobility network.



2. Cross-City Connections



Connects the biggest destinations with the highest travel demand



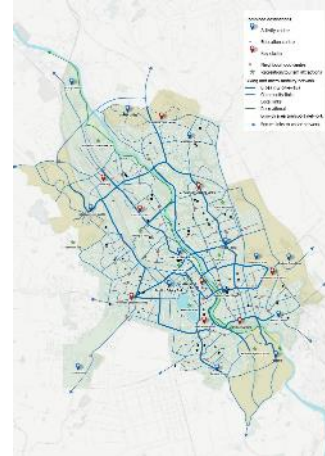
3. Community Links



Connect large commercial, retail, social and recreational destinations to the Cross-City Connections.



4. Local Links



Connects important local destinations (like schools, dairies, etc) to the Cross-City Bikeways or Community Links with bike-friendly speed managed streets.



5. Other attributes

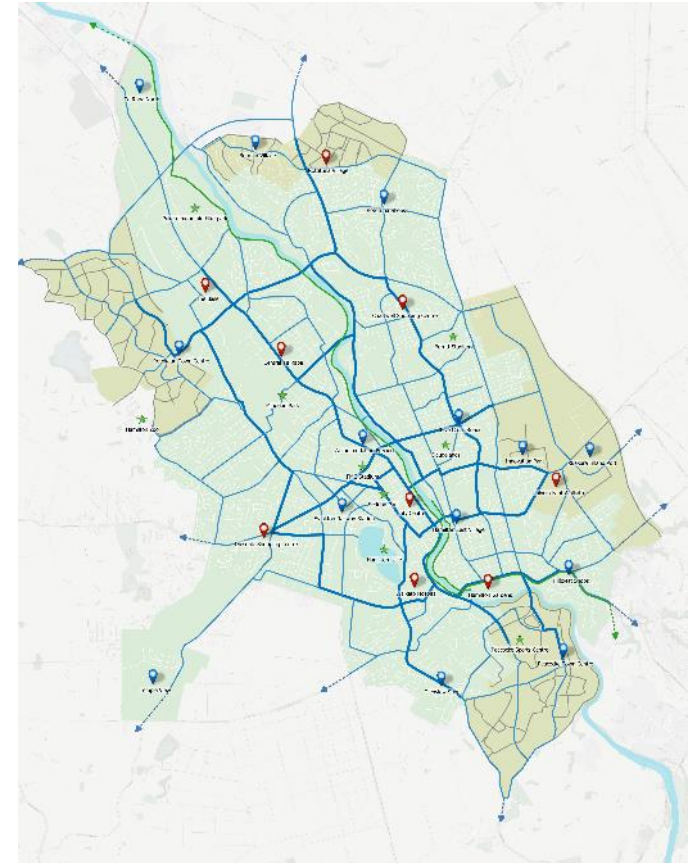
Non-network responses (e.g. end-of-trip facilities).

Other connections used where possible (e.g. parks, open spaces, laneways, cul-de-sac cut throughs).

