6 August 2025

Time	Topic and Purpose	Presenter(s)	Format	Time allocated
9.30am	**Wastewater Capacity** The purpose of this session is to explore the potential evaluation and prioritisation criteria of the reactive wastewater network upgrade and explore the implications of a more receptive risk appetite in response to a resolution from the 26 June 2025 Council Meeting.	**Jackie Colliar**	**Open**	**90 Minutes**
	Break 11.00am			
11.15am	**Minor Transport Improvement Programme – Macroscope Approvals** The purpose of this session is to work through the project reports completed prior to presenting these at a future Infrastructure and Transport Committee Meeting.	**Martin Parkes, Kirsty Horridge**	**Open**	**60 Minutes**
	Break 12.15pm			
1.00pm	**Infrastructure Acceleration Funding (IAF) – Programme Update** The purpose of this session is to update Members on the IAF Programmes progress, with individual project updates for the multiple projects that make up the IAF programme. **– Slides able to be released at the conclusion of the Information Session.**	**Jonathon Brooke, Kelly Stokes**	**Closed**	**45 Minutes**
	SESSION ENDS			

DISCUSSION TOPIC SUMMARY

Topic: Wastewater Constraints
Related Committee: Strategic Growth & District Plan, Infrastructure & Transport
Business Unit/Group: Planning, Strategy, and Programming Unit - Infrastructure & Assets
Key Staff Contact/s: Jackie Colliar
Direction Discussion/Drop-in Session recommended? Status:

PURPOSE

1. This information session responds to the request at the 26 June 2025 Council meeting where members approved a *'Benefits Analysis' approach for prioritising the reactive wastewater network fund* and requested staff hold an information session to*explore the potential evaluation and prioritisation criteria of the reactive wastewater network upgrade fund.*

2. At the 26 June 2025 meeting, members also requested staff hold information sessions to explore "Implications of a more receptive risk *settings with a focus on enabling interim onsite storage solutions…for developments that meet certain characteristics … and are located in areas with programmed and funded upgrades in the next 3 – 10 years*; and to *Discuss the policy provisions for the Three Waters Policy.* Updates and potential pathways forward on these matters will be discussed at the session.

BRIEFING OUTLINE

3. The briefing will be both informative and interactive, covering:
    - Implications of new water service arrangements for wastewater management.
    - Potential local network upgrades to reduce wastewater constraint areas.
    - Initial prioritization criteria for the Reactive Wastewater Fund, with application to three potential upgrade investments.
    - Assessment criteria for prioritization of the Reactive Wastewater Fund and 'Unique Developments', with opportunity for member feedback and identification of additional criteria.
    - Possible conditions where interim solutions could be considered, and a proposed pathway.
    - Overview of progress on the improved connections approval process, current policy status and next steps.

KEY SUMMARY POINTS

4. At the 8 April 2025 Strategic Growth & District Plan Committee meeting, Elected Members were given a comprehensive overview and up to date status report on Hamilton City Wastewater System Performance, Challenges, and Responses (refer State of the Nation Report 8 April 2025 Item 8). A wastewater network constraints map was tabled as part of the April report.

5. On 10 June 2025, in response to the Committee resolution (8 April 2025), a closed Elected Member briefing was held to discuss and workshop risk settings on wastewater management. Members were reminded of the prohibited status of untreated wastewater overflows, introduced to off peak pumping and storage systems and their risks, and proposed prioritisation criteria for reactive fund spending were shared for feedback.

6. Although the majority of attending elected members agreed with current **Cautious** positioning of managing wastewater overflows, some feedback suggested openness to more flexible approaches,

particularly for interim solutions and prioritized developments under some circumstances, indicating more of a **Neutral** overall positioning. Under an overall **Neutral** position (no new overflows with no action for reduction), Council, IAWAI, and IAWAI's Board of Directors lose their defense under Section 340 of the RMA against possible prosecution for overflows.

7. Pursuing any changes to current operational risk settings will involve clarifying the scope and implications of proposed shifts at a more granular level and engaging with stakeholders including Iwi, developers, regulators, regional partners, and the IAWAI Board of Directors.

8. Recent directives from central government are that Plan changes cannot be progressed until RMA reform is in place, although how that affects Healthy Rivers Plan Change One is unknown given its progress. A Select Committee Report on Local Government (Water Services) Bill recommends a 'carve out' for the Waikato Catchment due to the river legislation in place. This likely means that there would be no change to the wastewater regulatory framework in the Waikato in the short to medium term.

9. At the 26 June Council meeting, Elected members were given a second report State of the Nation Report Part 2 Item 18, which discussed a number of matters including an early summary of the feedback from the Elected Member risk briefing, and prioritisation options for reactive wastewater budget. An independent review of wastewater management concluded that on the basis of a fast-growing city, a unique regulatory environment, and constrained funding, that HCC's methodology was a prudent approach.

10. With the independent reviewer confirming that HCC is taking a prudent approach with the current regulatory environment, focus has turned to the reactive wastewater network upgrade fund.

11. At the 26 June Council Meeting, Elected members approved a "…'*Benefits Analysis' for prioritisation of the reactive wastewater network upgrade fund"* and requested an information session to *"explore the potential evaluation and prioritisation criteria of the reactive wastewater network upgrade".*

12. The value of the fund from FY2025/26 - FY2027/28 is $3.78M. Over the 10-year LTP period the value is $10.647M (inflated). Historically, the reactive upgrade fund has been significantly smaller and used to support upgrades to infrastructure that developers are funding or installing to enable their developments.

13. The annual fund value is unlikely to be sufficient to address wastewater constraints in most areas, and would require bringing forward funding from other years. Prioritisation criteria should still be established and currently considers a number of planning and engineering matters such as area of constraint, complexity, cost, zoning, pressure and types of development. There is opportunity to take a more nuanced or weighted approach if this is desired.

14. At the same 26 June Council meeting it was also resolved to execute a contract with the Waters Council Controlled Organisation LTD for 1 July 2025 to June 2026. IAWAI will need to be involved in some policy and funding decision-making given their pending liability and responsibility for wastewater management.

15. Using Council's 'Risk Appetite Statements' framework from **Averse** to risk through to **Open** to risk, staff presented risk settings (and their consequences) associated with: management of overflows, including what levers can be used to adjust tolerance for risk; Alignment of infrastructure planning with land use planning, and; Overflow solutions, specifically focussing on storage and off-peak pumping solutions.

16. Elected Members were reluctant to move to receptiveness for further overflows but have some openness to being inconsistent with strategic planning, the ODP, and are prepared to consider interim solutions subject to further analysis. A pathway for further exploration has been set out.

17. Due to the changed water service delivery arrangements, and the legal liability for failure to manage overflows and interim solution systems, there is now IAWAI approval of any changed operating parameters, risk settings and cost increases. A pathway has been set out.

18. Due to the desire to enable development in constrained areas, focus has turned to reactive funding solutions and interim solutions. Prioritisation criteria for funding and assessment criteria for defining if a development should be favoured for an interim solution is needed. A steer from elected members on areas they would want unlocked and favoured development typologies would benefit decision-making.

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

19. Members should consider that overflows of untreated wastewater within the Waikato Region are prohibited, and this is unlikely to change. There will be pressure to reduce overflows.

20. Members should consider ongoing commitments to Te Ture Whaimana o te Awa o Waikato and JMA, and the commitments required by the Statement of Expectations to Te Ture Whaimana, and the Shareholders Agreement adopted.

21. Members should examine the risks and benefits of enabling growth in constrained and unfunded areas of the city and moving away from prioritised areas.

22. Members should evaluate how they would want budget spent in areas to unlock growth if funding is available, who that benefits and if funding should be brought forward.

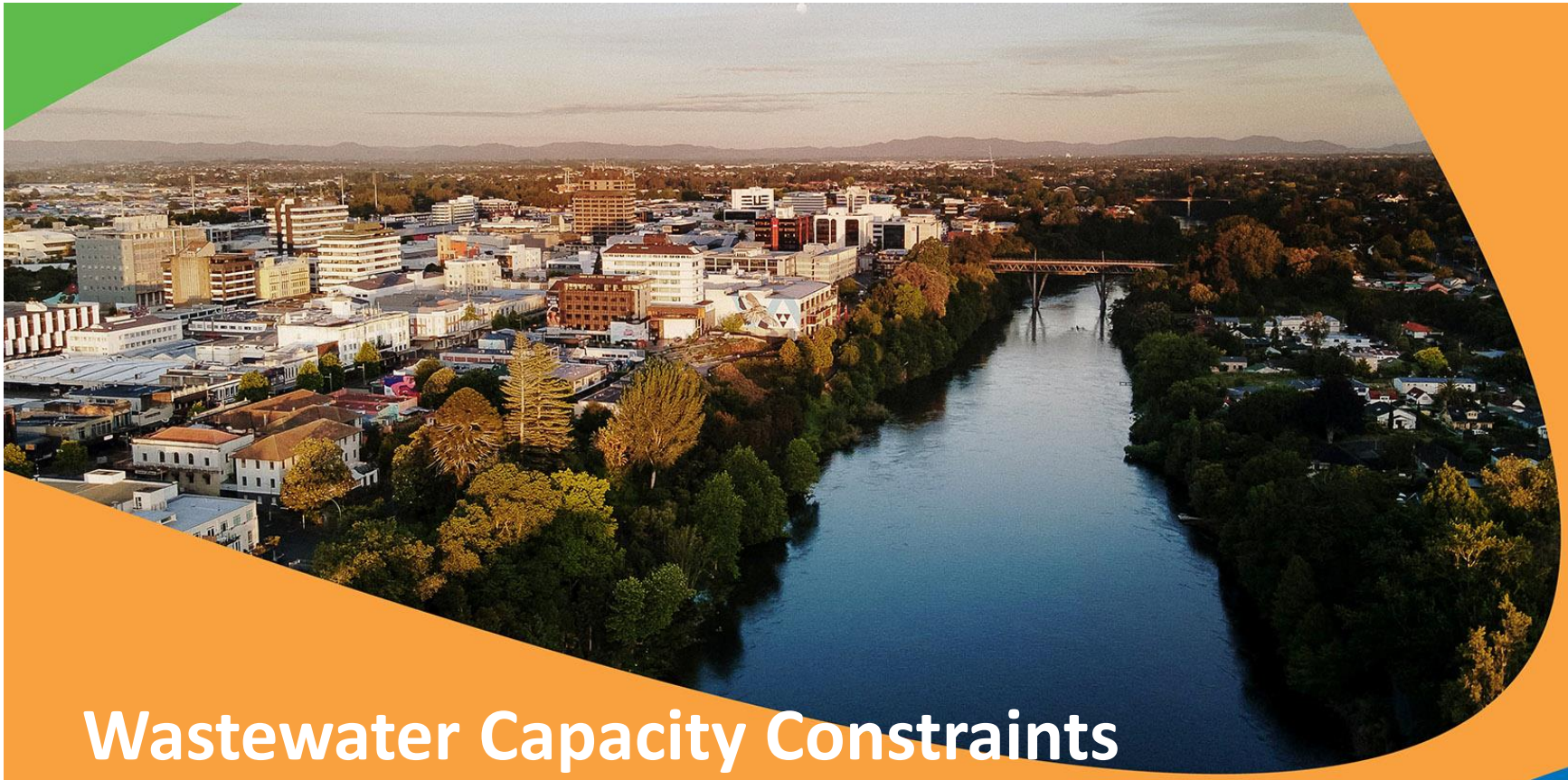
23. Members should still consider the complexity, risks and benefits of interim solutions, including operational requirements and potential community impacts of failure, and if they should be provided for in the City generally, or required to be of significant benefit to the City.

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

24. There is an impact on growth in wastewater constrained areas in the city. To provide for growth in constrained areas, there must either be an adaption of the risk of increased wastewater overflows, or provision for interim wastewater management systems (i.e.) storage and off-peak pumping systems. Members are asked to give direction on:
    - What should be the prioritization criteria for Reactive Wastewater Reactive Funds
    - Should the budget unlock one large area or more than 1 area?
    - What should define a unique development (i.e.) what should be the criteria for decision making if a Unique Development should be favored for interim solution or private development agreement.
    - What might ‘conditions of approval’ for interim solutions look like

WHERE CAN MEMBERS FIND MORE INFORMATION?

- State of the Nation Report (Part 1) 8 April 2025 Item 8
- State of the Nation Report (Part 2) 26 June 2025 Item 18



Wastewater Capacity Constraints (Briefing No 2)

EM Briefing 6 August 2025

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Recap

2025 Summary

- Wastewater State of the Nation **Report 1**
- 10 June Briefing and Engagement
- Wastewater State of the Nation **Report 2**
- Independent Review report
- Deliverables (updated constraints map, web content)

10 June Risk-setting Workshop

- Workshop Purpose - Explore options for adjusting risk settings to better balance compliance with housing and economic outcomes.
- While the majority of elected members agreed with a **Cautious** positioning for how often and under what conditions overflows should occur, initial feedback suggests openness by Elected Members to more flexible approaches, particularly for interim solutions and prioritized developments, indicating more of a **Neutral** overall positioning.

Other risk appetite movements included slightly more openness to:

- Planned and prioritised investments being unrealised
- Inconsistency with strategic planning and ODP.
- Risk of lobbying and inconsistent decision making.
- Risk of community impacts (odour and system failure).
- Openness to pressure to take over interim assets (by the regulator) or connect to a constrained network (by the developer).
- Risk to property values from poorly managed solutions (reputational risk).
- Increase in resourcing (people and cost) to manage agreements, monitor, communicate and carry out emergency responses for interim solutions.

TABLE 1: STAFF AND EM RISK SETTING DIFFERENCES

Question	Current Setting	Indicative EM Position
Focus Session 1A		
Q3 - How much of the network should staff check when evaluating development proposals?	Cautious	Cautious/Neutral
Q4 - What scale (sizes) of development should trigger a Network Capacity Assessment?	Cautious	Neutral
Focus Session 1B		
Q6 - Outside the Stage 1 area (Central City and walkable catchment), when should developments be enabled prior to the completion of any infrastructure upgrades?	Cautious	Neutral
Q7 - How closely should we follow our strategic land use plans?	Cautious	Neutral
Focus Session 2		
Q10 - How much responsibility should Council/CCO take for any approved Onsite Storage and Pumping?	Averse	Cautious

Purpose of briefing

- Outline future roles in wastewater and water management
- Discuss criteria to prioritize the reactive wastewater network upgrade fund
- Discuss evaluation and prioritization criteria for Unique Developments
- Provide overview of work completed on improved connections approval process and Policy, and the proposed pathway forward
- Discuss proposed pathway for interim servicing policy

Future roles in wastewater management

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IAWAI – Obligations and Liability

Service delivery obligations to deliver safe and reliable water services (drinking water, wastewater, stormwater), ensure services are environmentally resilient and customer responsive, and operate in a financially sustainable manner.

Compliance and Regulation obligations to comply with drinking water standards and wastewater/stormwater environmental performance standards, maintain drinking water safety plans and notify Taumata Arowai of any risks or hazards, keep records and provide transparent reporting.

Governance and Planning - Operate under a governance framework including Statement of Expectations and Share Holders Agreement.

IAWAI and IAWAI's Board of Directors will have legal liability, as an organisation and individually, to be prosecuted for wastewater overflows, or other decisions/actions that negatively impact the environment or public health, in its networks by regulators under existing legislation.

Due to this and the conditions in the Shareholder's Agreement that Council signed, any change in risk settings (especially those that increase legal liability) and the subsequent actions necessary for implementation will need to be **approved by IAWAI's Board of Directors**.

Statement of Expectations and Shareholders Agreement

Statement of Expectations –

- sets out expectations for scheduling and sequencing of capital works to support timing of urban development in councils Strategies,
- that water services are provided in a compliant, cost effective and financially sustainable manner, and
- that there is collective stewardship for communities and Tupuna Awa.

Shareholders Agreement - expected to be enduring. Relevant to Policy development.

- S6.1(a) - each shareholder is required to operate and conduct supply of services in the 'ordinary course of business'.
- S6.1(b) - each shareholder is required to obtain the boards agreement prior to: entry into new or changed cross boundary arrangements with Waipa district council (v); undertaking decisions or commitments relating to private development agreements (vi); and any commitment that would materially effect value, assets, liabilities, responsibilities, and cost (x).

Roles and Responsibilities

What special developments do Council want in the city?

(placemaking)

What would Council prioritise for constraint removal?

(placemaking)

What area/s should be the focus in the next 1-3 years?

