



Hamilton City Council: Transport Choices

The good, the bad, the Ugly



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Hamilton City Council Transport Choice Programme

Macroscope approval by Elected Member March 2023-September 2023

Total value: \$37M

HCC inputs:\$3.8M

NZTA Inputs: \$33.2M

29 Sites - Across the city

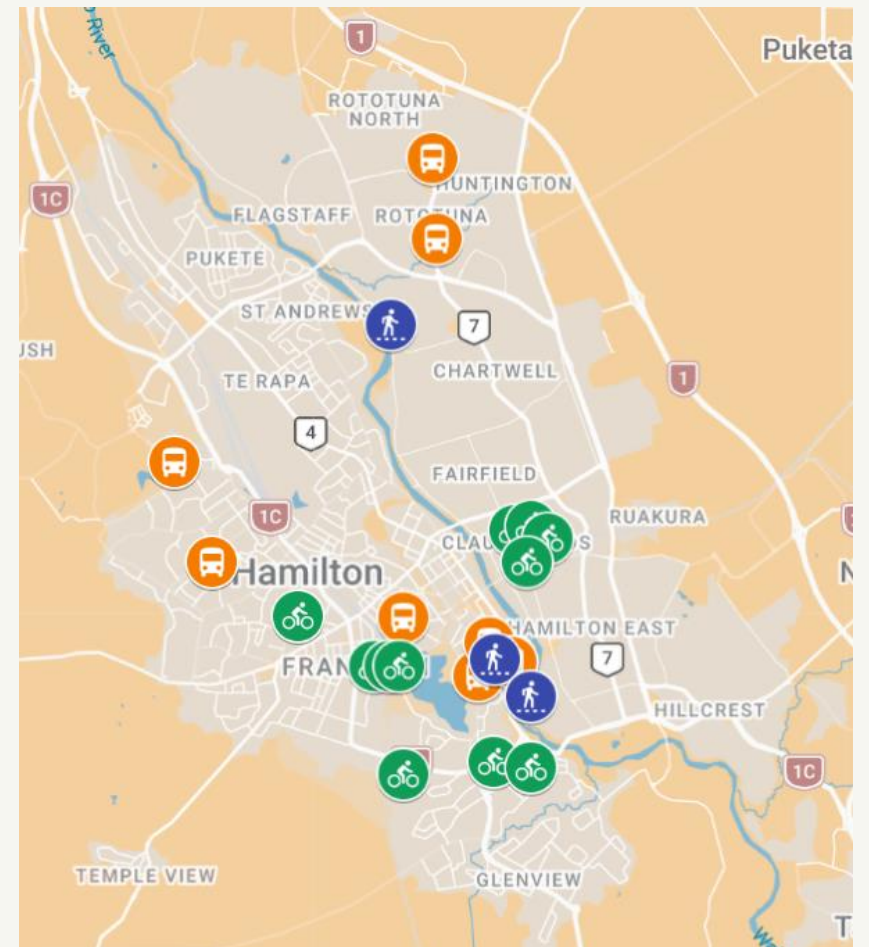
3 - Walkable Neighbourhoods

16 - Cycling and Micromobility

10 - Public Transport

18 March 2026

Presentation title



Hamilton City Council Transport Choice Programme

Approved by NZTA by December 2023

Total value: \$14.1M

HCC inputs:\$1.6M

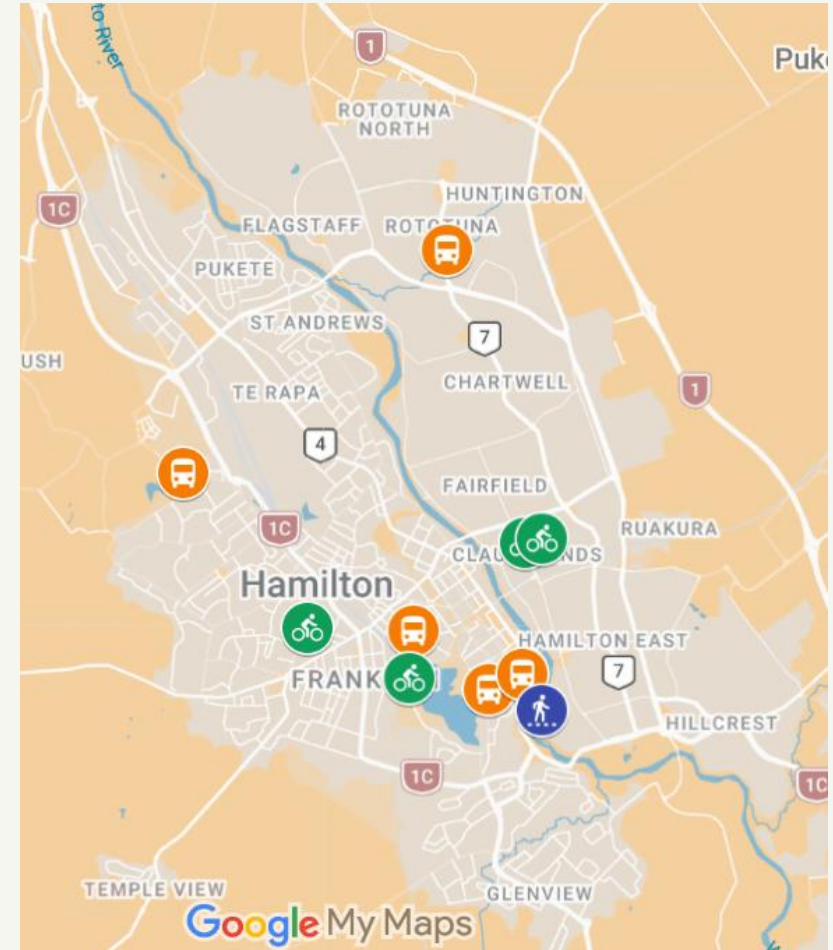
NZTA Inputs: \$12.5M

12 Sites - Across the city

1 - Walkable Neighbourhood

6 - Cycling and Micromobility

5- Public Transport



What changed?