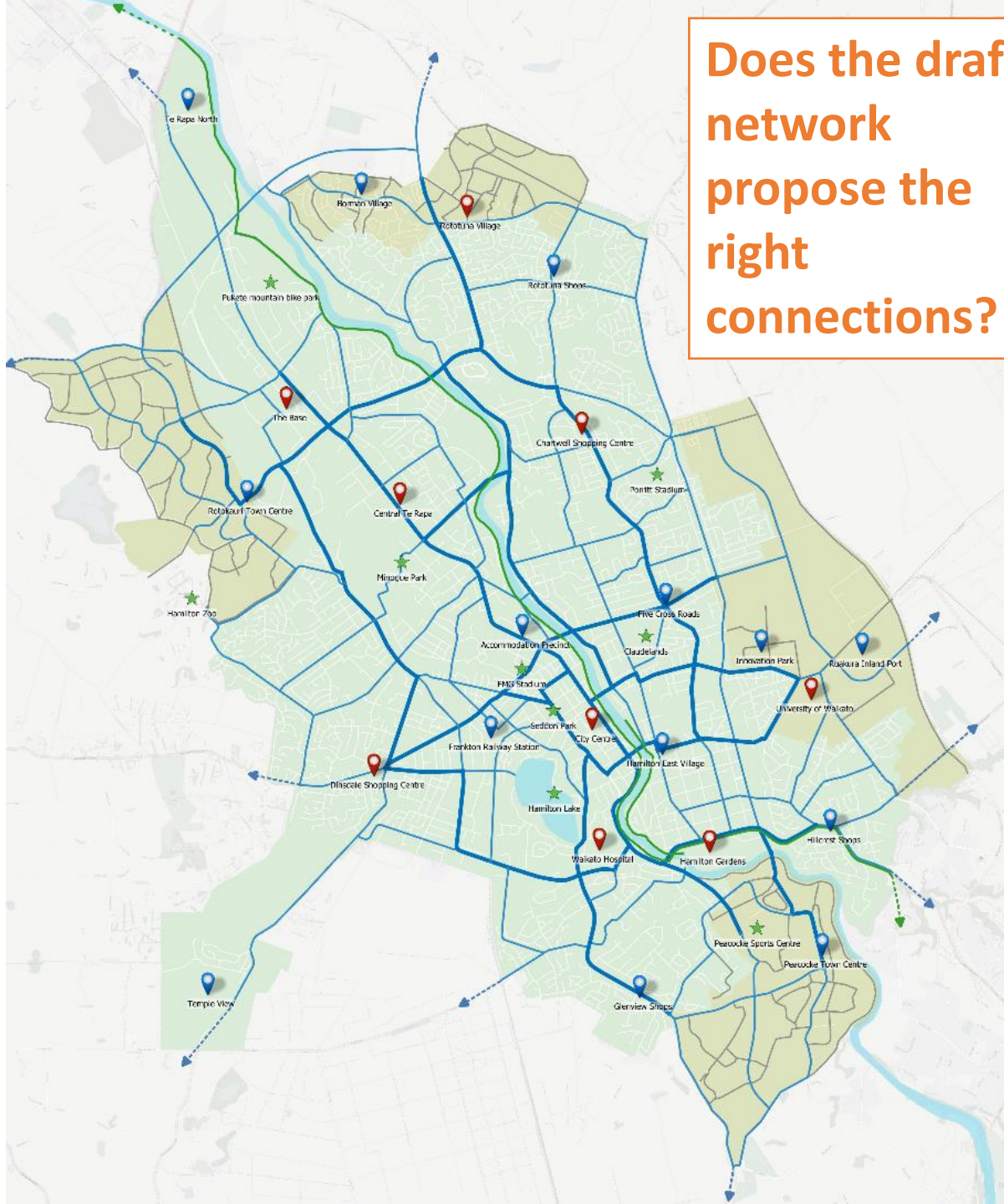
Recreational cycling network supports the programme.

Connecting places

- Roads identified with network links are not final alignments, the locations are flexible. They show a need to connect places, a network treatment level, and example location.
- We'd like feedback focused on Cross City Connections and Community Links.
- Do the blue lines go the right places, connect the right destinations?



Does the draft
network
propose the
right
connections?



Cross City Connections

Between major destinations, wide separated cycleways with priority at intersections for biking/micro-mobility.



Community Links

Connect destinations to the Cross-City Connections with separated or buffered biking/ micro-mobility lanes.