(placemaking)

Statement of Expectations

Water Services Strategy

Managing Overflows

(compliance)

Managing infrastructure needs

(compliance)

Shareholders Agreement

Water Service Delivery Plan

Reactive fund

Prioritisation criteria and benefits analysis

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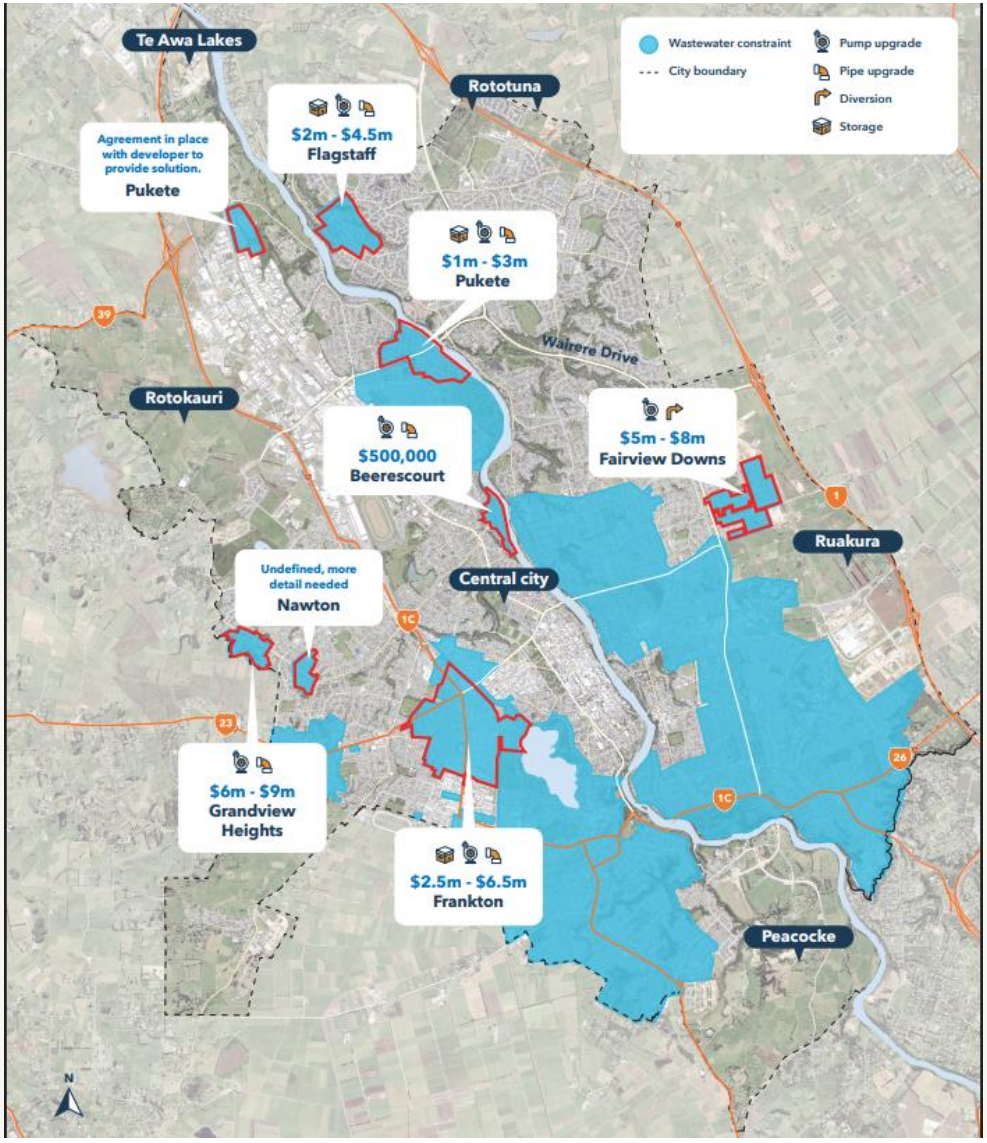
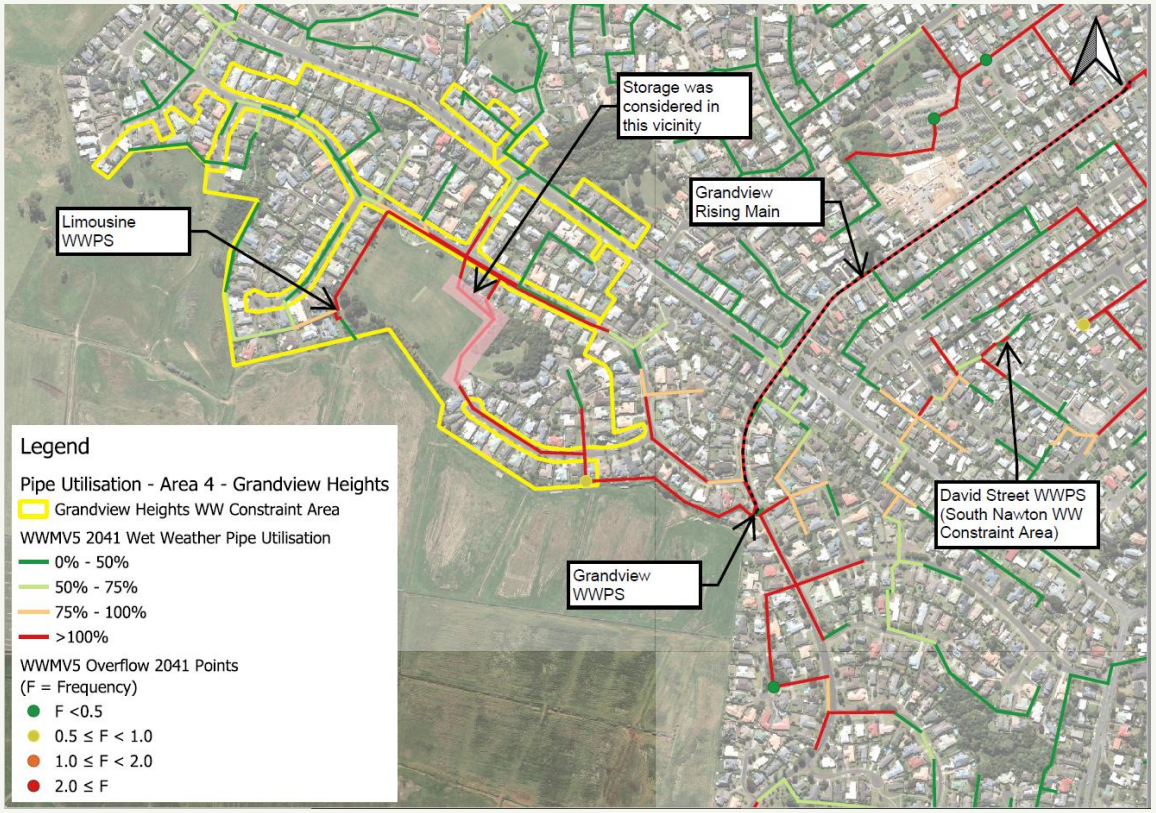
Map of areas investigated



Reactive Fund – Initial Criteria

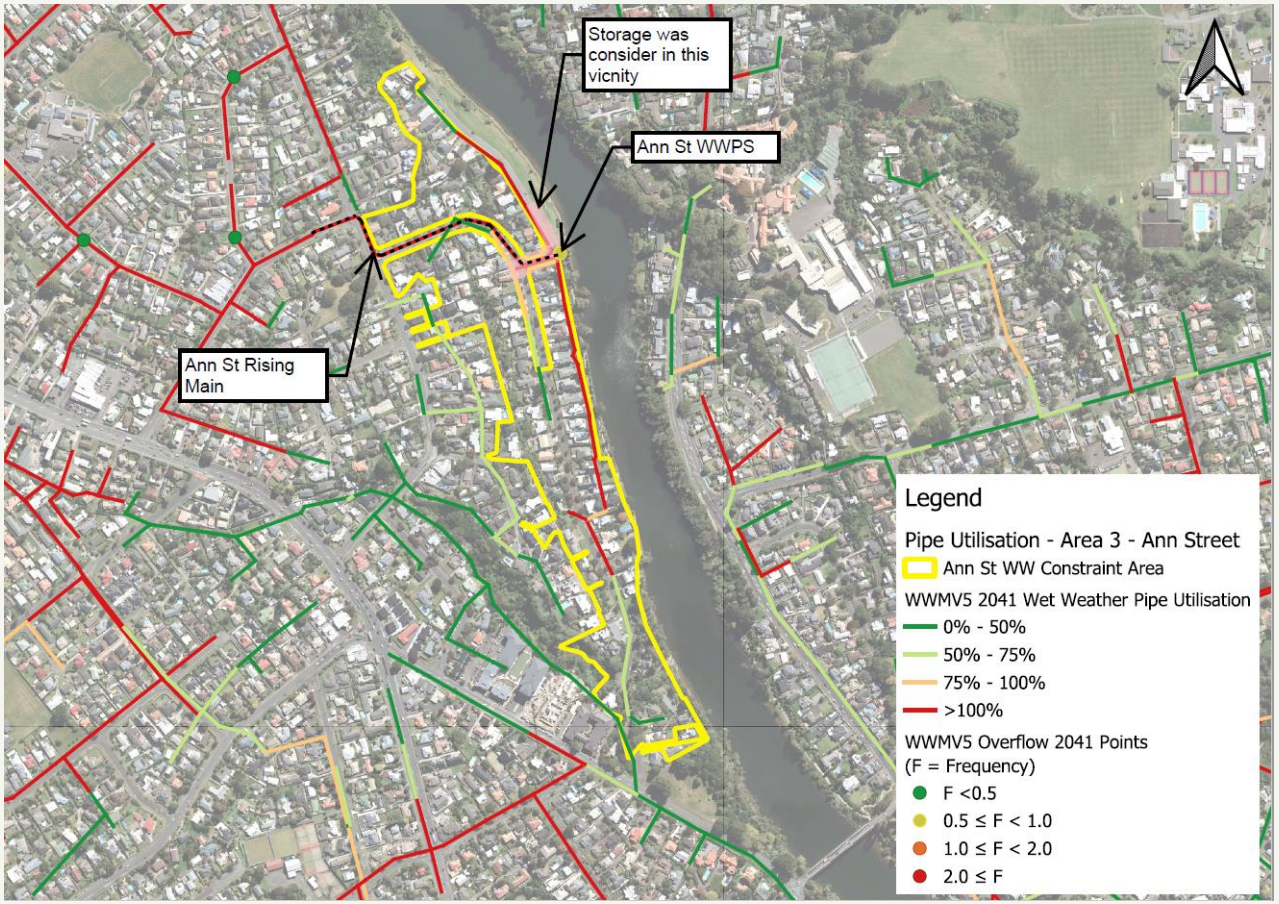
Benefits Analysis: Metrics for Decision-making	
Area	The gross area of the constraint.
Complexity	How complex is the solution. This is usually also reflected in the cost
Time to implement	How quickly can the solution be put in place.
Cost	What is the estimated cost to remove the constraint
Zoning	What is the District Plan zoning within the constraint area.
Predicted growth	What do the population predictions show is the increase in population in the constraint area
Enquiries	How many enquiries have HCC had about development within the constraint area
Type of development served	What types of development will the upgrade enable. Does it include areas for social housing, accessible housing, affordable housing. Does it improve network performance and outcomes for lower socio-economic areas.

Worked Example



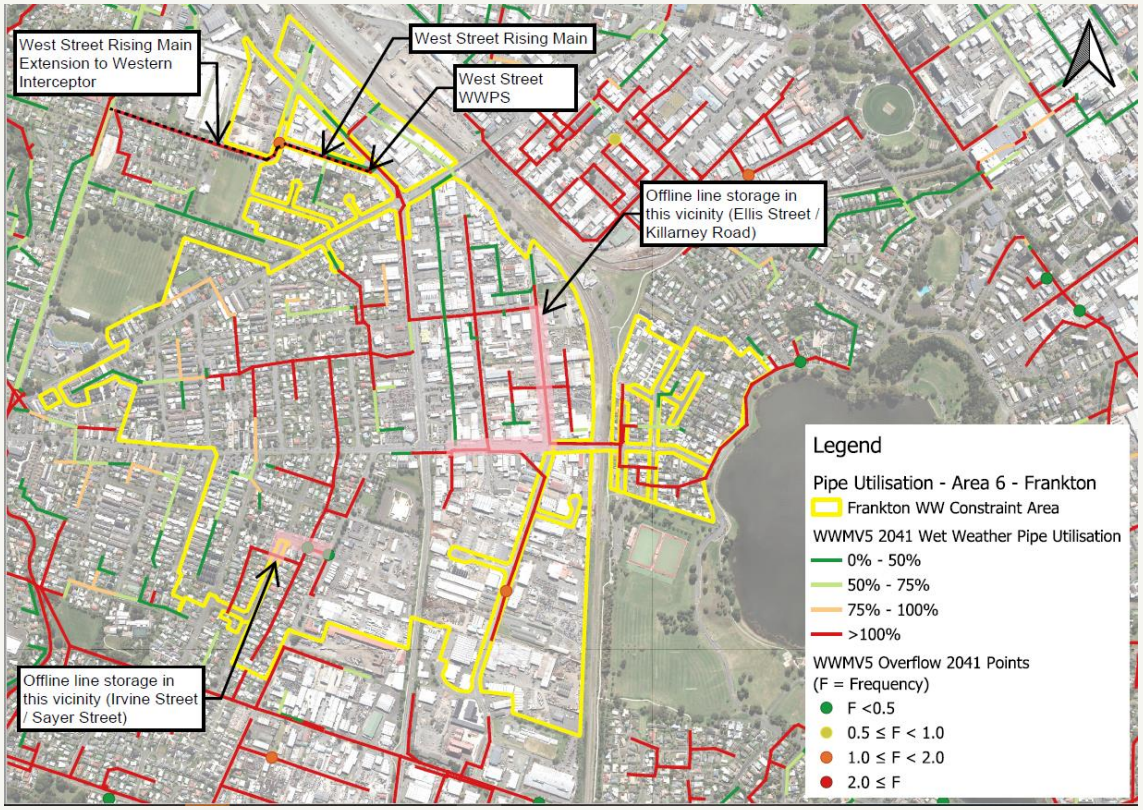
Grandview Heights	
Gross area	21
Residential zoned area (Ha)	16
Number of enquiries (individual properties)	0
Number of enquiries from known developers	0
Dwellings in last 10 years	4
Lots in last 10 years	0
Predicted population increase over next 40 years	51
Solution	Pumpstation upgrade and rising main
Cost estimate (in millions)	$5.40

Worked Example



Ann St	
Gross area	11
Residential zoned area (Ha)	9
Number of enquiries (individual properties)	6
Number of enquiries from known developers	2
Dwellings in last 10 years	6
Lots in last 10 years	2
Predicted population increase over next 40 years	343
Solution	Pumpstation and pipe upgrade
Cost estimate (in millions)	$0.5m

Worked Example



Frankton	
Gross area	149
Residential zoned area (Ha)	54
Industrial Zoned area (Ha)	58
Number of enquiries (individual properties)	37
Number of enquiries from known developers (individual properties)	15
Dwellings in last 10 years	313
Lots in last 10 years	268
Predicted population increase over next 40 years	1073
Solution	Pipe Upgrade, Pumpstation Upgrade, Storage
Cost estimate (in millions)	$2.5 - $6.5

Draft Benefits Analysis

Criteria		Metric Used	Grandview Heights	Ann St	Frankton
Area	The gross area of the constraint.	Gross area (Ha)	21	11	149
Zoning	What is the District Plan zoning within the constraint area.	Residential zoned area (Ha)	16	9	54
Enquiries	How many enquiries have HCC had about development within the constraint area	Number of enquiries (individual properties)	0	6	37
Historic	How much development is occuring in the area	Lots in last 10 years	0	2	268
Predicted growth	What do the population predictions show is the increase in population in the constraint area	Predicted population increase over next 40 years	51	343	1073
		Predicted population increase over next 15 years	6	106	588
Complexity	How complex is the solution. This is usually also reflected in the cost	Solution	Pumpstation upgrade and rising main	Pumpstation and pipe upgrade	Pipe Upgrade, Pumpstation Upgrade, Storage
Cost	What is the estimated cost to remove the constraint	Cost estimate (in millions)	$5.40	$0.50	$2.5 - $6.5

Draft Benefits Analysis

Budget

Area	Years 1-3 Cumulative budget		
	$500,000	$1,800,000	$3,800,000
Flagstaff			
Fairview Downs			
Ann St			
Grandview Heights			
Nawton	NA	NA	NA
Frankton			
Sycamore			

Enquiries

Area	No of Enquiries
Flagstaff	0
Fairview Downs	19
Ann St	6
Grandview Heights	0
Nawton	4
Frankton	37
Sycamore	12

Population increase

Area	Increase by 2061
Flagstaff	11
Fairview Downs	167
Ann St	343
Grandview Heights	51
Nawton	23
Frankton	1073
Sycamore	49

Focus can be put on one category if that is deemed to be most important

Questions

- **Are these criteria critical for reactive fund spending?**
- **Are they all important, are they equal or is one more important than the other?**
- **What is missing?**
- **Is there a threshold you want us to consider?**

Defining Unique Development

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Defining Unique Developments

- **EMs seeking to enable interim onsite storage solutions for developments that meet certain characteristics (including being of reasonable scale and meeting defined characteristics)**
- Due to public risks, Council liabilities, known issues in other cities, and operational costs and impacts on efficient and effective infrastructure planning, **staff do not support interim wastewater solutions in wastewater constrained areas.** However -
  - Exceptional or 'unique' developments can offer strategic benefits to the subregion or city
  - These developments may warrant consideration of interim wastewater solutions until constraints are resolved
  - Provided that strict conditions (through an Agreement) are imposed to mitigate associated risks.
- **Staff are seeking EM input into:**
  - Defining Unique Developments
  - Assessment criteria

Potential Unique Development Criteria

Proposed General 'Gateway' criteria

Initial screening questions could include:

- Can the development type be located outside of the constrained area?
- Is the development ‘favourable’? (see next slide)
- Is the development of adequate scale?
- Can the developer manage an interim solution?

