

Biking and Micro-Mobility Programme

2023 Transportation Group
Conference

Presentation overview

1. Biking and Micro-mobility business case
2. Then the world changed...
3. A new way forward
4. 10 year programme
5. What next?

Biking and Micro-mobility Programme

Single Stage Business Case

July 2022

A close-up photograph of a blue sign for 'Fairfie' with a bicycle icon on an orange background. The sign is mounted on a metal pole. The text 'WD-041-B-FB-SE' is visible on the left side of the sign.

Biking and micro-mobility business case

Hamilton context

- Transport system is car dominated with 86% of trips by car, 3.8% by bike
- Transport makes up 64% of emissions
- High population growth forecast
- **Big opportunity** for biking and micro-mobility
 - Positive attitudes, flat, 60% of trips < 5km, 20-minute city, compact urban form
- Single mode programme business case under Access Hamilton
 - Programme BC or Single Stage BC?

Investment objectives

1. To **improve safety** of micro-mobility users by reducing deaths and serious injuries, and improving the perception of safety
2. To **increase micro-mobility use** by improving network quality and access, and
3. To **improve health and environmental outcomes** by improving physical health and reducing CO2 emissions.

Connected Neighbourhoods Vision

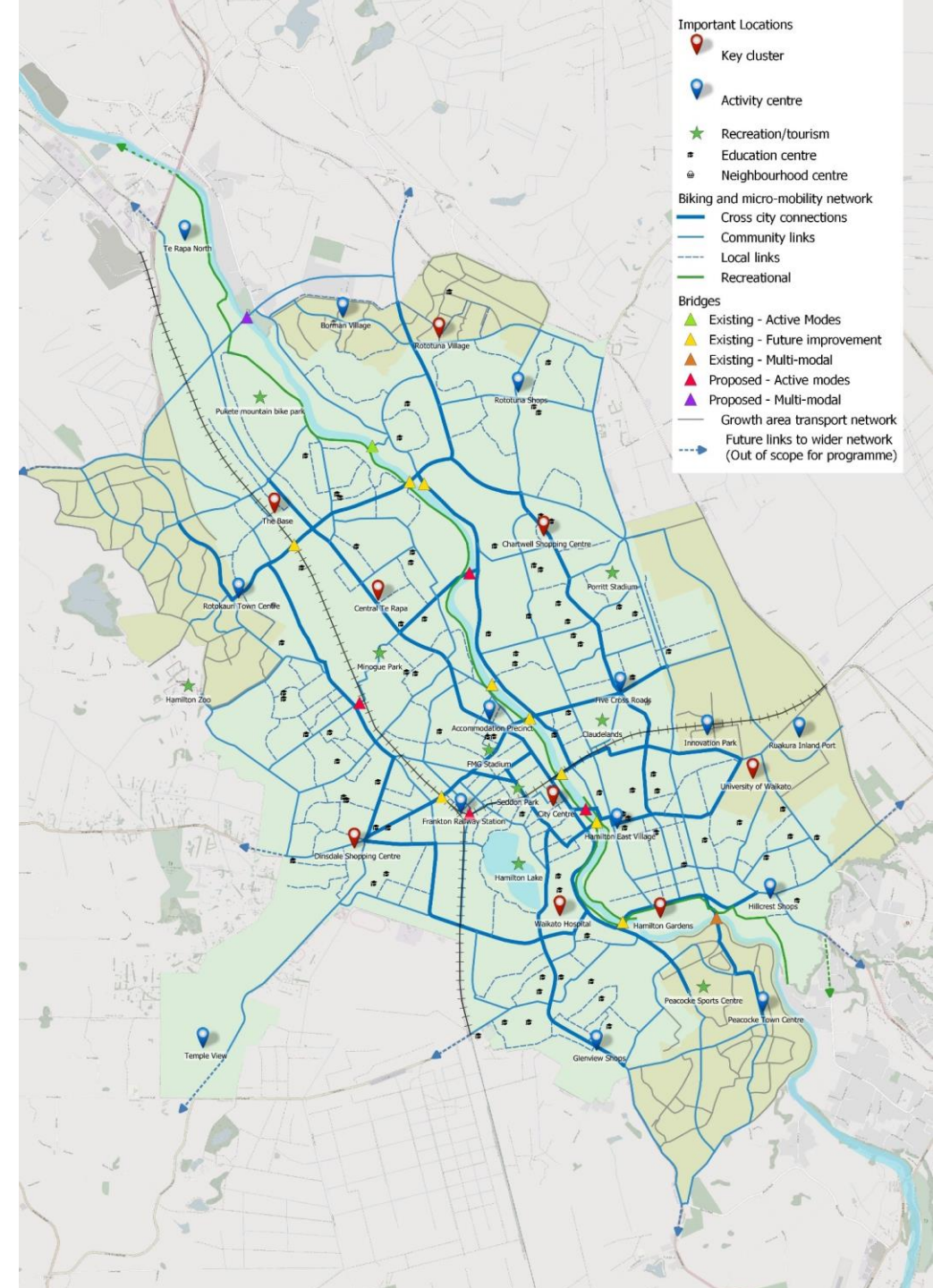
The *Connected Neighbourhoods* 30 year vision is “*I can go anywhere on my bike*”, creating a network and environment that is safe and convenient for people to go anywhere by bike or micro-mobility.