Key activity clusters



Local retail centres

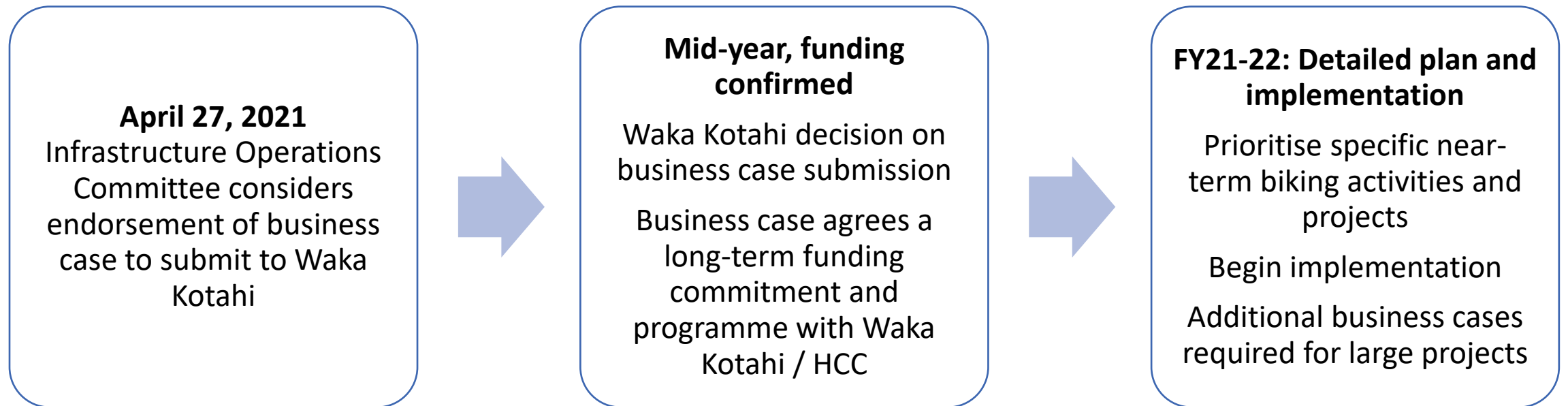


Recreational attractions

Next steps for the biking and micro-mobility programme



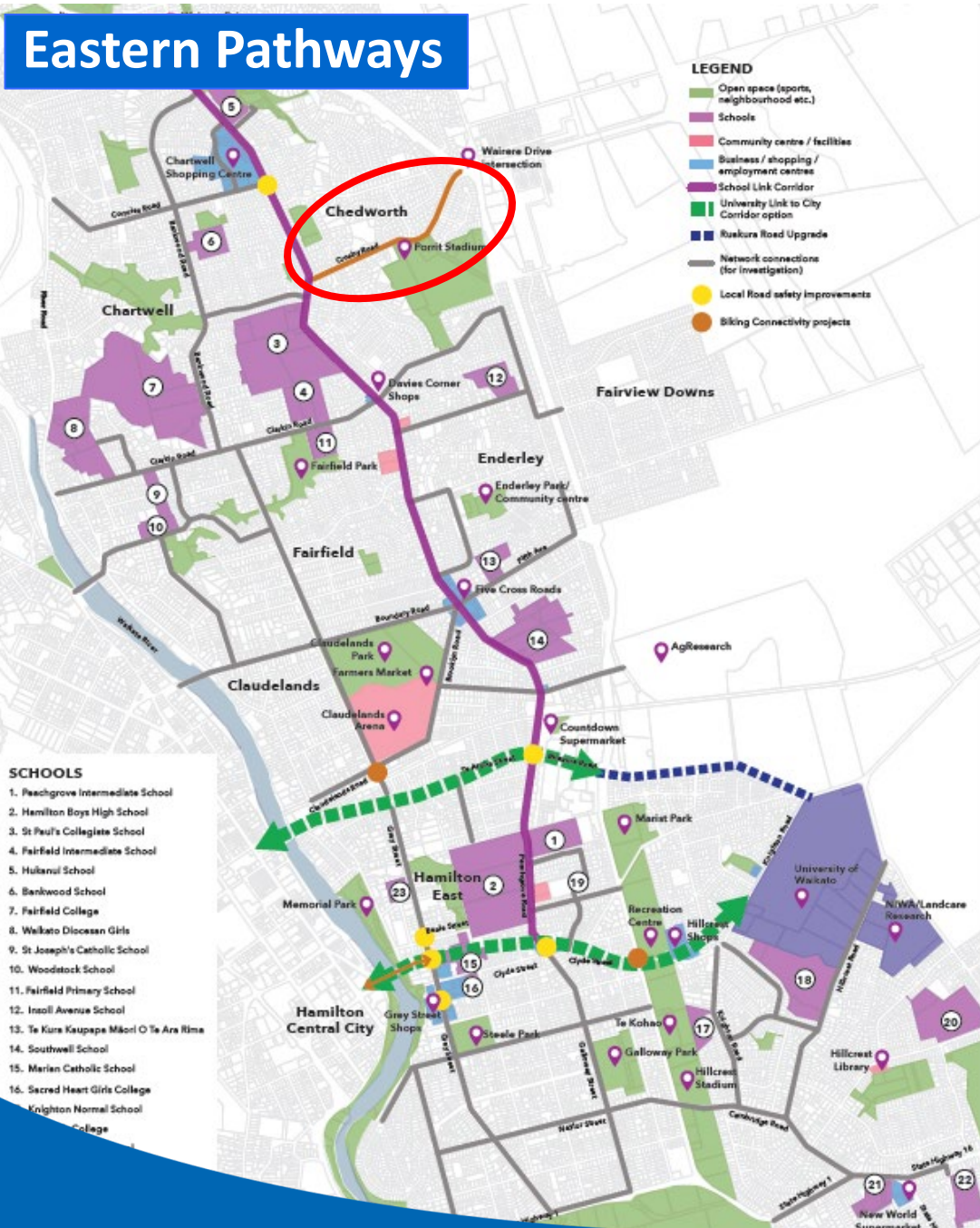
Next steps for biking and micro-mobility programme