Do you agree with this screening criteria?

Favorable Developments

a) Provide significant economic benefit to the city or region

b) Strongly support the attraction and growth of existing and new employers

c) promote sustainability, including food security

d) provide Hotel accommodation, at scale

e) are innovative in nature or foster innovation for the city

f) Council owned facilities providing or supporting municipal functions

g) Special use developments with a Campus-style development or precinct with significant on-site amenities

h) have existing Special Agreements associated with acceleration funding.

- **What else would be favourable?**
- **Think about how you would rank these - what is less important?**

Questions

- Do you agree with the proposed criteria?
- What is missing?
- Is one criteria more important than the other?
- Do you agree that definition of ‘Unique’ should exclude purely residential developments
- What is ‘at scale’ ?
- Should developments be over a certain value?
- Should the Unique Development deliver a threshold of accommodation, or employment?

Off peak pumping solutions

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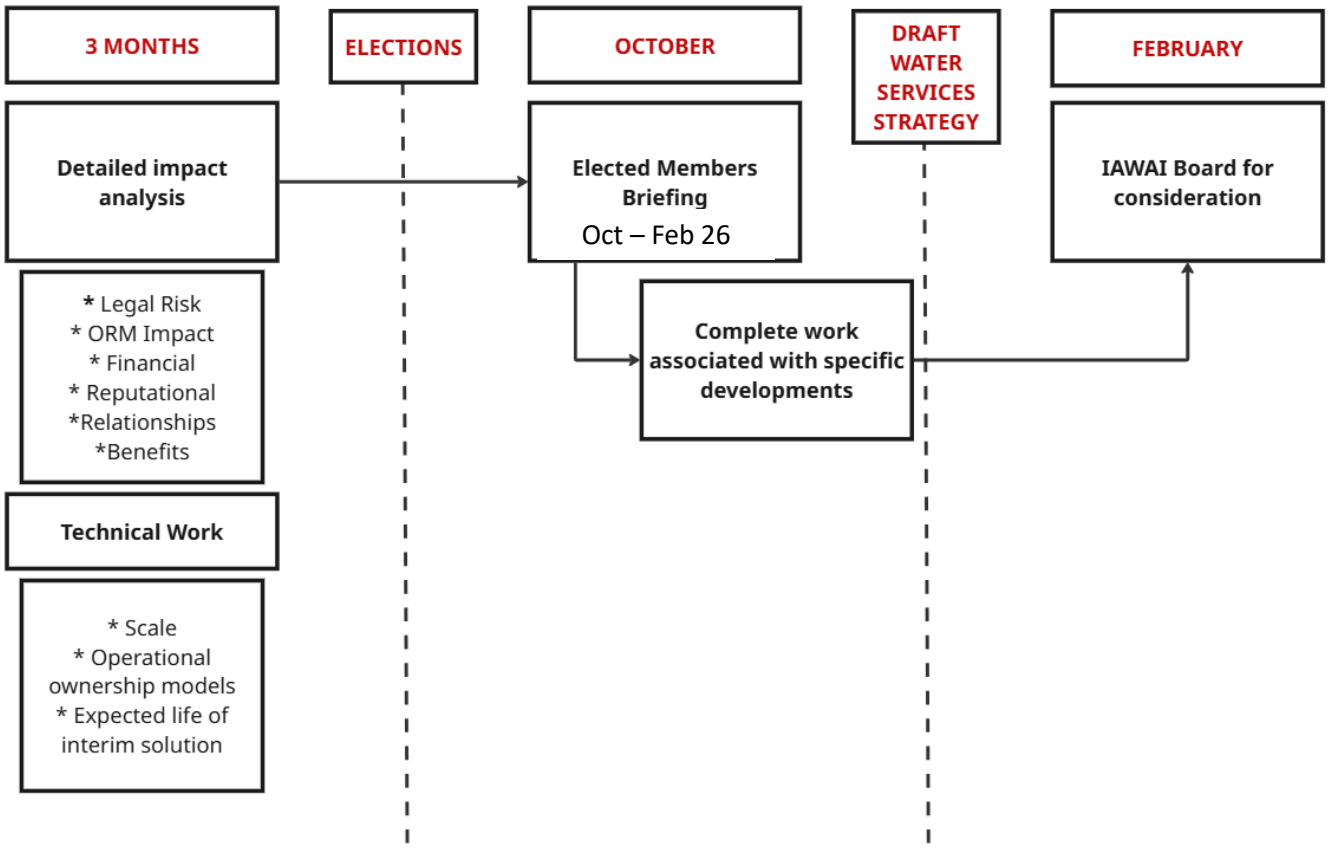
Off Peak Pumping - pathway

- Risks were discussed in the 10 June workshop. Elected Members are seeking exploration of implications of more receptiveness to risk.
- Staff have committed to exploring:
  - Detailed impact analysis
  - Life cycle costing, and
  - Ownership models
  - System changes.
- This is resource intensive. IAWAI will be briefed on investigative steps to be taken

Conditions of Approval – Current thinking

1. **Must be an interim measure only with permanent solution funded for delivery within the next 5 years.**
2. **Developer will have full financial, operational and maintenance responsibility of the solution until necessary upgrades are in place. Event response.**
3. **Development must be of an appropriate scale (i.e. storage solutions are not being contemplated for individual or small-scale developments)**
4. **Must meet appropriate design levels of service and standards, with appropriate consideration given to effects on surrounding land.**
5. **Developer will take responsibility for any breach or non-compliance against relevant legislation where the non-compliance is attributed to the interim solution.**
6. **Developer will contribute to cost of the network upgrades necessary to permanently service the development within a timeframe specified by Council.**
7. **Developer will immediately decommission and remove the temporary infrastructure after the network upgrade and within a time frame specified by Council and fully restore the site.**

Process of exploration



Connection approval process and policy provisions

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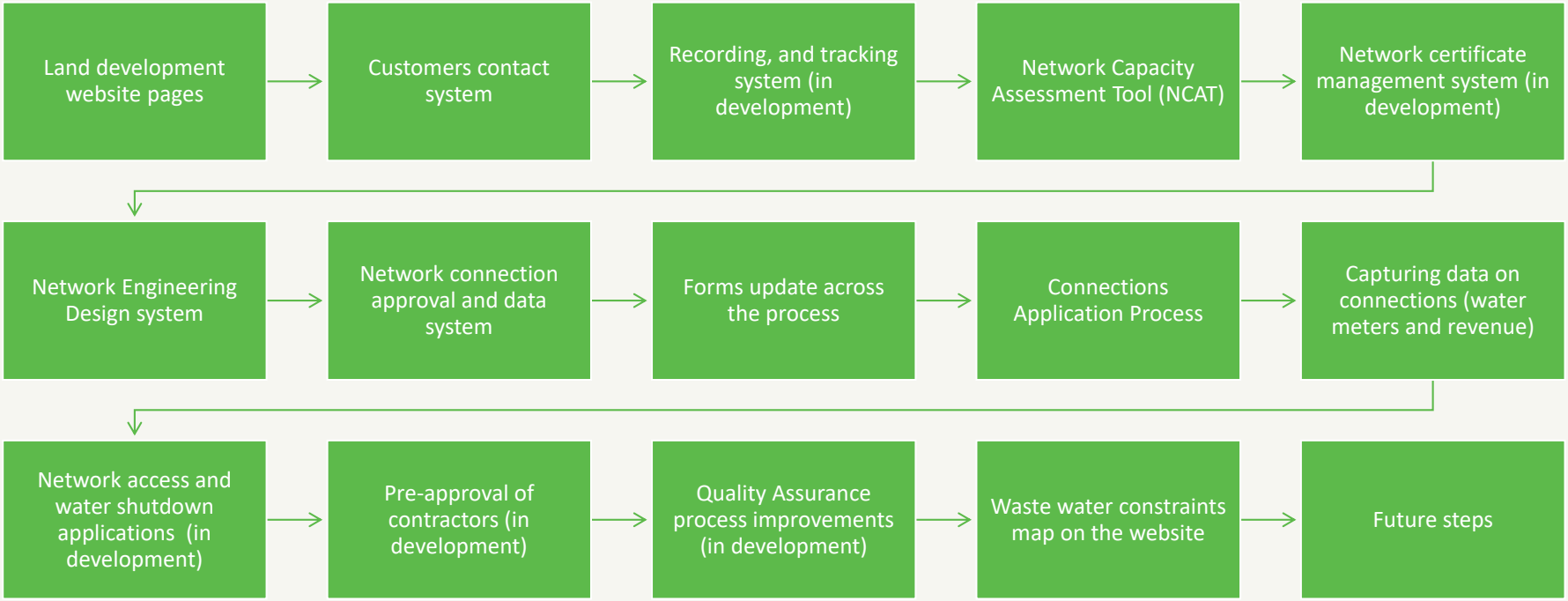
Key objectives of the review

- Support growth management alongside District Plan provisions and Infrastructure investment
- Finding a balance between enabled development and public infrastructure
- Alignment with Councils key growth and infrastructure strategies
- Avoidance of social, environmental and cultural impacts
- Meeting legislative requirements
- Providing clarity to the development community and internal staff

Approval Process



Proposed Land Development Customer Support Web Pages

Existing Pages

New Pages

Land Development

Intro Blurb ...

1. New to Land Development
blurb ... [Start Here]

2. Experienced Developer or Consultant
Skip straight to ...

Still not sure where to begin?
Book a meeting

FAQs

FAQs: **Structure and Q&A TBC**
Or do we split into Q&A for New vs Experienced?
1. Getting Started
Q/A
Q/A
...
2. Infrastructure & Connections
Q/A
Q/A
...
3. Costs & Legal
Q/A
...

Step-by-Step Guide for New Land Developers

Welcome ... Intro Blurb ...

1. Feasibility and Due diligence
- Check District Plan
- Confirm Subdivision
- ...

2.Planning and Approvals
- Book a Meeting
- Resource Consent
- Engineering Plan
- ...

3. Construction and Connection
- Jwaters connection
- Pre-start Meeting
- Road Corridor
- ...

4. Project Close and Sign-off
- Final checks
- Sign-offs
- Completion Certificates
- ...

Contact Us

Tools and Resources for Experienced Developers and Consultants

Welcome ... Intro Blurb ...
Structure TBC
1. Quick Links
- Book a Pre-App meeting
- Forms Library
- Corridor Access Request
- ...

2. Tech Stds & Guides
- RITS
- ByLaws
- Hygiene Code
- ...

3. Contractor and Connection Info
- Approved Contractors
- Inspection Hold Points
- Road Corridor
- ...

4. Project Close and Sign-off
- Final checks
- Sign-offs
- Completion Certificates
- ...

Contact Us

Existing Pages

District Plan

Subdivision

Resource Consents

Connection Application

Corridor Access Request

What we heard previously?

Prior to release of the constraints map, EMs gave broad support for the following:

- Recognition of District Plan Change 12 overlay and HUGS
- Scales of Developments Requiring Network Capacity Assessment
- Minimised information requirements
- Technical Assessment Criteria with Low tolerance for wastewater overflows and reduced water supply levels
- Decision making based on State of the Network
- Network Capacity Allocation with first-come, first-served approach and lapse periods aligned with RMA
- Different approach for constraints in Stage 1 central city area (lower bar) vs other areas (high bar)
- Greenfield Management

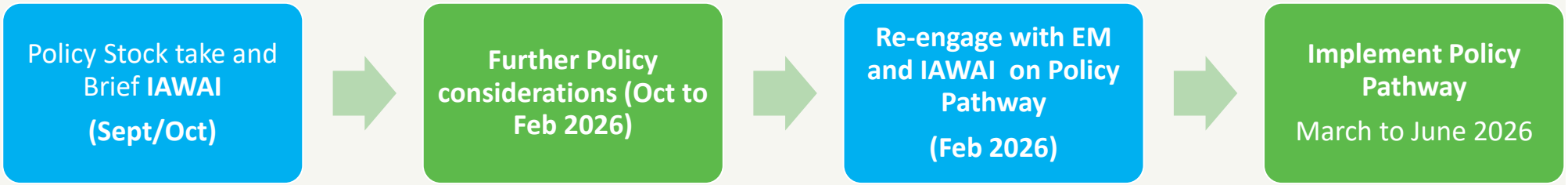
- **Since release of the constraints map and at the 10 June briefing, some views have changed.**

Policy Status

- 15 Policy settings for water allocation, network capacity assessment and allocation, private solutions, Out of City servicing
- 8 of those Policy settings were drafted and provided for EM review prior to 2025
- **5 Policy settings are to be re-examined post elected Member Engagement, (or canvassed for the first time - water allocation policy refinement)**
- **3 Policy areas require significant review due to changes in legislation, water service delivery and spatial planning (eg) Fast track consenting, Statement of Expectations, Shareholders Agreement, Future Proof Strategy). This includes:**
  - Interim solutions
  - Boundary servicing
  - Delegations

Due to liability, O&M and Capex cost implications, all policy settings will need to be acceptable to and approved by IAWAI

Policy pathway



Questions?

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Project Report

East Street and Peachgrove Road Safety Improvements

2025/26

Hamilton City Council
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WHERE?

The site is located at the intersection of East Street and Peachgrove Road in Claudelands. The location is shown below in Figure 1.

Figure 1: Site Location

The Claudelands Woolworths supermarket is located approximately 250m south of the intersection. Southwell School is located approximately 200m north.

Peachgrove Road is a popular school route which caters for a lot of students, where students frequently cross East Street to access schools such as Peachgrove Intermediate School and Hamilton Boys High School and Southwell School.

The immediate land use adjacent to the intersection is residential, with a few commercial shops located on the north-eastern corner of the intersection. This is a rail track located 135m south of the intersection with a level crossing located across it.

WHAT'S THE PROBLEM?

This site is an unsafe crossroads intersection with poor visibility looking south, from the western side of East Street. Given the crossroads intersection form, there is high potential for crashes to occur as Peachgrove Road has approximately 15,000 vehicles per day (vpd). These high volumes along Peachgrove Road make it difficult for drivers to find safe gaps when turning right out of East Street (west).

Figure 2: Pedestrian crossing East Steet (west), with vehicle turning in front

East Street (west) is a wide road which makes it difficult for active mode users to cross, especially vulnerable users such as school students. East Street (west) also has no crossing facility available for active mode users which increases the likelihood of crashes occurring.

Peachgrove Road has a surveyed speed 85th percentile speed of 44.8km/h which is above the safe system threshold speed for crashes with active mode users.

WHY IS IT IMPORTANT TO ADDRESS THE PROBLEM?

The intersection is a crossroads intersection which increases the likelihood for crashes when drivers attempt to find gaps when exiting East Street.

The existing intersection is considered unsafe given that the volume of traffic on Peachgrove Road is approximately 15,000vpd.

It is important to address the problem to reduce the likelihood of a right-angle crash from occurring.

There is a large piece of empty land on the southeastern corner. This site has been sold, and a developer has undertaken a pre-application with council for 33 properties within the site. It is expected the access for this development will be off East Street.
This is expected to generate 200-300 extra traffic movements per day though the Peachgrove Road/East Street interaction.

Given there are no priority crossings for active mode users, such as school students, the likelihood of active mode user crashes are also of significant concern. East Street (western side) is frequently crossed by school students and it is a wide area of road to cross (20m wide) which presents a safety risk.