Core principles:

- Quality separated biking facilities are provided on busy roads
- Local roads 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
 - Tier 1: Cross city connections 70km
 - Tier 2: Community links 148km
 - Tier 3: Local links 110km
- Routes are indicative – each corridor will be assessed to determine the best and safest route



Hamilton City Council endorsement

Infrastructure Operations Committee – 27 April 2021

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

A woman with red hair styled in two long braids, wearing a yellow lace dress and a crown with a large yellow bow. She is smiling and patting her own back. The background is a light-colored wall with framed pictures, including one of a ballerina. A wooden ballet barre is visible in the foreground.

**GIVE YOURSELF A
PAT ON THE BACK**



Then the world changed...

Then the world changed...

- Hamilton's population predicted to increase 75% by 2050
- VKT is expected to increase 88%, almost doubling car travel
- NPS-UD and Medium Density Residential Standards 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's city-wide target is a 30% reduction in emissions by 2030

Hamilton needs a step change in walking and cycling mode share

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



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





10 year programme

10 year programme

- Targets the 2024-27 NLTP
- Very high / High / High investment profile
- Programme includes:
 - 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
- Kick start pre-implementation
- 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%**.

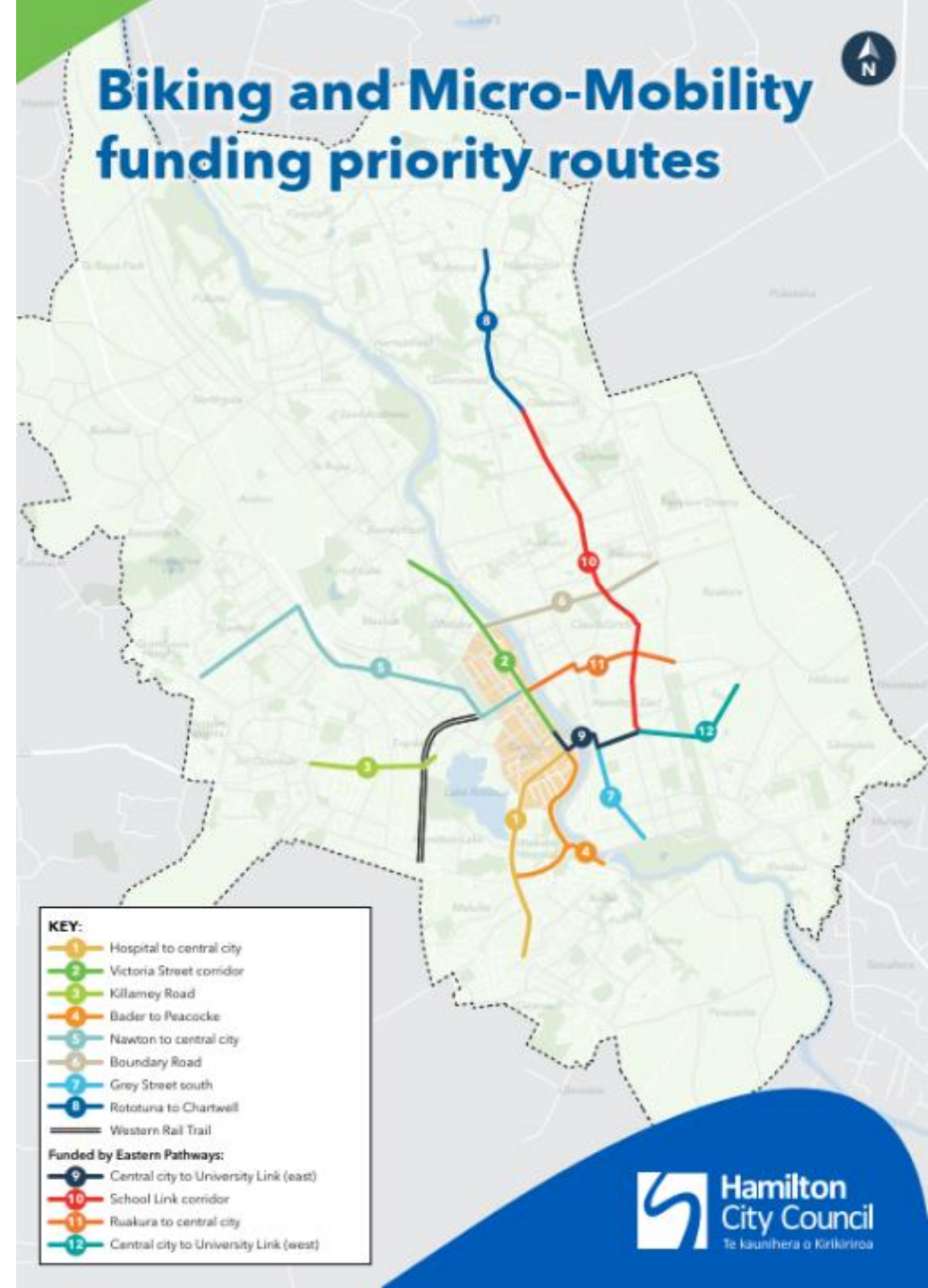


What next?