Crosby Road concepts - ready for engagement?



Eastern Pathways



Crosby Road

Issues:

- Traffic speeds are high for residential area
- Wide carriageway with no pedestrian crossing facilities
- Expected increase in traffic volume following connection to Waikato Expressway at end 2021 is undesirable

Objectives:

- Create lower speed environment through traffic calming and road narrowing that supports change to 40km/h
- Improve facilities for all vulnerable users
- Install protected cycleways full length of Crosby Road that integrates into Eastern Pathway Network
- Deter excessive through traffic

Can we proceed to present the following two options to the community and stakeholders?

Option 1: Two-way cycleway

- One side of the road
- Concrete islands providing physical separation
- Raised platforms at side roads to slow traffic and raise conspicuity of the cycle lane
- Speed management by horizontal deflections such as chicanes and road narrowing
- Parking can be alternate sides

Advantages

- Wider cycle lane allows for overtaking
- Retains more parking compared to Option 2

Disadvantages

- First of its kind so may seem out of place until Eastern Pathway delivery
- Increased attention required at intersections and property accesses with two-way cycling not expected

Option 2: One-way cycleway

- Single direction protected cycleways installed along both sides of the road
- Concrete islands providing physical separation
- Speed management by horizontal deflection such as chicanes and road narrowing