Peachgrove Road has a surveyed 85th percentile speed of 44.8km/h which is above the safe system threshold speed for crashes with active mode users.

The intersection has also had 14 reported crashes in the past 10 years, five of which resulted in minor injuries.

ROAD DATA

The intersection crossroads (4-way) intersection with give-way priority located on either side of East Street. There is unmarked car parking is located on the north-eastern corner of the intersection for the commercial shops.

Peachgrove Road has the following characteristics:

- Posted speed limit of 50km/h with a surveyed 85th percentile speed of 44.8km/h
- Two lane road with a flush median.
- South of East Street: Shoulder markings on both sides of the road with no stopping at all times (NSAAT) broken yellow lines.
- North of East Street: Shoulder markings on both sides of the road with unrestricted car parking. The car parking on the eastern side of the road is indented.
- Pedestrian footpath on either side of the road
- Pedestrian refuge/splitter island located mid block approximately 50m south of the intersection.
- No priority active mode crossings.

East Street has the following characteristics:

- Posted speed limit of 50km/h
- Two lane road with no centreline on the western leg, dashed white centreline line located on the eastern leg.
- Unrestricted and unmarked car parking on both sides of the road
- Pedestrian footpath on either side of the road
- Pedestrian refuge/splitter island located on the eastern leg of East Street.
- No priority active mode crossings.
- Wide area for pedestrians to cross between kerb cut downs (approximately 20m)

There are currently five local bus routes that operate on Peachgrove Road. These are shown below in Table 1.

Table 1: Public Transport Routes

Road Name	Bus Service	Bus Stop Location
Peachgrove Road	• 4N Flagstaff • 21 Northern Connector (Regional) • 23 Raglan (Regional) • 24 Te Awamutu (Regional) • O Orbiter (Frequent)	100m south of East Street: 164 and opp 164 Peachgrove Road. 275m north of East Street: 200 and 199 Peachgrove Road.
East Street	No bus service	No bus service

The One Network Framework (ONF) is a classification system which divides New Zealand's roads into categories based on their movement and place function. The ONF recognises that streets function as transport corridors but are also places where people spend time and interact with their surroundings. The current road ONF is listed below:

Table 2: One Network Framework & Volume of Traffic

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles (source: MobileRoads)
Peachgrove Road	Activity Street (M2,P3)	14,600 (est.2024), 5% Heavy
East Street	Local Street (M4,P4)	1,100 (est.2024), 1% Heavy

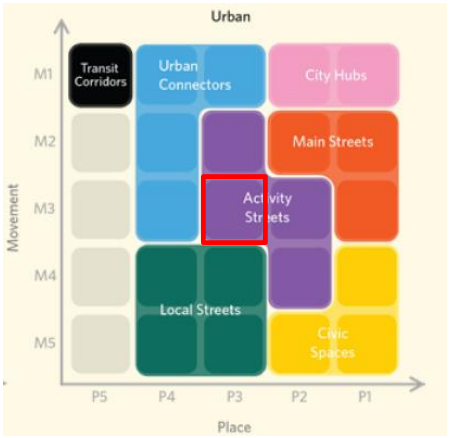


Figure 3: Peachgrove Road ONF Classification

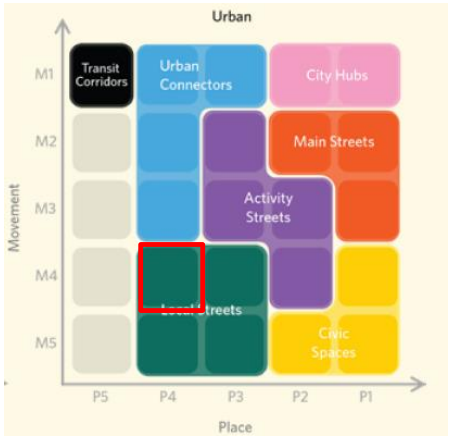


Figure 4: East Street ONF Classification

Peachgrove Road is defined as an 'Activity Street' and East Street is defined as a 'Local Street' in the Hamilton Future One Network Framework (ONF) Classification report, dated 27 February 2024

Peachgrive Road is part of the Over Dimension (OD) route for large loads such as houses.

During the of the week 2 June 2025, the following turning volumes, were counted:

Figure 5: Turning Movements

The majority of traffic that travels through here uses Peachgrove Road, with traffic left turning into East Street (west) also relatively busy. As discussed previously, with a large residential development due to be built on the south eastern corner, traffic volumes from East Street (east) could increase up to 65%.

CRASH HISTORY

A ten year crash search was undertaken in the NZTA Crash Analysis System (CAS) between 2015-2024, including all available results for as at 2025, for a 100m radius of the intersection. There have been 14 reported crashes from this search criteria.

Nine of the reported crashes were non-injury, while five were minor injury. There were no reported fatal or serious injury crashes.

The minor injury crashes all involved vehicles. These included two loss of control type crashes, a rear end crash, a U-turn crashes and a driver crashing into a stationary vehicle turning right.

The total social costs of all reported crashes are estimated to be $1.61m.
The team, also noted that there is knowledge of a cycle crash in this area, however this was not reported in CAS, and therefore is not included in this data.

The collision diagram is show below in Figure 6.

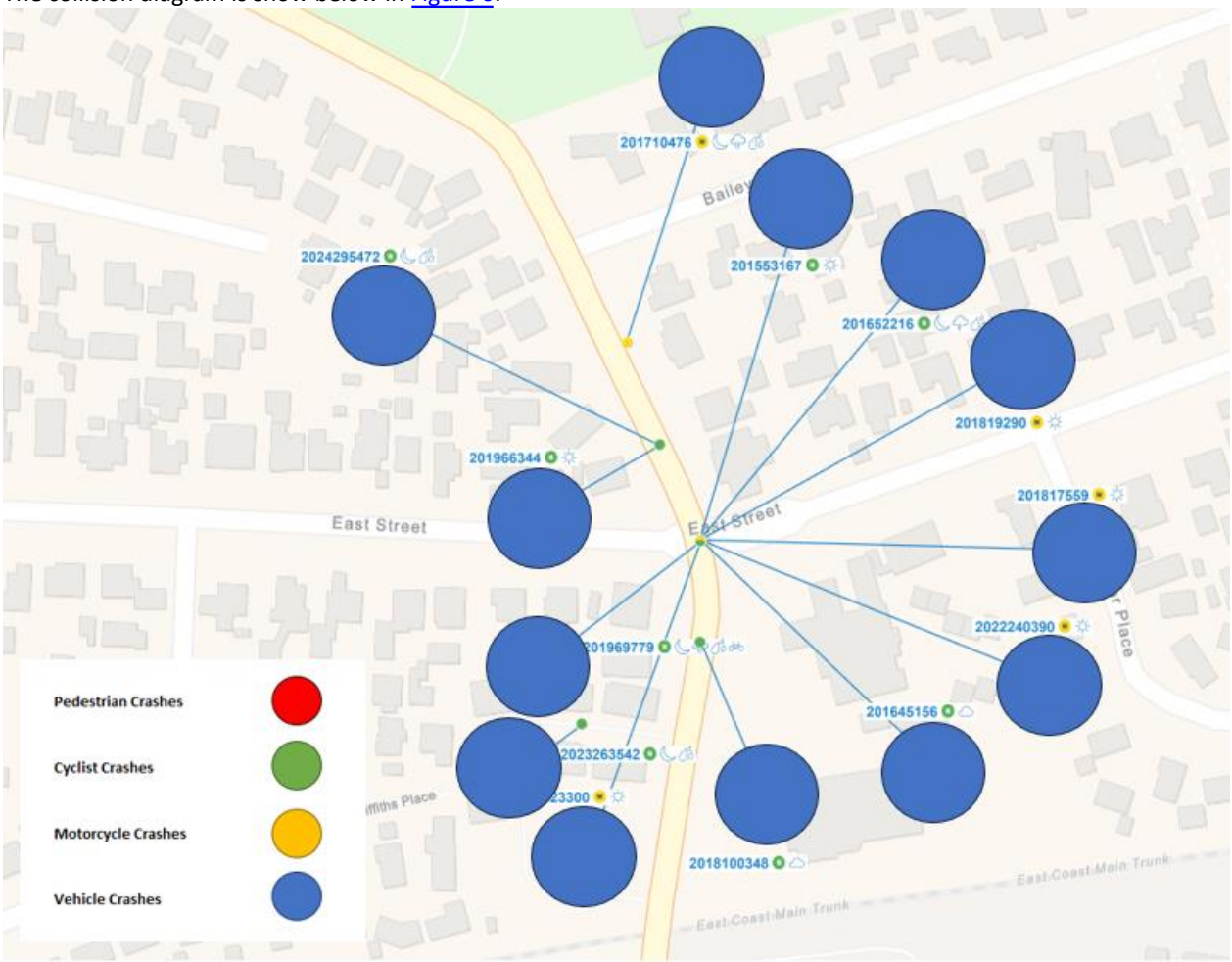


Figure 6: Collision Diagram

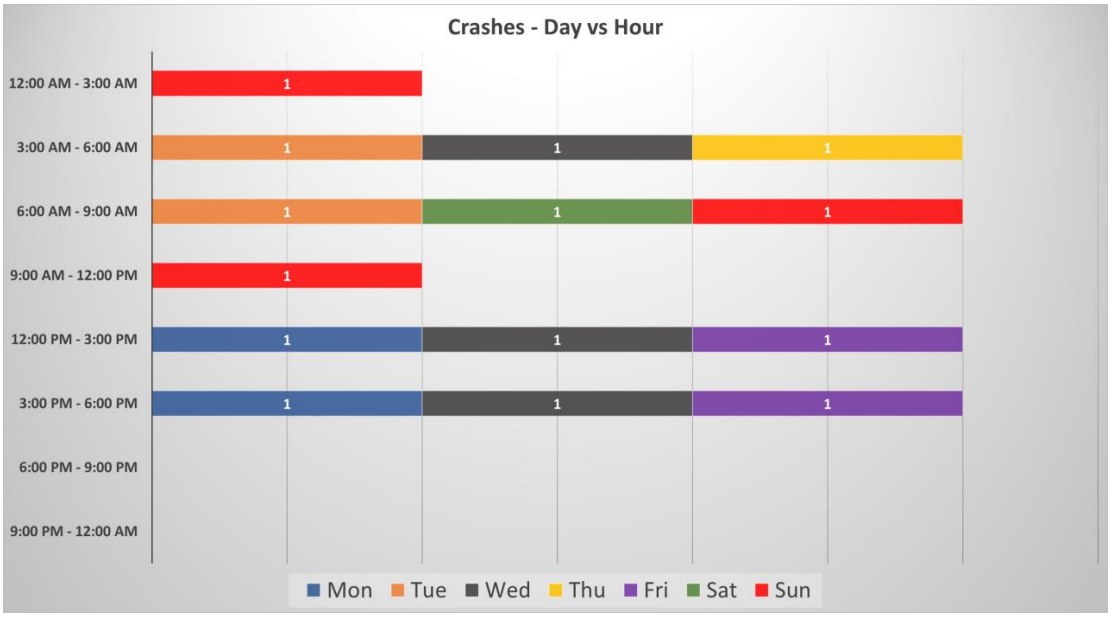


Figure 7: Crash History at Different Time Periods

PEDESTRIAN AND CYCLIST DATA

Table 3: Pedestrian and Cyclist Data

Pedestrian and Cyclist DataUser Type	Crossing East Steet (East)	Crossing East Steet (West)	Crossing Peachgrove Road		
	At the intersection	At the intersection	At the intersection	Mid-block	At central island
Pedestrians	134	150	25	5	27
Cyclist on Road	24	18	17	N/A	N/A
Cyclists on footpath	19	2	0	0	6

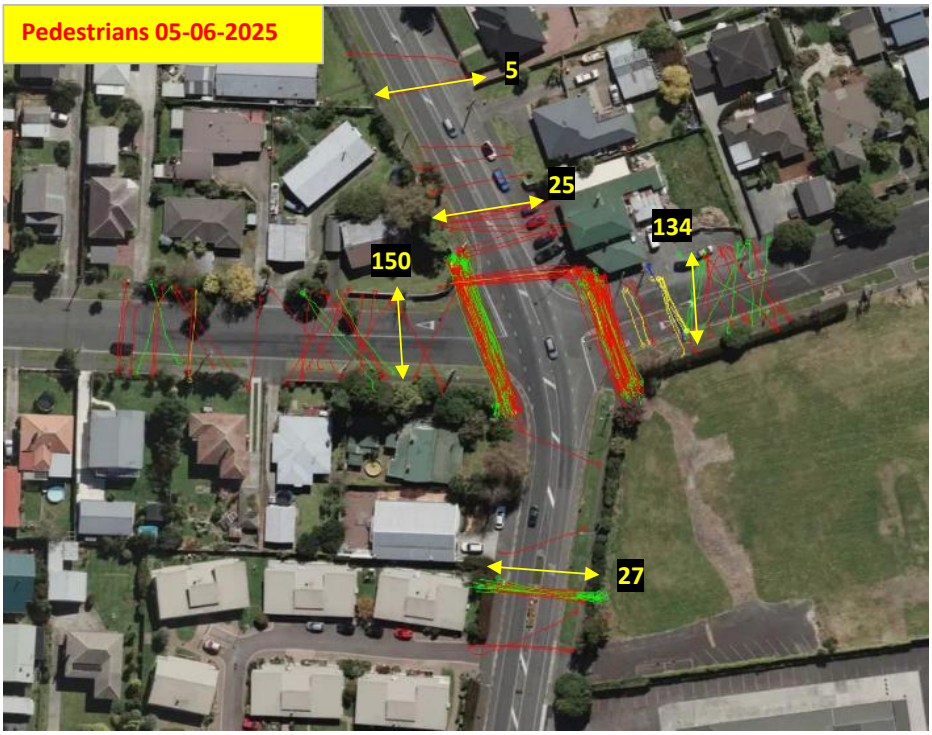


Figure 8: Pedestrian Crossing demand

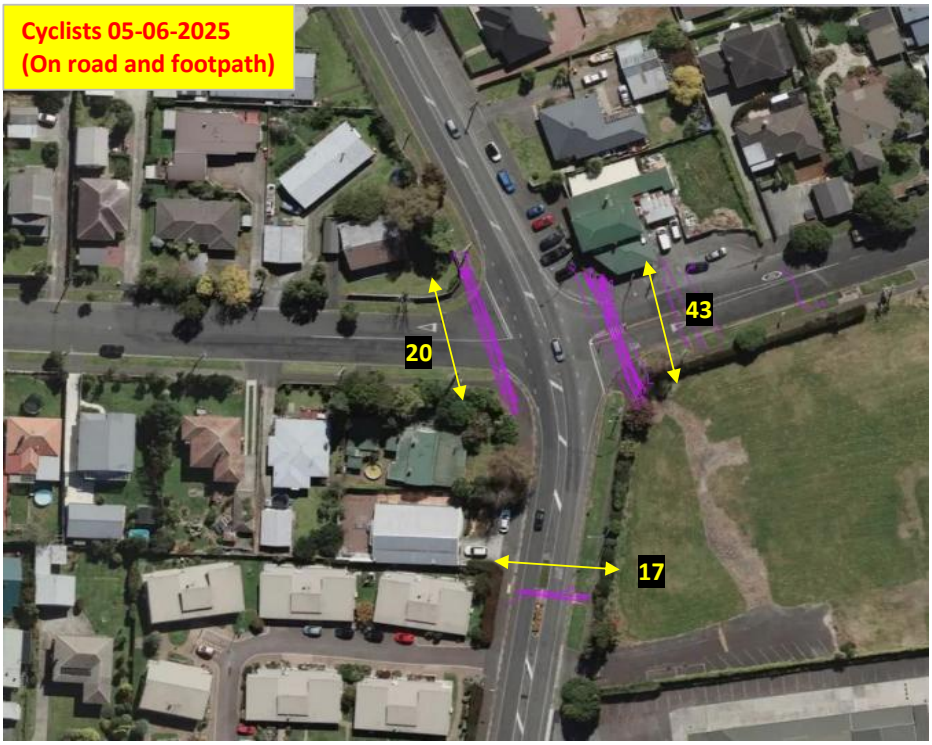


Figure 9: Cycling Crossing demand

DATA OBSERVATIONS

Cameras were installed for a week, from the 4 June to the 11 June 2025.
The following observations were made:

- A high crossing demand on the north side of Peachgrove Road
- A high mobility scooter crossing demand on East Street east – shown as the yellow line in figure 8
- A high crossing demand across Peachgrove Road north
- Cyclists using the footpath and pedestrian island to cross Peachgrove Road

SITE OBSERVATIONS

A site inspection was completed on 22 May 2025 during the morning peak hour between 8am and 9am.
The following observations were made:

- Active mode user demand was observed along both sides of Peachgrove Road, crossing East Street on each side. The majority of active mode users were Hamilton Boys High School students. A parent was observed to help their child cross Peachgrove Road (from west to east) before letting them travel along Peachgrove Road on their own.
- Traffic demand was high along Peachgrove Road. There was minimal traffic demand turning out of East Street (east) and some demand for traffic turning out of East Street (west)
- Right turners from East Street (west) had difficulty exiting the intersection. Visibility here is obscured by the curve in the road. Drivers were observed to hesitate in a stop-start manner and rolling their vehicle forward past the limit line trying to find gaps in Peachgrove Road traffic. A photo of this behaviour is captured below in Figure 11.