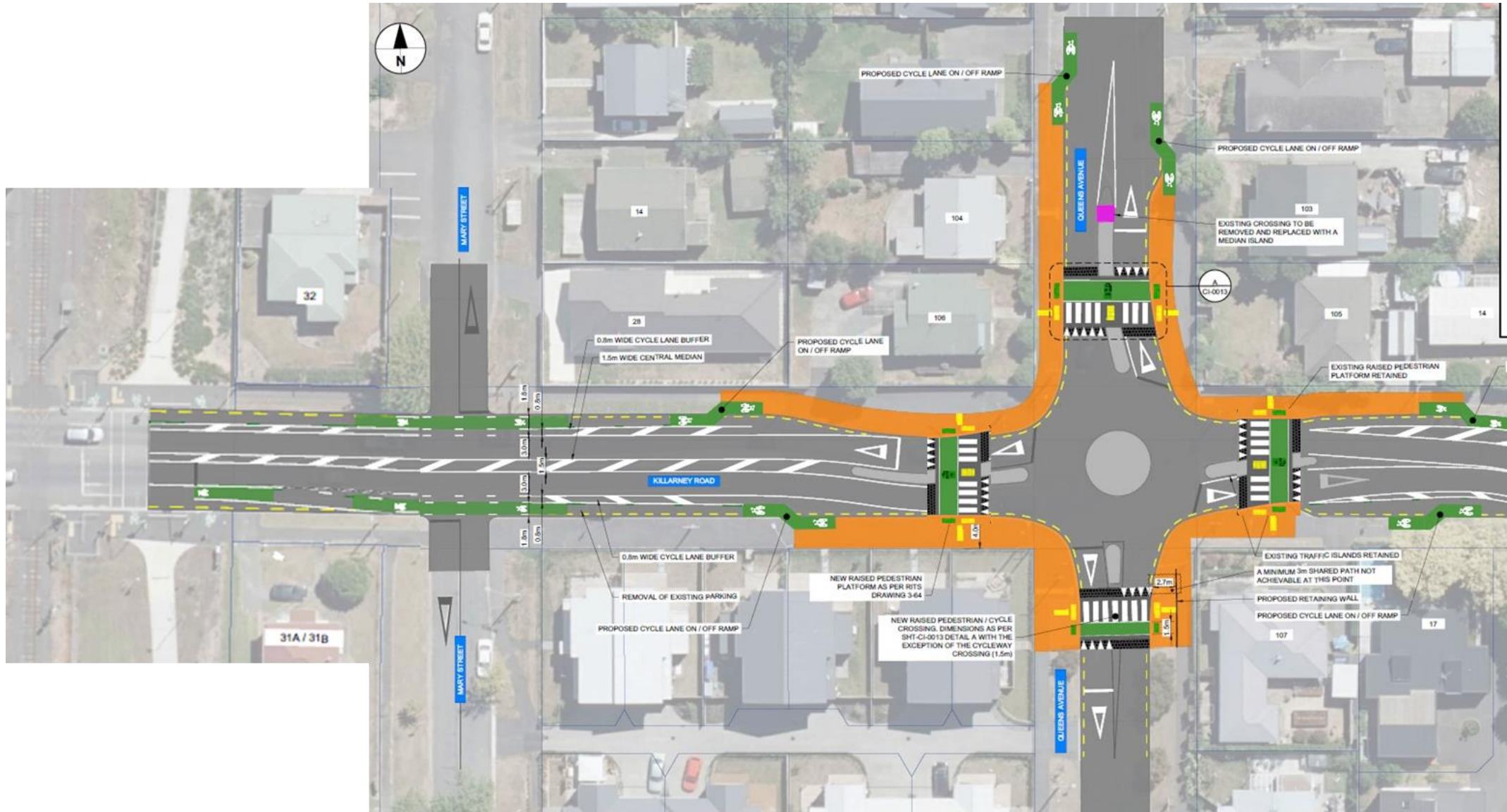
What next?

Looking for opportunities and funding to progress the network:

1. CERF \$37m, includes 16 BMM projects
2. IAF \$40m for City centre active modes bridge
3. Low cost / low risk programme
4. Maintenance and renewals



Western Connections – Killarney Road



Example End of trip facilities




FURTHER INFORMATION

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The logo for AECOM, consisting of the word 'AECOM' in a bold, black, sans-serif font.