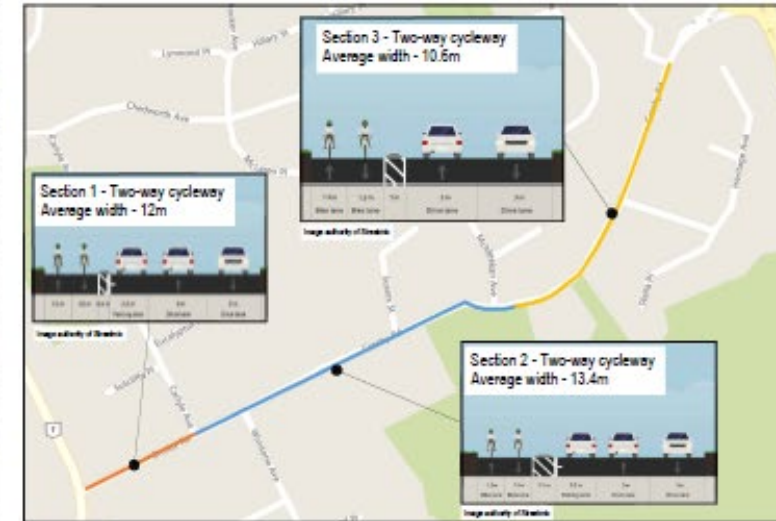
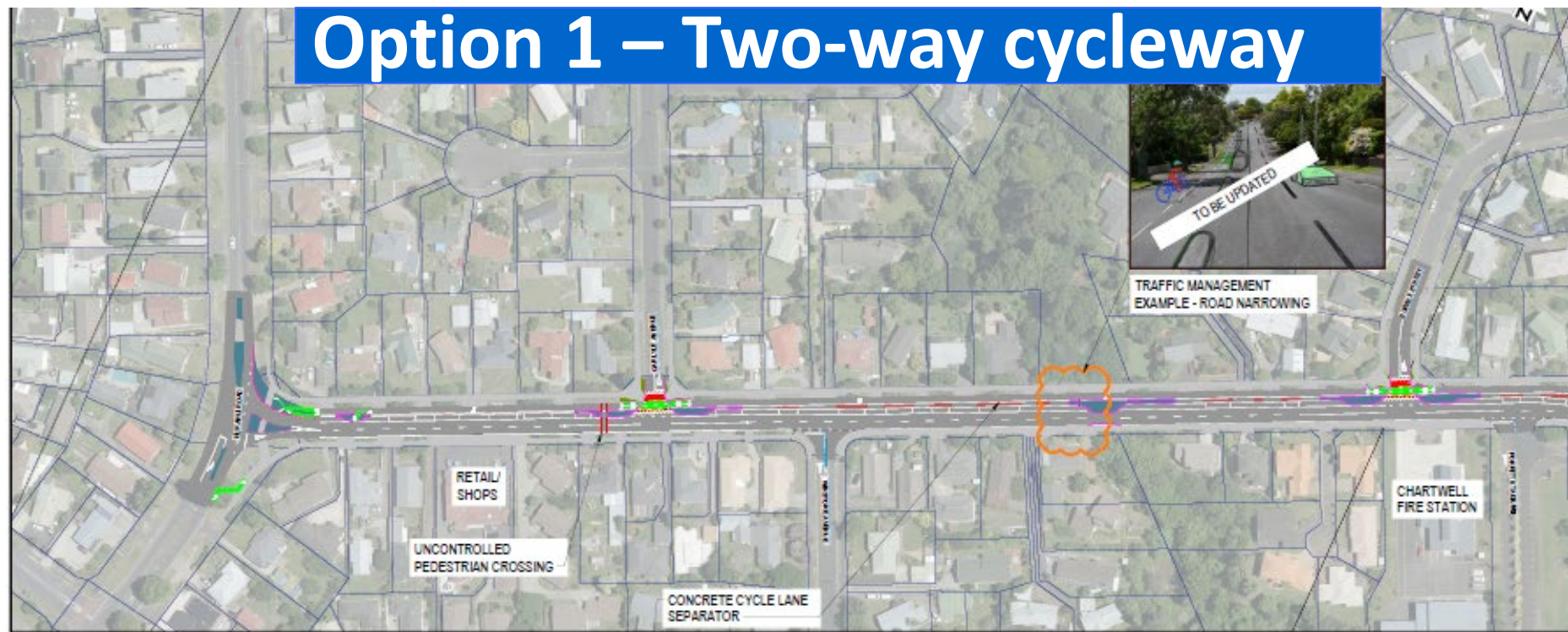
Advantages

- More familiar to all road users
- Reduced risk of head-on crashes between cyclists

Disadvantages

- Requires narrow road sweeper or manual sweeping
- Accessibility issues with narrow separators (e.g. bus patrons), requires diverting cyclists into the berm over short length
- Less on-street parking

Option 1 – Two-way cycleway



Option 2 – One-way cycleway