Figure 11: Driver struggling to turn right out of East Street (west) due to limited visibility

- Car parking for the commercial shops on the north-eastern corner had a high parking turnover in the morning peak. This was generally associated with customers the café.
- Car parking is a haphazard and vehicle parking inefficiency as a result.

The parking area on Peachgrove Road, outside the café is full 71% between 7am-1pm, and 26% full between 1pm-7pm. The average length of stay is 35 mins. The parking area outside the dairy and takeaway on East Street (east) is full 29% between 7am-1pm, and 25% full between 1pm and 7pm. The average stay is 12 mins.

COMMUNITY AND PUBLIC FEEDBACK

A search of the Customer Request Management (CRM) system found 10 results:

- **August 2017**: Customer has suggested convex mirrors outside/on corners of East St & Peachgrove (174 & 180 Peachgrove).
- **March 2019**: Customer proposes a roundabout is installed at the intersection of Peachgrove Road and East Street. Caller advised she has witnessed many near hits at this intersection, which is very busy

- **October 2022**: Customer stated that this is a dangerous intersection between East Street and Peachgrove Road with reduced sight distance. Customer advised the installation of a mirror to increase visibility and avoid crashes, especially since a detour through this route had been put in place which will increase the amount of people using that intersection. Customer stated that it is very hazardous for a right turn from East Street into Peachgrove Road.
- **February 2023**: Customer wanted to address a safety issue for motors making a right hand turn out of East Street into Peachgrove Rd towards the Countdown Supermarket in Hamilton East. Customer stated if you have ever had to make this turn you will see it is a significant blind spot and risky as people have limited time to pass the intersection and are at risk from traffic coming the other way which can be on top of them in a second. Customer suggested recommendation is for a mirror to be placed on the opposite corner as is custom on rural roads which will make the interaction a lot safer.
- **June 2023**: Customer stated a a safety concern at the intersection of East St and Peachgrove Road in Claudelands, Hamilton. Specifically, the issue is with the limited visibility for vehicles turning right from East St to Peachgrove Road in an eastward direction. Customer suggested the installation of a speed bump to address this issue. The intersection is a bend, and when turning right, vehicles from the right-hand side can only be seen partially. By the time they are visible, they are already very close. If the oncoming vehicle is travelling at a high speed and the turning time is short, the situation can be dangerous. Based on my personal driving experience, I suggest that a speed bump be installed to slow down the speed of vehicles approaching from either direction, thereby increasing safety. Customer recommend that the specific location and design of the speed bump be evaluated by a professional in road traffic management.
- **July 2023**: Customer suggested that bikers are coming up (north) and down (south)Brooklyn and across the park from Heaphy would it not be wise to put a dedicated cycle lane down East St. This would enable bikers going to HBHS, the Intermediate and Southwell, safer access. There would probably need to be some form of safety, like traffic lights, at the Peachgrove/ East St intersection.
- **November 2023**: Customer stated that the right turn onto Peachgrove Road from East Street is made very dangerous due to a complete lack of visibility over traffic coming from the South
- **April 2024**: Customer reported that the corner of the road where Peachgrove intersects with East Street is quite dangerous. Customer said that she has to cross Peachgrove at that spot quite often and she finds that cars speed up when coming along that corner and she believes it is quite dangerous and she doesn't feel like it is safe crossing there as cars aren't slowing down.
- **November 2024**: Customer spoke at the Infrastructure and Transport Committee to recommend an intersection upgrade is included in the transport programme.
- **February 2025:** Customer stated that it is a dangerous intersection between East Street and Peachgrove Road with reduced sight distance, I'd advise the installation of a mirror to increase visibility and avoid crashes, especially since a detour through this route has been put in place which will increase the amount of people using that intersection. Very hazardous right turn from East Street into Peachgrove Road.

STAKEHOLDERS ENGAGEMENT

Several stakeholders are located in close proximity to this intersection, including local businesses, educational institutions, and residents.

The following parties have been identified for engagement:

- Commercial shops on north eastern corner of the intersection: Intersection is located adjacent to the north-eastern corner of some commercial shops, these include Le Jardin Bakery and Café, East Street Superette and South Indian Bala's Kitchen Takeaway and Restaurant.
- Hamilton Boys High School: The intersection is used by students from Hamilton Boys High School.
- Peachgrove Intermediate school: The intersection is used by students from Peachgrove Intermediate School.

- Southwell School: Located north of intersection.
- Kiwirail: the railway is within 100m of the intersection
- Heavy Haulage association
- Residential properties: The area is predominately residential. It is known to the project team, that the residents in this area, are highly engaged with council, therefore we will engage with them, though a door knock and online strategy. The area we will engage with is:
- Blue area – residential, Orange - commercial

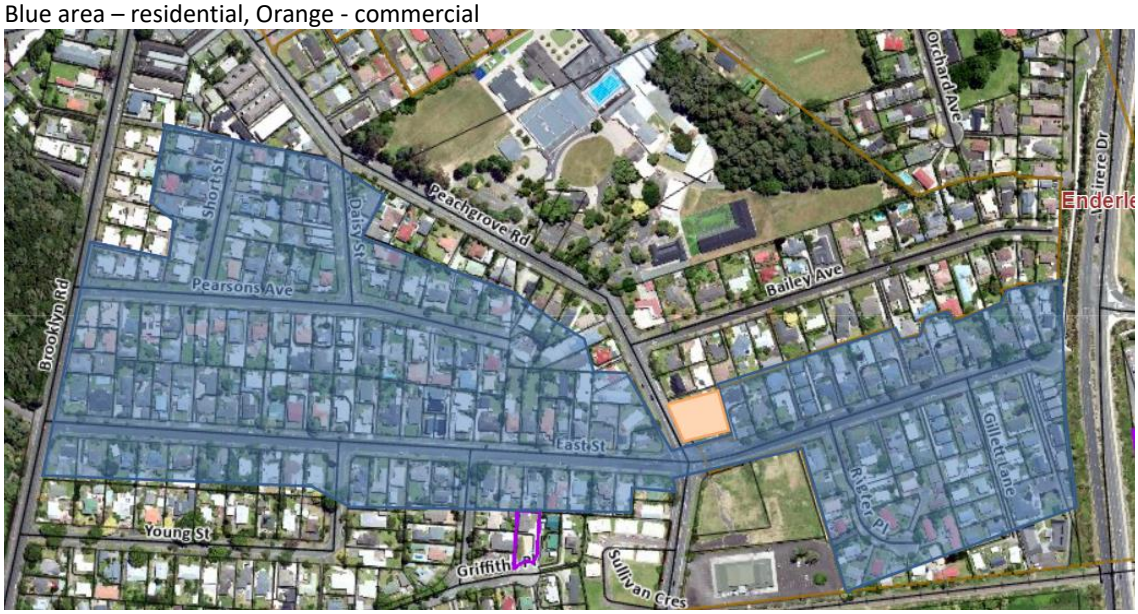


Figure 12: Areas for Consultation

It is noted that through previous engagements with this area, there has been request for traffic calming or a Safer Speed Area through here. Therefore, we are keen to explore the opportunity to change the street environment of East Street west. This could be undertaken in a number of ways:

1. Traffic calming along East Street west, either vertically or horizontal
2. A left in, left out treatment at the intersection of Peachgrove Road and East Street
3. A full closure of East Street (west)

Following macroscope approval will ensure effective and transparent communication with all stakeholders. This approach will facilitate face-to-face discussions regarding construction techniques and schedules. We will collaborate with the contractor to determine traffic diversions and adaptable working hours. The information provided to the stakeholders will encompass the project scope, objectives, a preliminary sketch of the project, and an estimated timeline for construction, while also soliciting their input on minimizing disruptions to their operations.

The approach to communication will involve postal mail, direct discussions with those affected, project signage, variable message boards (VMS), and posters placed in local shops. A dedicated six-week period will be established for soliciting public input. This initiative provides an opportunity for all stakeholders to converse about the processes and timelines, thereby seeking to alleviate any concerns prior to the initiation of physical activities.

This section of Peachgrove Road and East Street are not identified key routes for Fire and Emergency NZ.

PROJECT OUTCOMES

There are a number of ideal project outcomes for this intersection safety improvement:

- Maintain all legal existing car parking outside the shops, ideally a total of 13 car parks

- Reduce or remove the likelihood of a car on pedestrian or cycle crash both crossing Peachgrove Road, and East Street
- Improve the crossing Level of Service for both Pedestrians and Cyclists, encouraging them to use walking and cycling
- Discourage rat running through East Street (west)

OPTIONS CONSIDERED

The long list design options, discussion and anticipated costs are summarised below in Table 4.

Table 4: Treatment Option Summary

Option	Treatment Type	Discussion	Indicative Cost
1.	Roundabout	Option includes full transformation of the existing intersection into a single lane roundabout. **Benefits:** There is limited sight distance available from East Street (west) for drivers looking right at northbound traffic. A proposed roundabout will help address the reduced sight distance by significantly slowing down northbound traffic as they will now need to give way, making this safer for drivers exiting East Street (west). Priority or non-priority crossings could be implemented on the roundabout approaches for active mode crossing. Will lower the speeds around the intersection significantly. Will require major kerb realignments and adjustments and modification to existing car parking outside the commercial shops on the north-eastern corner. **Risks:** • Costly option to implement. • Removal of on street car parking spaces adjacent to commercial shops. • Disrupts traffic flow along Peachgrove Road.	P50 = $2.5m P95 = $3.0m
2.	Signalised Intersection	Option includes full transformation of the existing intersection into a signalised intersection. **Benefits:** There is limited sight distance available from East Street (west) for drivers looking right at northbound traffic. A proposed signalised intersection will help address the reduced sight distance by priority controlling turning movements Signalised priority crossing for active mode users would be installed on all intersection approaches.	P50 = $3.0m P95 = $3.6m

		Risks: • Costly option to implement. • Removal of on street car parking spaces adjacent to commercial shops. • Disrupts traffic flow along Peachgrove Road. • Will require major kerb realignments and adjustments and modification to existing car parking outside the commercial shops on the north-eastern corner.	
3.	Kerb build outs + Peachgrove signalised midblock	Option to reduce the crossing distance for East Street (east and west) via building out the kerbs. The kerb build outs will provide a shorter distance to cross East Street. **Benefits:** The kerb build outs will help reduce driver speeds of traffic on Peachgrove Road into East Street (both east and west), helping reduce severity if a crash were to occur. This option includes upgrading the existing refuge island into a signalised mid block crossing on Peachgrove Road. **Risks:** • Does not provide a priority crossing for East Street for active mode users. • Does not address visibility issue for East Street (west) for drivers and active mode users looking at northbound traffic on Peachgrove Road. • Some impact on parking at shops but approximately 1 or 2 spaces.	P50 = $800k P95 = $1.05m
4.	Kerb build outs and new crossing facility East Street (west) + Peachgrove signalised midblock	Option to reduce the crossing distance for East Street (east and west) via building out the kerbs. The kerb build outs will provide a shorter distance to cross East Street. Identical to Option 3, aside from a new raised safety platform and zebra crossing located on East Street (west). **Benefits:** The kerb build outs will help reduce driver speeds of traffic on Peachgrove Road into East Street (both east and west), helping reduce severity if a crash were to occur. This option includes upgrading the existing refuge island on Peachgrove Road into a signalised mid block crossing. **Risks:** • Does not address visibility issue for East Street (west) for drivers looking at northbound traffic on Peachgrove Road. • Some impact on parking at shops but approximately 1 or 2 spaces.	P50 = $1.05m P95 = $1.20m
5.	Turning restrictions and traffic calming East Street	Option to restrict movements and/or provide turning restrictions/traffic calming on East Street (west).	P50 = $1.05m P95 = $1.20m

	(west) + Peachgrove signalised midblock	Safer alternative option for active mode users crossing East Street (west) as this significantly reduces crossing distance and removes some traffic movements, reducing overall conflict points. This option includes upgrading the existing refuge island on Peachgrove Road into a signalised mid block crossing. **Benefits:** Improves the visibility issue for East Street (west) as drivers have increased sight distance looking at northbound traffic on Peachgrove Road. **Risks:** • Restriction of traffic could impact traffic network. However, based on surveyed traffic movements this is a minor risk. • East Street residents (and nearby impacted residents on Pearsons and Daisy) may be opposed to the restriction of turning movements.	

RECOMMENDATIONS

Preferred Recommendation = Consultation with residents and investigate Option 5 - Turning restrictions and traffic calming East Street (west) + Peachgrove signalised midblock

As a recommendation to safely upgrade East Street (west), we recommend consultation is undertaken with all residents of East Street, Daisy Street, Short Street and Pearsons Avenue to:

- Propose East Street (west) kerb tightening, with potential turning movement restrictions for traffic and/or traffic calming on East Street (west).
- Upgrading the existing refuge island on Peachgrove Road to a signalised crossing
- Propose kerb tightening and an upgraded crossing facility on East Street (east) including improvements to shopping area car parking.

Alternative Recommendation = Option 4 - Kerb build outs and new crossing facility East Street (west) + Peachgrove signalised midblock

In line with some of the project outcomes, an alternative option is:

- East Street (east) kerb tightening and a raised safety platform with a zebra crossing.
- Upgrading the existing refuge island on Peachgrove Road to a signalised crossing
- Propose kerb tightening and an upgraded crossing facility on East Street (east) including improvements to shopping area car parking.

The key concerns with the site, both assessed by the project team and consistent with community feedback, demonstrate that sight distance looking south is limited. The limited visibility impacts both right turning drivers out of East Street (west) and active mode users crossing East Street (west). The potential restriction of turning movements is a lower cost option that addresses these safety issues and could help remove rat-running on East Street. Less traffic would help lower the risk of crashes occurring.

A sketch of the **preferred recommended** and **alternative recommended** options is shown below.