- Change in Government, significantly **reduced funding**
 - The current government campaigned on reducing funding to Local Governments for Walking, Cycling and some safety and Public Transport projects
 - The GPS released in early 2024, removed all funding for walking and cycling projects
- Timeframes from NZTA changed delivery was June 2024 → June 2025

Effect in the late change in funding

- Early contractor involvement → Reduced the contract value to contract 2 weeks before construction
- \$23M of cost that should be CAPEX → All design work, that was not built had to moved to Opex
- High performing team → Team moral was significantly affected
- Disruption on the network → Less construction site open (less cones...)
- Delivery by the June 2024 deadline → Much easier to deliver the programme

Community Engagement

- All 29 had some level of Community Engagement
- Due to lack of resource and time, this was done quickly
- Whilst this did not stop approval from Elected Members - it did construction difficult and it **still influencing Transport Projects**
- It has highlighted the importance and need for **community involvement**
- **Learning: HCC have invested in more engagement staff**



Working with Utility Provider

Hamilton has a significant water renewals programme underway

The project team had to make the call to jump ahead of water renewals, which has led to cycleways being dug up only 6 months after they had been installed.

Learning: Ensure better co-ordination across utility providers

HCC are now using Forward Works Viewer for all Transportation Projects

Working with Suppliers

Supplier

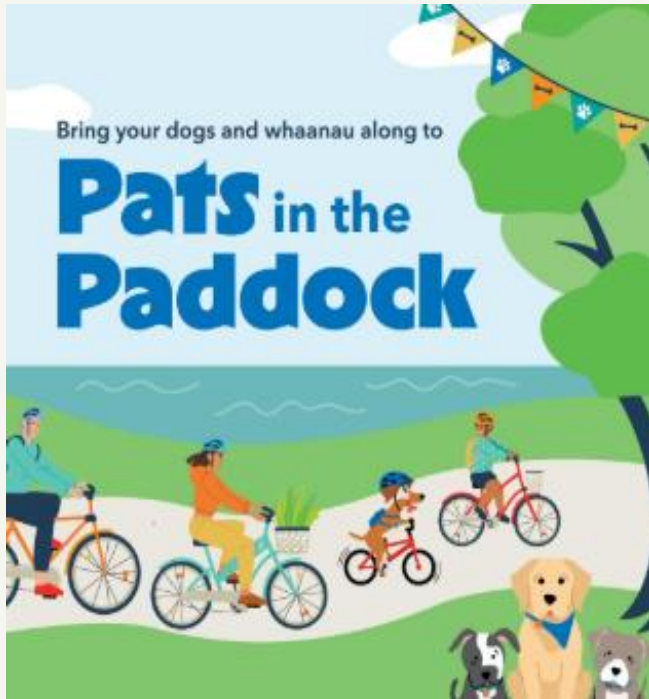
- Kiwirail
- Bus shelter manufactures
- End of Trip Facilities manufactures



Community Celebrations

Pets in the Paddock

Hayes Paddock



Love your Bike day

Claudlands Park



Kids on Bikes

Rifle Range Road



Additions to the Network

		Measure	Delivered Output
Primary	Cycling and micro-mobility networks	Km of cycleways	4.61
		Km of shared paths	1.12
	Public transport	# of new bus stops	4
		# of upgraded bus stops	54
	Safe, green and healthy school travel	# of schools benefiting from safety improvements	11
Walkable neighbourhoods	# of suburbs that received walking and improvement projects	9	
Secondary		Km of cycle separators	1.54
		# of bike & scooter stands	57
		# of secure bike parking	8
		Km of new footpaths	0.36
		Km of upgraded footpaths	1.71
		# of crossings	21
		# of signalised crossings	3
		# of traffic calming interventions	25
	# of public seating and amenity treatments	2	

Effects on the Network



Site Name	Before cyclists	After Cyclists
Rifle Range Road	80	667
Heaphy Terrace	4	39




Site Name	Before Peds	After Peds
Hayes Paddock	387	1511
Hukanui Road RSP	12	76



Site Name	Before PT users	After PT users
Pembroke Street bus stops	1095	1204
Anglesea Street bus stop	113	131

Transport Choice Programme - Good or Bad?



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Fire and Emergency

Through the programme we learnt how to engage with them better

Initially we only engaged with them through a letter

One of our site was directly outside the station - which meant we had to engage with them better

This brought up issues that FENZ felt that they were having across our network

We now have a working agreement with them, we review their Bluetooth data and provide them with better signal phasing

Raised safety platform are reviewed regularly to ensure they no steeper than 1:20 on the FENZ priority routes