# Biking and Micro-mobility Programme for Hamilton

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| People need to go places every day safely, efficiently, and reliably. In Hamilton these journeys use a variety of modes of travel with most people using private car to get around, causing congestion on our roads and streets at peak times. With high growth forecast of more than 60% for Hamilton over the next 30 years, congestion will become crippling to everyday travel in the future unless we do something different.People riding bikes and other forms of micro-mobility (encompassing bikes, e-scooters and e-skateboards etc.) make up a very small proportion of total travel in Hamilton at 3.8%. The trip distance profile, speed of travel, trip purpose and nature of biking and micro-mobility trips are similar, and have different investment needs from walking, public transport, and traffic modes. This presentation will summarise the Biking and Micro-mobility Programme Single Stage Business Case, which includes a coordinated and prioritised programme of infrastructure and non-infrastructure activities to make Hamilton a city where many more people use bikes and micro-mobility devices day-to-day. The programme is founded on a vision for how a comprehensive segregated strategic network could be developed in Hamilton, helping shape our city that is easy to live in and move around. Investment in the biking and micro-mobility programme is expected to:* Reduce deaths and serious injuries
* Increase the perception of safety
* Provide more travel choices for shorter trips
* Improve mode share for active modes
* Improve people’s physical health
* Reduce carbon emissions,
* Mitigate future investment in road capacity, and
* Help to make Hamilton more liveable for its people.

This presentation strongly aligns with the Manaaki Tāngata theme, and the sub-themes of Taha tinana (physical health) and Taha hinengaro (mental and emotional well-being). |