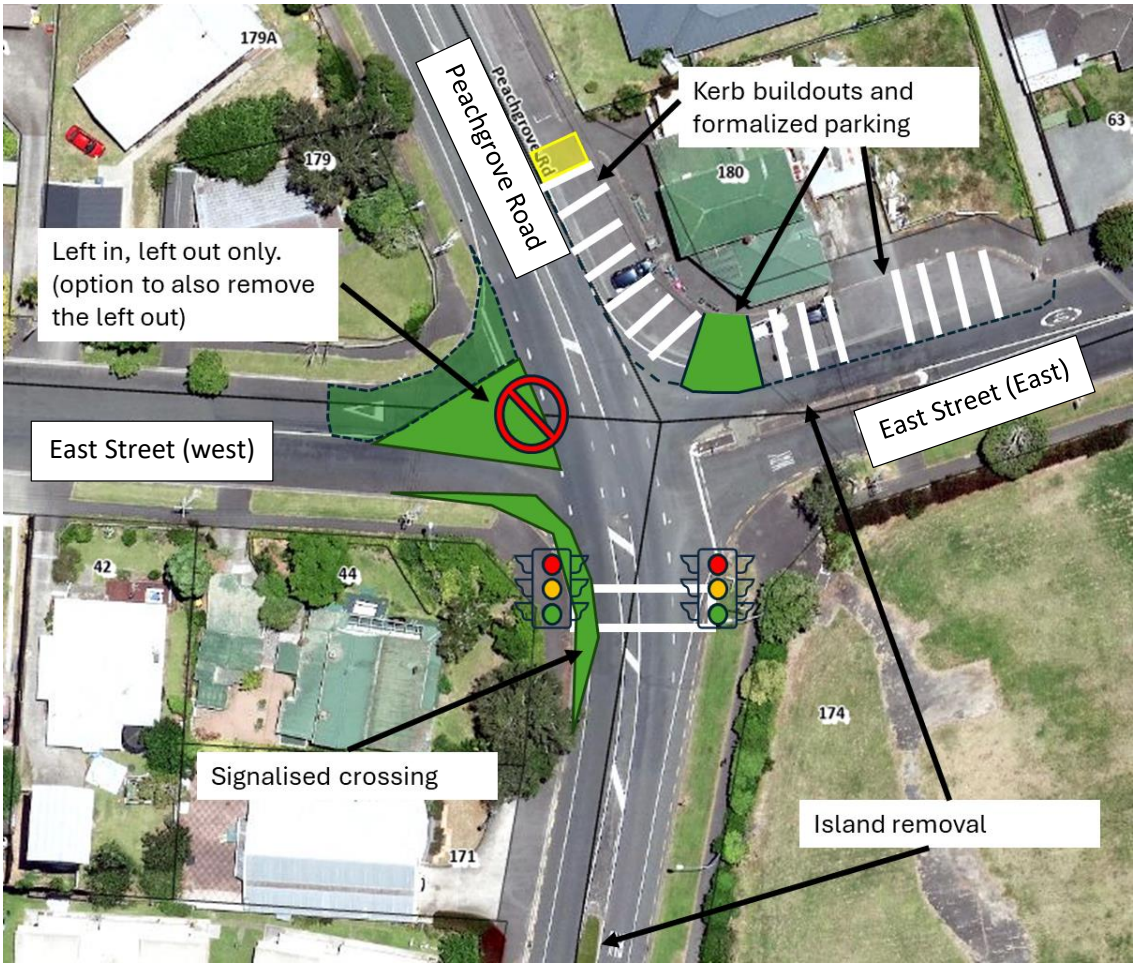


Figure 13: Recommended Option

Figure 14:Example of kerb build out and parking

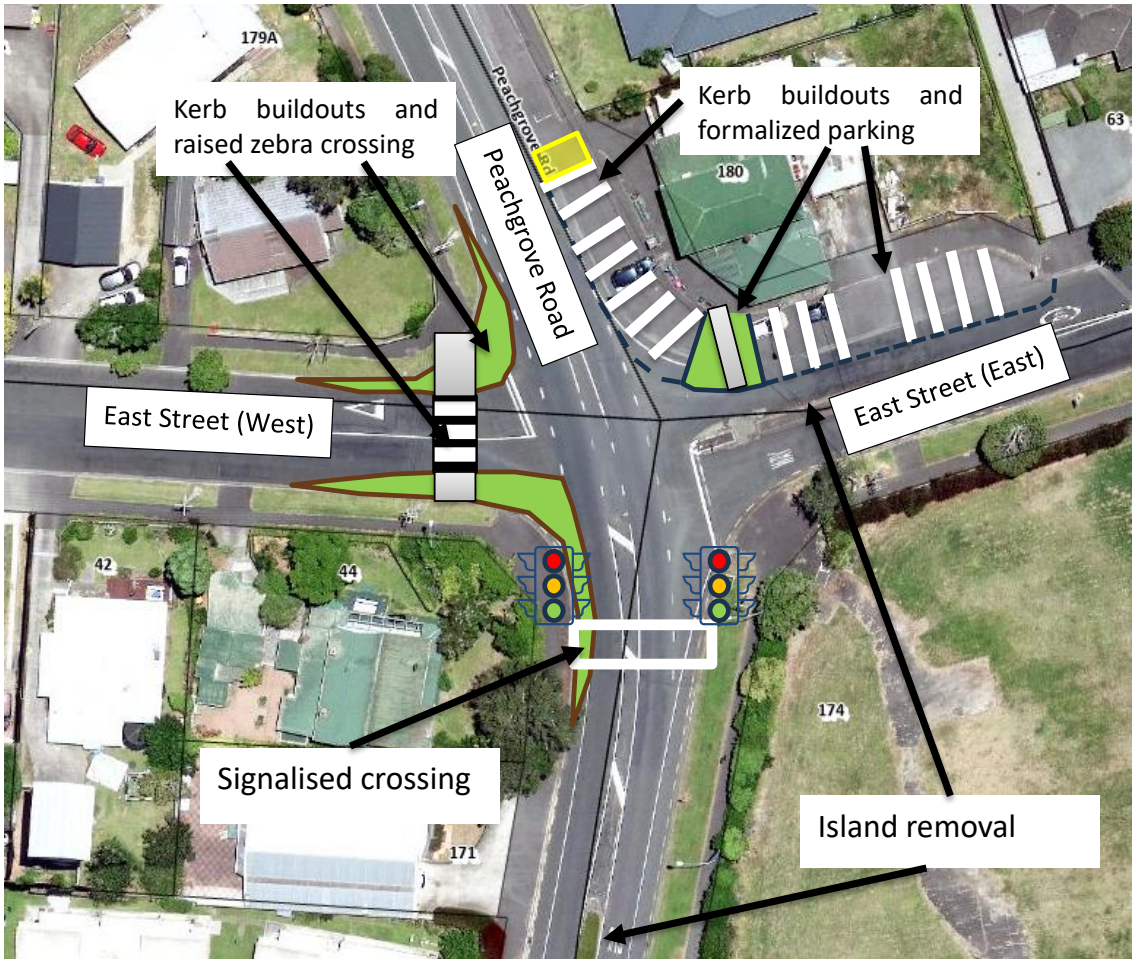


Figure 15: Back up option

Project Report

Peachgrove Road
Wilson Street to Frances Street
Safety and Multimodal Improvements

2025/2026

Hamilton City Council
Te kaunihera o Kirikiriroa

WHERE?

The site is located along Peachgrove Road in Hamilton East, adjacent to the frontage of Hamilton Boys High School and Peachgrove Intermediate School. The location is highlighted below in Figure 1.

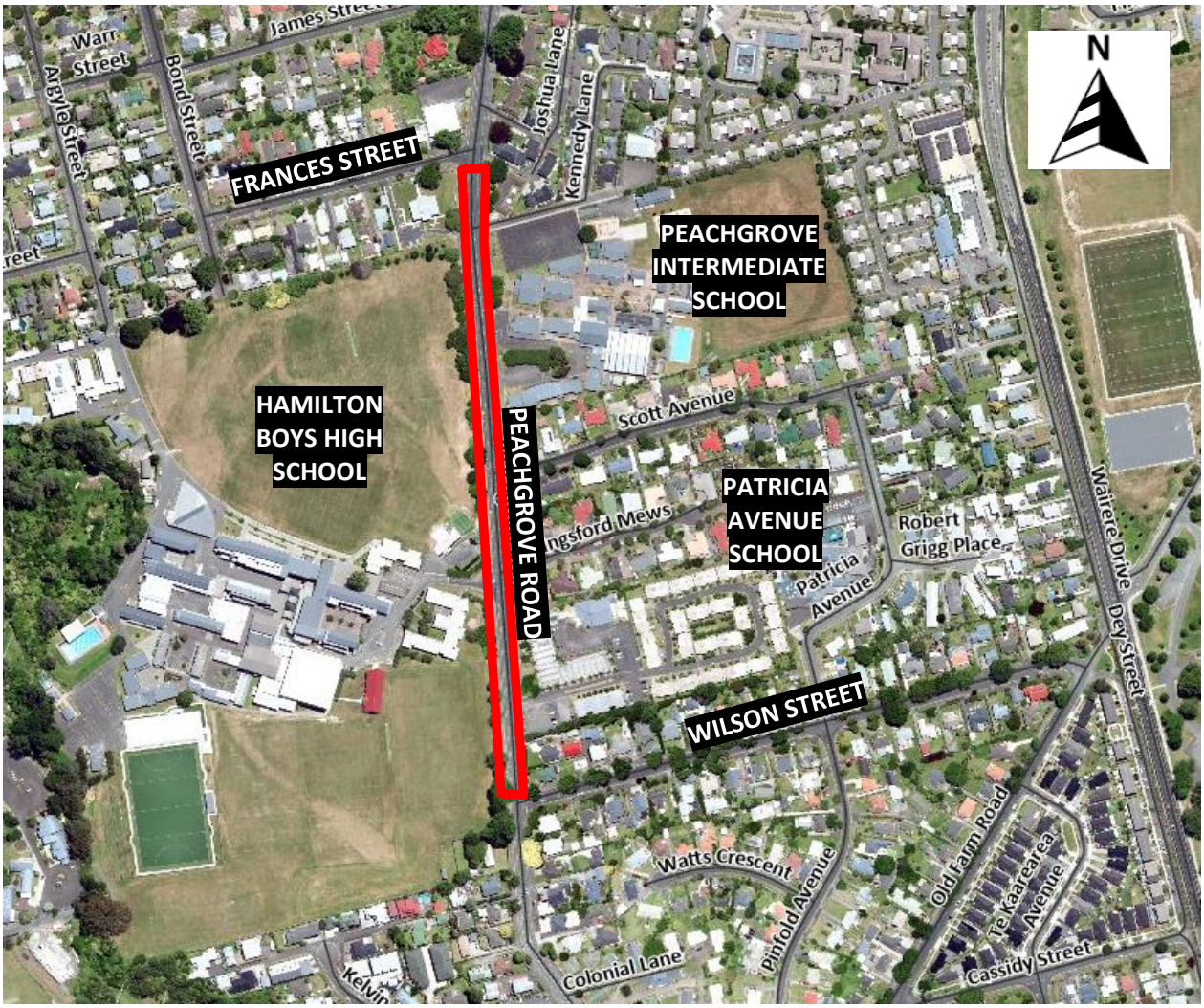


Figure 1: Site Location

Hamilton Boys High School (HBHS) is located on the western side of Peachgrove Road adjacent to the project extent. Peachgrove Intermediate School is located on the eastern side of Peachgrove Road.

Peachgrove Road is a popular school route which caters for a lot of students, particularly for Peachgrove Intermediate School and HBHS.

The immediate land use adjacent to the project extent is residential, with some studio/apartment accommodation on the eastern side of the road and an early childcare centre.

WHAT'S THE PROBLEM?

This section of Peachgrove Road has high active mode user demand, especially during school peak hours. Unfortunately, there is insufficient safe space along the school frontage to accommodate for all the HBHS students

accessing and leaving the school. Students cross Peachgrove Road at multiple locations as there are no nearby priority crossings south of the HBHS school entrance, particularly near Wilson Street.

Figure 2:Students crossing Peachgrove Road in front of drivers north of Wilson Street

Peachgrove Road is a wide road which makes it difficult for school children, and other vulnerable road users, to cross safely. Speeds have been surveyed to be high along this section of road.

The area has a high crash record (29 crashes in the last 10 years). Four of these crashes involved students/children being struck by vehicles, resulting in injuries.

In October 2021, the Eastern Pathways School Link Single Stage Business Case (SSBC) was developed to look at improving active mode links along Peachgrove Road. Peachgrove Road currently has low active transport/public transport mode share and significant/serious road safety concerns as described above.

With speeds at this location above the safe system threshold, there is high risk for conflict to occur between vehicles and school students resulting in serious injury or death. Also, parents picking up students carry out unsafe manoeuvres, such as U-turns on Peachgrove Road that further increase the risk of crashes.

Figure 3: Driver U-Turning during peak hours outside Peachgrove Intermediate

WHY IS IT IMPORTANT TO ADDRESS THE PROBLEM?

This section of Peachgrove Road has an identified safety problem – relatively high traffic volumes, wide carriageway, high speeds, and lack of priority pedestrian crossings. HBHS has one of the highest numbers of students walking and cycling to/from school. Unfortunately, the existing infrastructure to support active modes is limited and, in places, unsafe for the numbers of students regularly using it.

Car parking along Peachgrove Road is considered unsafe, which is underlined by the poor crash record in the area. Parents dropping off students have regularly been observed parking illegally (on berms, double parked, parked in cycle lanes, parked in bus stops, etc). This creates hazardous situations for students, particularly those attempting to cross Peachgrove Road.

This is highlighted by the crash record, which shows four crashes have involved students/children, who were crossing the road between parked buses and vehicles. It is important to address the car parking issues on Peachgrove Road to prevent further injury crashes involving students.

Figure 4: Driver parking in the cycle lane to drop off student

ROAD DATA

Peachgrove Road has the following characteristics:

- Posted speed limit of 50km/h.
- Variable speed limit of 30km/h at start and end of the school day.
- Two lane road with a solid white centreline.
- There is a painted on-road uni-directional cycle lane on both sides of the road.
- The western side of the road has a shoulder with unrestricted car parking located along it (south of HBHS entrance). There is an extended bus stop (130m) located north of the HBHS entrance.
- The eastern side of the road does not have a shoulder. There is intermittent indented car parking located on this side of the road. There are bus stops located near Peachgrove Intermediate School, opposite HBHS and near Wilson Street.
- There is a pedestrian footpath on either side of the road.
- There is an at grade signalised pedestrian crossing located adjacent to the entrance of Peachgrove Intermediate School.

There are currently six bus services that operate along Peachgrove Road. These are shown below in Table 1.

Table 1: Public Transport Routes

Road Name	Bus Service	Bus Stop Location
Peachgrove Road	• 4N Flagstaff • 13 University • 21 Northern Connector (Regional) • 23 Raglan (Regional) • 24 Te Awamutu (Regional) • Orbiter (Frequent)	• 38 Peachgrove Road (opp HBHS). • Opp 58 Peachgrove Road (HBHS main entrance). • Adjacent to Peachgrove Intermediate. • Opposite Peachgrove Intermediate.

The One Network Framework (ONF) is a classification system which divides New Zealand's roads into categories based on their movement and place function. The ONF recognises that streets function as transport corridors but are also places where people spend time and interact with their surroundings. The current road ONF is listed below:

Table 2: One Network Framework & Volume of Traffic

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles (source: MobileRoads)
Peachgrove Road	Activity Street (M2,P3)	8,700 (est.2024), 1% Heavy

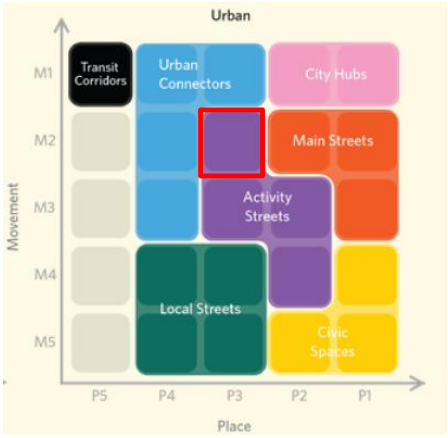


Figure 5: Peachgrove Road ONF Classification

Peachgrove Road is defined as an 'Activity Street' in the Hamilton Future One Network Framework (ONF) Classification report, dated 27 February 2024

CRASH HISTORY

A ten-year crash search was undertaken between 2015-2024, including all available results for 2025 (as at June 2025), for the length of Peachgrove Road between Frances Street and Wilson Street. There have been 29 reported crashes from this search criteria.

21 of the reported crashes were non-injury, seven were minor injury and one resulted in serious injury. The serious injury crash involved a motorcyclist who lost control on loose gravel on the carriageway.

Of the minor injury crashes, three involved pedestrians and one included a cyclist. All these crashes involved students:

- A student was struck by a vehicle when crossing the road during school peak hour in the afternoon.
- One involved a child who exited a parked car on broken yellow lines and abruptly crossed the road and was struck by an oncoming car.
- A student crossed Peachgrove Road, in between two stationary buses, and was struck by an oncoming vehicle.
- A student crossed the signalised crossing as the light changed to green for traffic. A driver then struck the cyclist.

The remaining crashes involved 12 rear end crashes, six crossing/turning crashes, three overtaking crashes, three U-turn crashes, and one miscellaneous crash type. The total social costs of all reported crashes are estimated to be **$3.0m**. The collision diagram is show below in Figure 6.

Figure 6: Collision Diagram

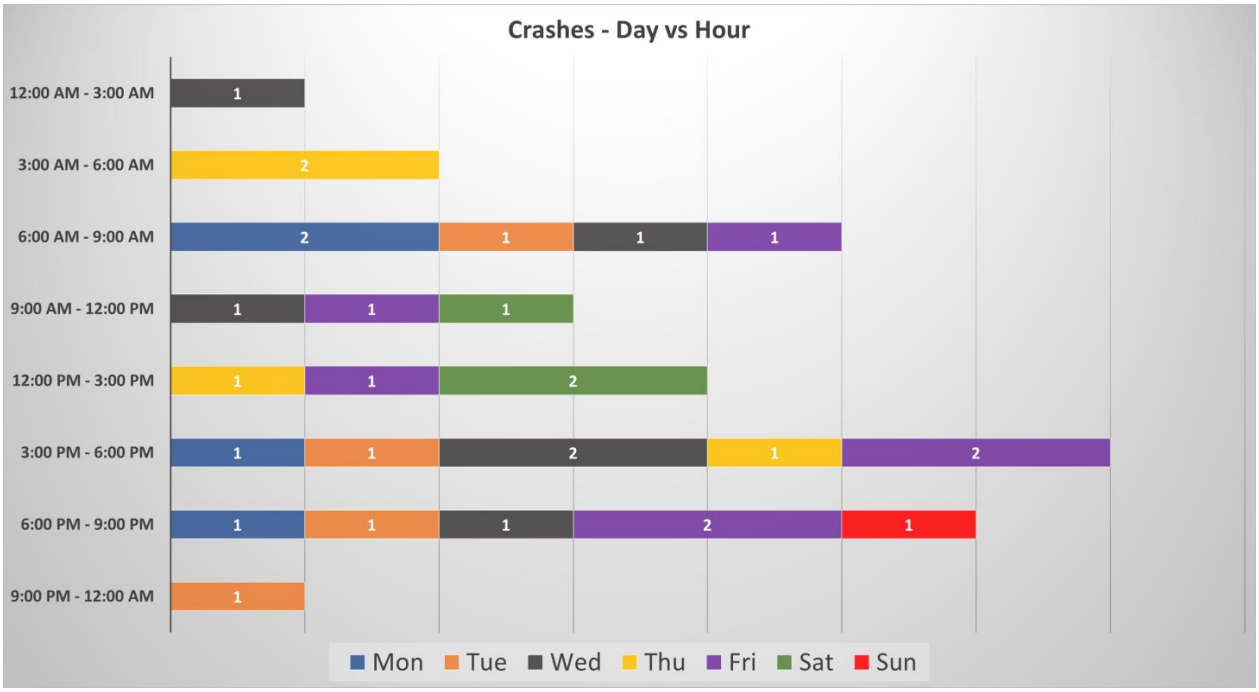


Figure 7: Crash History at Different Time Periods

It is noted that the school start time is 8:45am to 3:15pm, Monday to Friday. The school fields are used for weekend sport on Saturdays throughout the year for winter and summer sports.

PEDESTRIAN AND CYCLIST DATA

Pedestrian and cyclist counts were undertaken between 4 June 2025 and 10 June 2025. Table 3 below shows the total counts for a school weekday (Thursday 5 June 2025, between for a 12-hour period between 7:00am to 7:00pm).

Table 3: Pedestrian and Cyclist Counts 5 June 2025 (12 hours, 7:00am to 7:00pm)

Location #	Location	Pedestrian Count	Cyclist Count*
1	Crossing Frances Street	138	139
2	Crossing Peachgrove Road near Frances Street	19	-
3	Crossing Peachgrove Road (near Peachgrove Intermediate)	232	-
4	Crossing Scott Avenue	184	-
5	Crossing Peachgrove Road South of Scott Avenue	100	-
6	Crossing Peachgrove Road North of Wilson Street	233	-
7	Crossing Peachgrove Road South of Wilson Street	58	-
8	Crossing Wilson Street	199	55

**Total cyclists both on road and on footpath travelling north/south on Peachgrove Road, including the movements on side roads.*

The highest pedestrian crossing counts are located adjacent to Peachgrove Intermediate and north of Wilson Street, being 232 and 233 total movements respectively.

The highest cyclist count is near Frances Street, totalling 139 movements (including Frances Street) throughout the 12-hour survey period. It was noted that 29% of the cyclist count was surveyed to be on the footpath, potentially indicating that cyclists are not comfortable using the unprotected on-road facilities.

The route maps for both pedestrians and cyclists counts as per the above locations are shown below in Figures 6-11.

Figure 8: Route Map Pedestrians Frances Street and Peachgrove Road

Figure 9: Route Map Cyclists Frances Street and Peachgrove Road

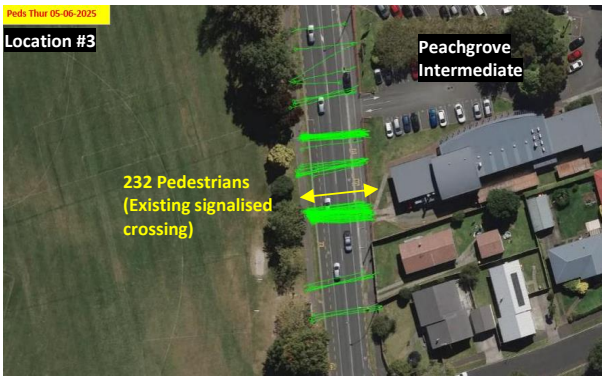


Figure 10: Route Map Pedestrians near Peachgrove Intermediate

Figure 11: Route Map Pedestrians Scott Avenue and Peachgrove Road

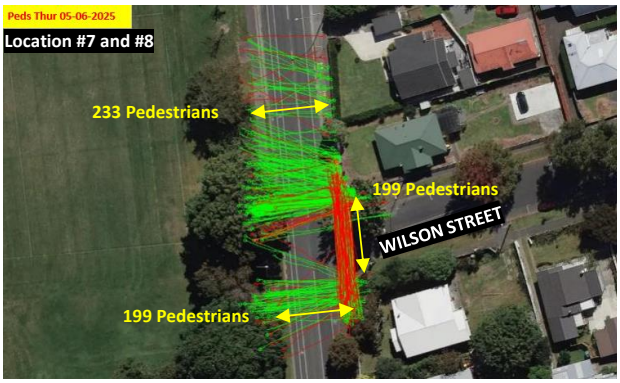


Figure 12: Route Map Pedestrians near Wilson Street

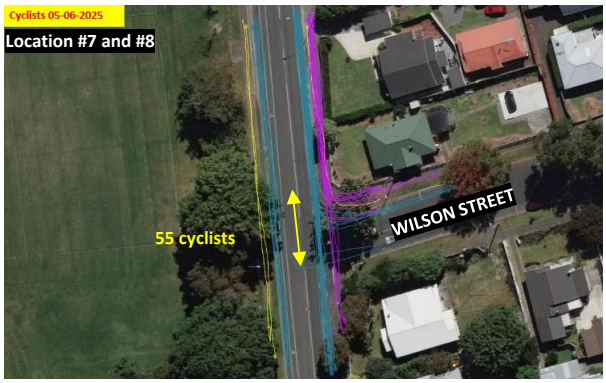


Figure 13: Route Map Cyclists near Wilson Street

CAR PARKING DATA

Car parking demand along the entire section Peachgrove Road, between Frances Street and Wilson Stret, was surveyed between 4 July 2025 and 10 July 2025.

The area adjacent to the HBHS fields (section W8 below in Figure 14) was surveyed to have a demand of 586 vehicles parking in this location between Monday to Friday. 82% of these vehicles parked for less than 30 minutes, indicating car parking turnover is predominately associated with picking up and dropping off.

Figure 14: Sample Car Parking Survey Location adjacent to HBHS fields

Discussed in further sections of this report, the section W8 is subject to the new proposed bus stop facility for HBHS.

SITE OBSERVATIONS

A site inspection was completed on 12 June 2025 between 8am and 9am. During the visit there was heavy rainfall. The following observations were made:

- Peachgrove Road was busy with a lot of drivers dropping off students. Drivers were observed to park in all the on-street car parking spaces. When these spaces filled up, drivers were observed to park on the cycle lane to drop off students.
- Driver speeds were observed to be low due to congestion and high traffic volumes. After dropping off students, multiple drivers were observed making U-turns/3-point turns on Peachgrove Road.
- The number of students walking and on bikes was observed to be high. There was low on road cycling demand, potentially due to cycling lanes being blocked by parked cars.
- Pedestrians were observed to cross Peachgrove Road at random locations, between Wilson Street and the HBHS main access. This typically coincided when traffic was at a standstill on Peachgrove Road.
- Students were observed to cross the HBHS fields at random locations when accessing the school.
- Students were observed to cross Peachgrove Road randomly near the Clyde Street intersection, not utilising the signal priority crossing located at the intersection.

COMMUNITY AND PUBLIC REQUESTS

A search of the Customer Request Management (CRM) system found five results:

- **October 2019**: Customer stated there is an ongoing problem with HBHS students parking partly over driveway entrances in the street while school is open. Customer would like to see parking spaces marked out on the road to help alleviate this problem.

- **March 2020:** Customer stated that every weekend, people speed down Wilson Street in the middle of the night. Customer is requesting that HCC install speed bumps down Wilson Street.
- **February 2020:** HBHS deputy headmaster requested HCC to come and see and assess the safety/ access when school finishes outside the school. HBHS deputy headmaster stated there are no pedestrian crossings for the students to use and there is a large amount of traffic and safety issues with buses, as well as people crossing the middle lane to get around cars and buses. HBHS deputy headmaster also requested for HCC to check to see if a bus bay can be installed in front of the school.
- **January 2021:** Customer suggested the implementation of a bus lane from the bus stops outside HBHS to the Five Cross Roads roundabout to help with the afternoon school traffic from HBHS, Peachgrove Intermediate and Southwell School.
- **November 2022:** Customer stated they have been a resident of Wilson Street in Hamilton East since 2010. Customer stated in recent months, it has become a drag strip. Customer stated that most road users drive to the speed limit, but there are now several who are observed to be speeding and racing. Customer stated that Wilson Street is on the number 13 bus route. Patricia Avenue School is metres away. HBHS and Peachgrove Intermediate are also nearby. Patricia Avenue School uses the street to take students on excursions. Customer stated that HBHS students park here and walk through on their way to and from EastLink sports centre. Customer requested traffic slowing devices are installed, to ensure the safety of both residents and those passing through.

STAKEHOLDERS ENGAGEMENT

Several stakeholders are near this location, including local businesses, educational institutions, and residents.

We will ensure effective and transparent communication with the primary stakeholders. This approach will facilitate face-to-face discussions regarding construction techniques and schedules. We will collaborate with the contractor to determine traffic diversions and adaptable working hours. The information provided to the stakeholders will encompass the project scope, objectives, a preliminary sketch of the project, and an estimated timeline for construction, while also soliciting their input on minimising disruptions to their operations.

The approach to communication will involve postal mail, direct discussions with those affected, project signage, variable message boards (VMS), and posters placed in local shops. A dedicated six-week period will be established for soliciting public input. This initiative provides an opportunity for all stakeholders to converse about the processes and timelines, thereby seeking to alleviate any concerns prior to the initiation of physical activities.

HBHS have previously been consulted with as part of the East Pathways programme in late 2023. The HBHS principal and deputy principal had concerns regarding the operation of the school access, concerns over illegal parking and the safety of students crossing Peachgrove Road. The school was strongly in support of car parking removal to alleviate some of these concerns.

In April 2025, HBHS was met with again by the project team (noting the school has a new principal since 2023). Similar issues were discussed noting the same concerns as last time and support from the school to remove on street car parking. The school was in support of shared paths outside the school to provide more space for students. Additionally, the school discussed plans for a new fence to be installed along the frontage of the fields (which as of the date of this report has now been constructed).

The following key parties have been identified for engagement:

- HBHS: The project extent is located along the entire frontage of Hamilton Boys High School.
- Peachgrove Intermediate School: Located on the eastern side of the road adjacent to the project extent.
- Residential Properties: The area is predominately residential, and all adjacent properties will be consulted with.
- Busy Bees Hamilton East: Early childcare centre located on the eastern side of Peachgrove Road.

- Peachgrove Studios: Large accommodation complex located on the eastern side of Peachgrove Road.
- New Zealand Heavy Haulage Association (NZHHA): This section of Peachgrove Road is an over-dimension (OD) route.
- This section of Peachgrove Road is not an identified key route for Fire and Emergency NZ (FENZ).

An overview of the existing road features within the project extent is highlighted below in Figure 15, including bus stops, no stopping at all times broken lines, car parking, signalised crossing and the school entrance.

Figure 15: Road features within project extent

OPTIONS CONSIDERED

The Eastern Pathways SSBC had designs completed for this section of Peachgrove Road, between Clyde Street and Ruakura Road. It is noted that there are some 'constants' to be included in every option for this project to meet the project objectives and in line with the SSBC.

The project 'constants' and reasoning why these must be included are listed below:

- **Relocate HBHS bus stops south of HBHS entrance:** There is an existing 130m long bus stop located north of the main HBHS entrance. This will be relocated south to avoid conflict with the proposed Peachgrove Intermediate bus stops where kerbs are to be built out. If this bus stop facility is not moved south, realignment must be omitted from the design.

- **New mid-block crossing near Wilson Street:** There are the highest numbers of active mode users crossing the section of Peachgrove Road between Wilson Street and the HBHS entrance which justifies the need for a mid block crossing here.
- **Retain the Peachgrove Intermediate mid-block crossing:** This crossing is well utilised by students for HBHS and Peachgrove Intermediate and will be retained/upgraded in all options.
- **Tighten HBHS access:** The existing entrance into HBHS is wide and considered unsafe.
- **Minor realignment to Frances Street bus stop:** The existing bus stop located opposite Peachgrove Intermediate is not aligned well for bus drivers to exit the bus stop. This project will capture a minor improvement to this bus stop to realign the kerb better.
- **Parking removal required along HBHS frontage:** The main safety concern of the project is the operation of the existing car parking on Peachgrove Road, along the frontage of HBHS. Drivers are parking unsafely (i.e. on cycle lanes) and undertaking dangerous U-turns on Peachgrove Road in peak hours. The project scope will likely include kerb realignment to provide space behind for shared paths and removal of car parking. Retaining car parking outside the HBHS frontage will not address the significant safety issues in this area.

HCC staff developed and assessed seven options for improvements in a workshop. The long list design options, discussion, safe system scores and anticipated costs are summarised below in Table 4.

Table 4: Treatment Option Summary

Option	Treatment Type	Discussion	P50 and P95 Indicative Cost
1.	Full kerb realignment (both sides of Peachgrove Road)	Option to increase area for active modes and reduce Peachgrove Road's carriageway width via realigning out both kerbs. The kerb realignment will provide additional space behind the kerb lines for active mode users. This will help reduce conflict between pedestrians and BMM users, especially during school peak hours. The kerb realignment will make Peachgrove Road safer to cross, reducing total time on the carriageway when crossing. Kerb realignment should help manage driver speeds along Peachgrove Road. The narrower carriageway will also reduce the ability to complete U-turn manoeuvres. **Risks:** • High-cost option requiring both sides of road to be reconstructed. • Longest construction duration option for Peachgrove Road. • Steep berms on HBHS frontage could be difficult to implement at an accessible grade. • Project could conflict with tree roots on HBHS frontage. **Safe System Score = 123**	P50 = $3.5m P95 = $4.2m

2.	Kerb realignment (western side of Peachgrove Road only) + project constants	Option to increase area for active modes and reduce Peachgrove Road's carriageway width via realigning kerb on western side of Peachgrove Road. The realignment will provide additional space for active mode users, especially during school peak hours, helping reduce conflict between pedestrians and BMM users. Kerb realignment will narrow the vehicle carriageway and can help provide side friction for drivers, helping reduce driver speeds along Peachgrove Road. **Risks:** • Steep berms on HBHS frontage could be difficult to implement at an accessible grade. • Project could conflict with tree roots on HBHS frontage. • May still enable poor car parking behaviour and U-turns on Peachgrove Road. **Safe System Score = 144**	P50 = $2.0m P95 = $2.4m
3.	Kerb realignment (eastern side of Peachgrove Road only) + project constants	Option to increase area for active modes and reduce Peachgrove Road's carriageway width via realignment on western side of Peachgrove Road. The kerb realignment will provide additional space for active mode users, especially during school peak hours, helping reduce conflict between pedestrians and BMM users. Kerb realignment will narrow the vehicle carriageway and can help provide side friction for drivers, helping reduce driver speeds along Peachgrove Road. **Risks:** • Steep berms on HBHS frontage could be difficult to implement at an accessible grade. • Project could conflict with tree roots on HBHS frontage. • May still enable poor car parking behaviour and U-turns on Peachgrove Road. • Does not enable new bus stop facility outside HBHS to be constructed as	P50 = $2.0m P95 = $2.4m

		there in insufficient space on the western side of the road. **Safe System Score = 138**	
4.	Signalised mid-block crossing near Wilson Street and upgrade existing only	Option to provide a new priority crossing near Wilson Street where pedestrian demand is high. Will help facilitate safe active mode user movement across Peachgrove Road **Risks:** • Will still enable poor car parking behaviour and U-turns on Peachgrove Road. • Does not enable new bus stop facility to be constructed as there in insufficient space on the western side of the road. • Does not address students randomly crossing Peachgrove Road. • Does not address driver speeds along Peachgrove Road. **Safe System Score = 156**	P50 = $0.8m P95 = $1.1m
5. **(Recommended)**	Full shared paths both side of road with full kerb realignment (both sides of Peachgrove Road) + project constants	Option to increase area for active modes and reduce Peachgrove Road's carriageway width via kerb realignment. The kerb realignments will provide additional space for active mode users, especially during school peak hours, helping reduce conflict between pedestrians and BMM users. The kerb realignment will make Peachgrove Road safer to cross, reducing total time on the carriageway when crossing. Kerb realignments can help manage driver speeds along Peachgrove Road. The narrower carriageway can also help prevent U-turn manoeuvres by making it awkward for drivers to attempt this manoeuvre. **Risks:** • High-cost option requiring both sides of road to be constructed. • Longest construction duration option for Peachgrove Road. • Steep berms on HBHS frontage could be difficult to implement at an accessible grade. • Project could conflict with tree roots on HBHS frontage. **Safe System Score = 99**	P50 = $3.5m P95 = $4.2m

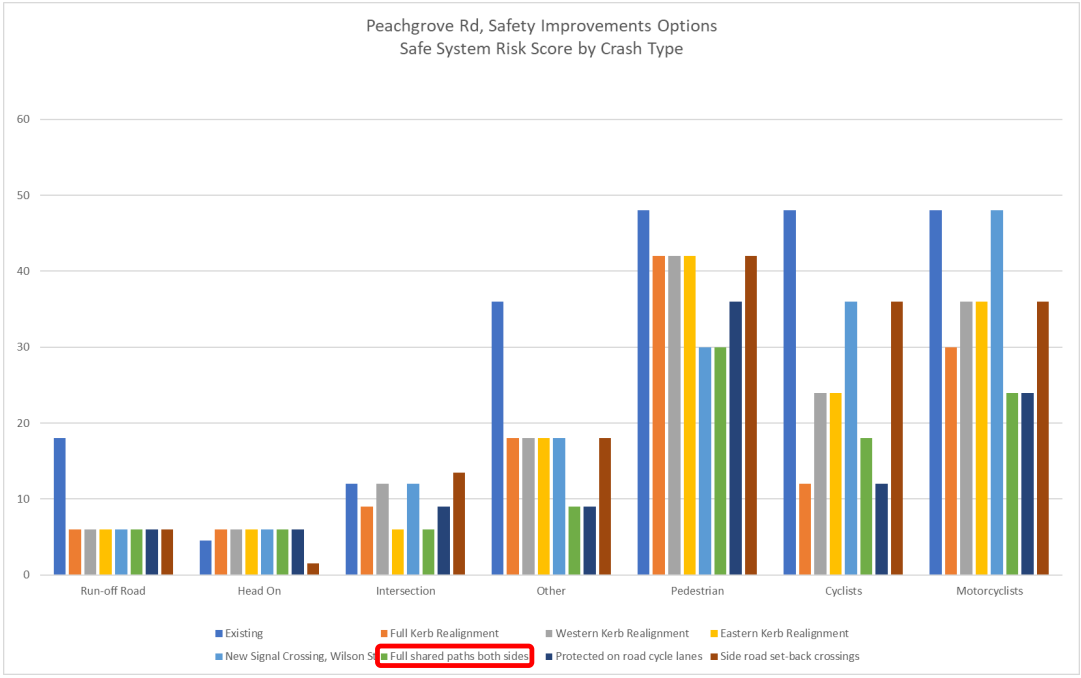
6.	Protected on road cycle lane (both side of Peachgrove Road) + project constants	Option to provide a protected on-road cycle lane (via physical traffic lane separator). Low-cost option providing a safe area for cyclists protected from general traffic. Protected cycle lanes can help reduce driver speeds along Peachgrove Road. The narrower carriageway width can also help prevent U-turn manoeuvres by making it awkward for drivers to attempt this manoeuvre. **Risks:** • Does not enable new bus stop facility for HBHS to be constructed as there in insufficient space on the western side of the road. • Does not address students randomly crossing Peachgrove Road. • Does not provide appropriate pedestrian areas outside HBHS for high demand of students. **Safe System Score = 102**	P50 = $2.0m P95 = $2.4m
7.	Four new set back side zebra crossings on raised safety platforms on side roads (Kingsford Mews, Scott Avenue, Wilson Street and HBHS Access) only	Option to provide a new priority raised zebra crossings on the four side roads within the project extent. Will help facilitate safe active mode user movement across all side roads on Peachgrove Road. **Risks:** • Will still enable poor car parking behaviour and U-turns on Peachgrove Road. • Does not enable new bus stop facility for HBHS to be constructed as there in insufficient space on the western side of the road. • Does not address students randomly crossing Peachgrove Road. • Does not assist in lowering driver speeds along Peachgrove Road. • Does not provide appropriate pedestrian areas outside HBHS for high demand of students. **Safe System Score = 153**	P50 = $1.5m P95 = $1.8m

TREATMENT ANALYSIS MATRIX

Table 5: Treatment Comparison Table Mid-Block Pedestrian Crossing

Treatment	Cost Estimate	Current Cost of Crashes (Option Reduction)	Crash Reduction Estimate	Traffic Delays (sec)	Travel Costs	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk Score	Risk Reduction %	Risk Reduction
Existing	$ 50,000	$ 3,018,600	No Change	0	No Change	No Change	No Change	No Change	No Change	214.5	No Change	No Change
Full Kerb Realignment	$ 3,500,000	$ 256,581	9%	0	Minor	Minor	Significant	Medium Benefit	High Benefit	123.0	43%	91.5
Western Kerb Realignment	$ 2,000,000	$ 135,837	5%	0	Minor	Minor	Minor	High Benefit	High Benefit	144.0	33%	70.5
Eastern Kerb Realignment	$ 2,000,000	$ 135,837	5%	0	Minor	Minor	Minor	High Benefit	High Benefit	138.0	36%	76.5
New Signal Crossing, Wilson St	$ 500,000	$ 407,511	14%	0	Moderate	Minor	Moderate	High Benefit	High Benefit	156.0	27%	58.5
Full shared paths both sides	$ 3,500,000	$ 196,209	7%	0	Minor	Minor	Minor	Medium Benefit	High Benefit	99.0	54%	115.5
Protected on road cycle lanes	$ 2,000,000	$ 150,930	5%	0	Minor	Minor	Significant	Low Benefit	Low Benefit	102.0	52%	112.5
Side road set-back crossings	$ 1,500,000	$ 709,371	24%	0	Minor	Minor	Minor	High Benefit	High Benefit	153.0	29%	61.5

PREFERRED OPTION



RECOMMENDATIONS

The long list options were workshopped with internal subject matter experts and reviewed in the treatment analysis matrix. Based on the workshop discussions and safe system scoring, **Option 5 - full shared paths both side of road with full kerb realignment (both sides of Peachgrove Road)** with the elements of **Option 4 – signalised crossing on Wilson Street** and **Option 7 – side road set back crossings** are recommended as the preferred combined option.

This recommendation is also in line with the Eastern Pathways School Link SSBC, prepared in 2021. The business case recommended similar active mode/public transport upgrades to this section of Peachgrove Road, which were identified through a multi-criteria analysis (MCA) process and, at that time, was supported by the community and stakeholders. In September 2023, a concept visualisation of the Eastern Pathways option was prepared and is shown below in Figure 16.

Figure 16: Visualisation of Proposed Improvements – Option 4, 5 and 7 Combined

The visualisation above depicts some of the key improvements that are included in Option 4, 5 and 7 and the project 'constant's. These include:

- HBHS bus stops relocated south of the school entrance and car parking removed.
- A signalised mid-block crossing proposed near Wilson Street at grade. (raised crossing is the safest option, with at grade crossing as an alternative option).
- Both kerb lines realigned to narrow the carriageway.
- Shared paths on both sides of the road.
- Side road dual zebra crossing on raised safety platforms (HBHS entrance, Kingsford Mews, Scott Avenue and Wilson Street)
- Existing signalised crossing near Peachgrove Intermediate retained and upgraded.

It is recommended that the kerbs are realigned to provide additional space for active mode users. This is especially important at the start and end of the school day, or when the school has large sports events. The kerb realignment will make Peachgrove Road safer to cross, reducing total time on the carriageway when students cross the road. In addition to this, a new mid-block signalised crossing will help facilitate safe crossing of Peachgrove Road. The kerb realignment can help manage driver speeds along Peachgrove Road.

Roadside car parking is planned to be removed along Peachgrove Road to mitigate the current unsafe parking behaviours that occur during school peak hours. Surveys show the roadside car parks are predominately used for short term parking, associated with parents dropping off HBHS students and result in dangerous U-turning behaviour.

The narrower carriageway will also reduce the opportunity for drivers to U-turning in Peachgrove Road. The existing roadside parking area be reallocated for better functioning bus stops outside HBHS and Peachgrove Intermediate, improving these facilities and available space for pedestrians and cyclists. It is noted, as above in the Stakeholder Engagement section, that there is support from HBHS to remove on-street car parking. The school was in support of shared paths outside the school to provide more space for students and wanted to see an upgrade to the HBHS access.

An overview of the recommendations is shown below in Figure 17.

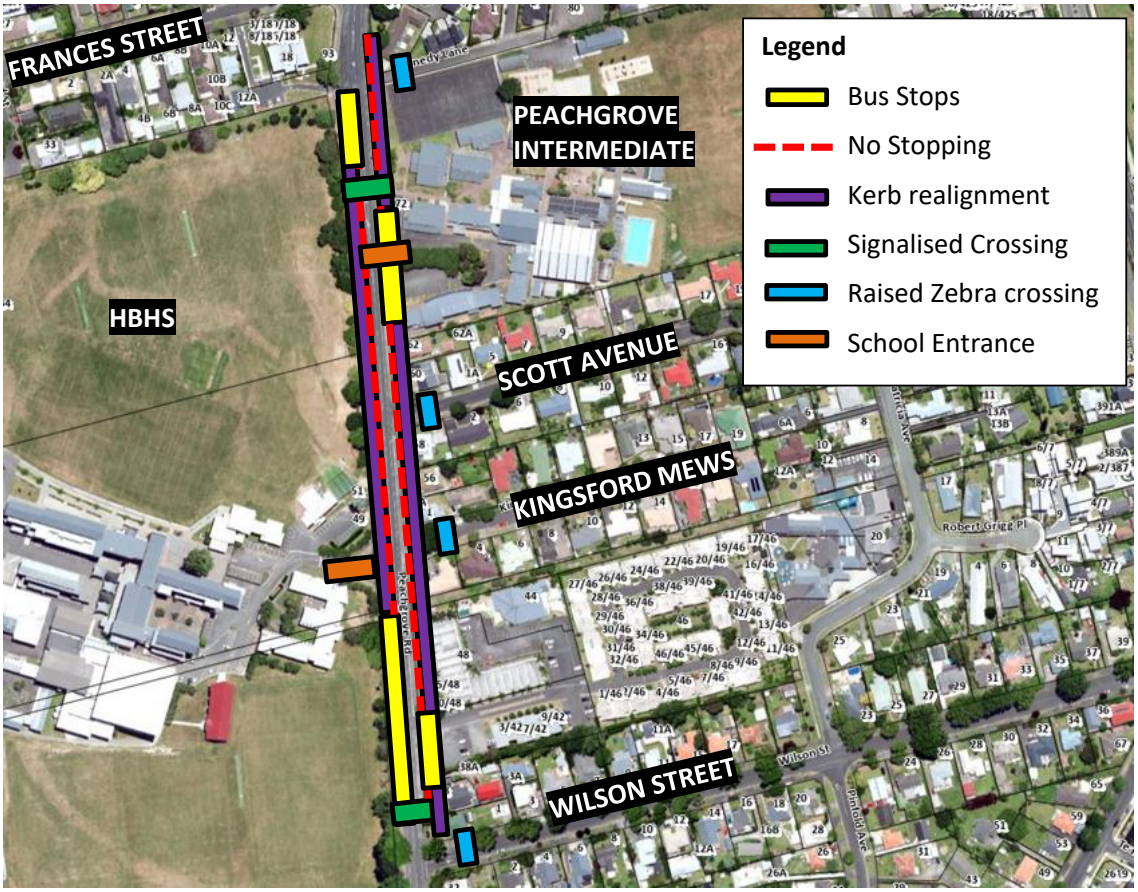


Figure 17: Recommended Option Summary

Purpose of Briefing

To present the work that has been completed investigating options for improvements to the following locations:

- Peachgrove Road (between Frances Street and Wilson Steet)
- Peachgrove Road/East Street Intersection

To seek feedback on the proposals for inclusion in the report to the 2 September 2025 Infrastructure and Transport Committee which will recommend approval of the macroscope designs

Hamilton City Council
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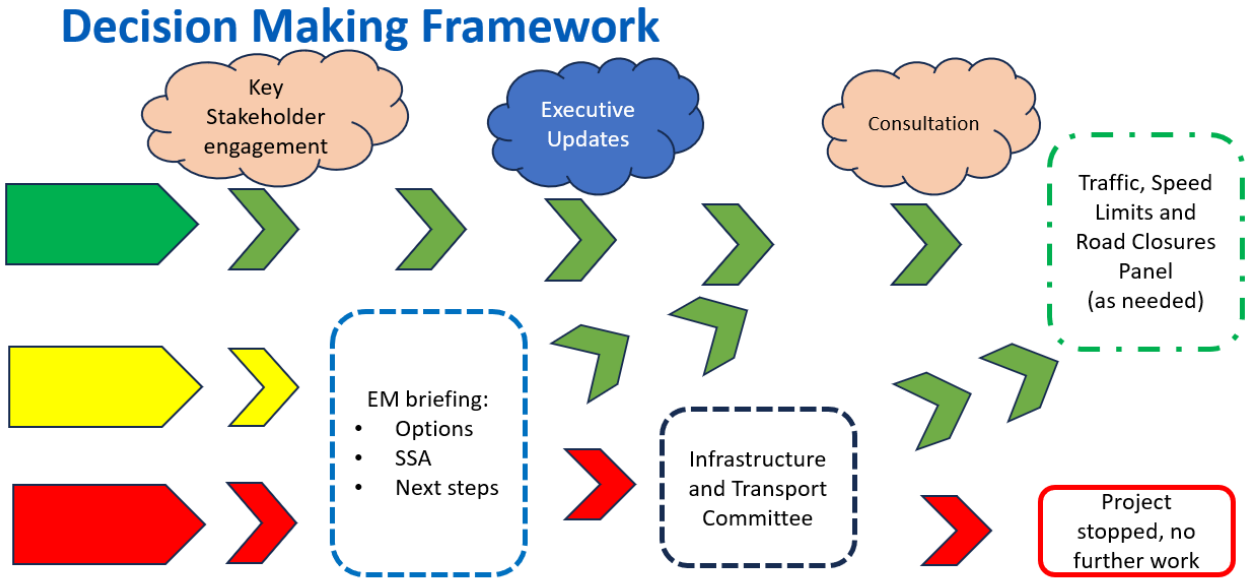
Background

11 March 2025 Infrastructure & Transport Committee approved Part 2 of the Unsubsidised Minor Transport Improvements Programme.

The list included several projects that had been assessed as “Yellow” projects in accordance with the Transport Decision Making framework.



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Project reports and options

As part of the briefing pack there is a project report for each of the sites.

Several options have been considered for each site and the detail of these is in the supporting project reports

Staff have identified the safest option as a preferred option, noting some of these do include Raised Safety Platforms (RSP). An alternative option is also provided – generally without an RSP.

The final decision on which option (if any) will proceed will be made at the Infrastructure & Transport Committee meeting.

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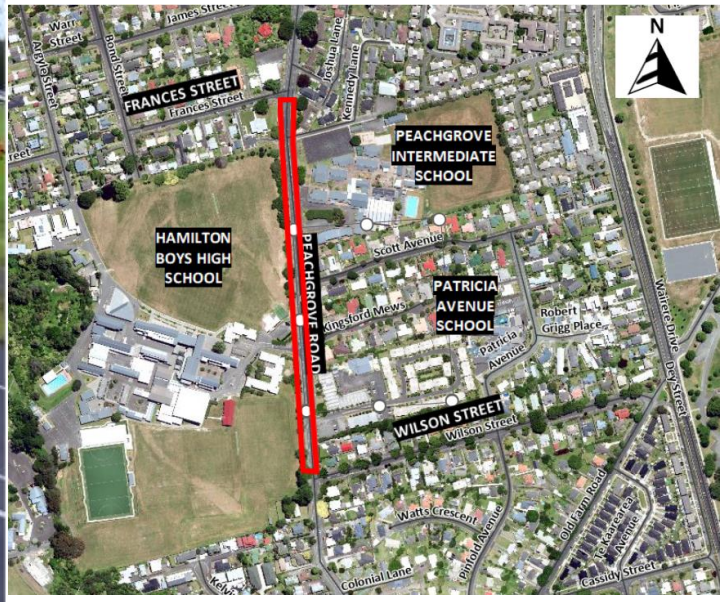
Peachgrove Road (between Frances Street & Wilson Street) Safety Improvements



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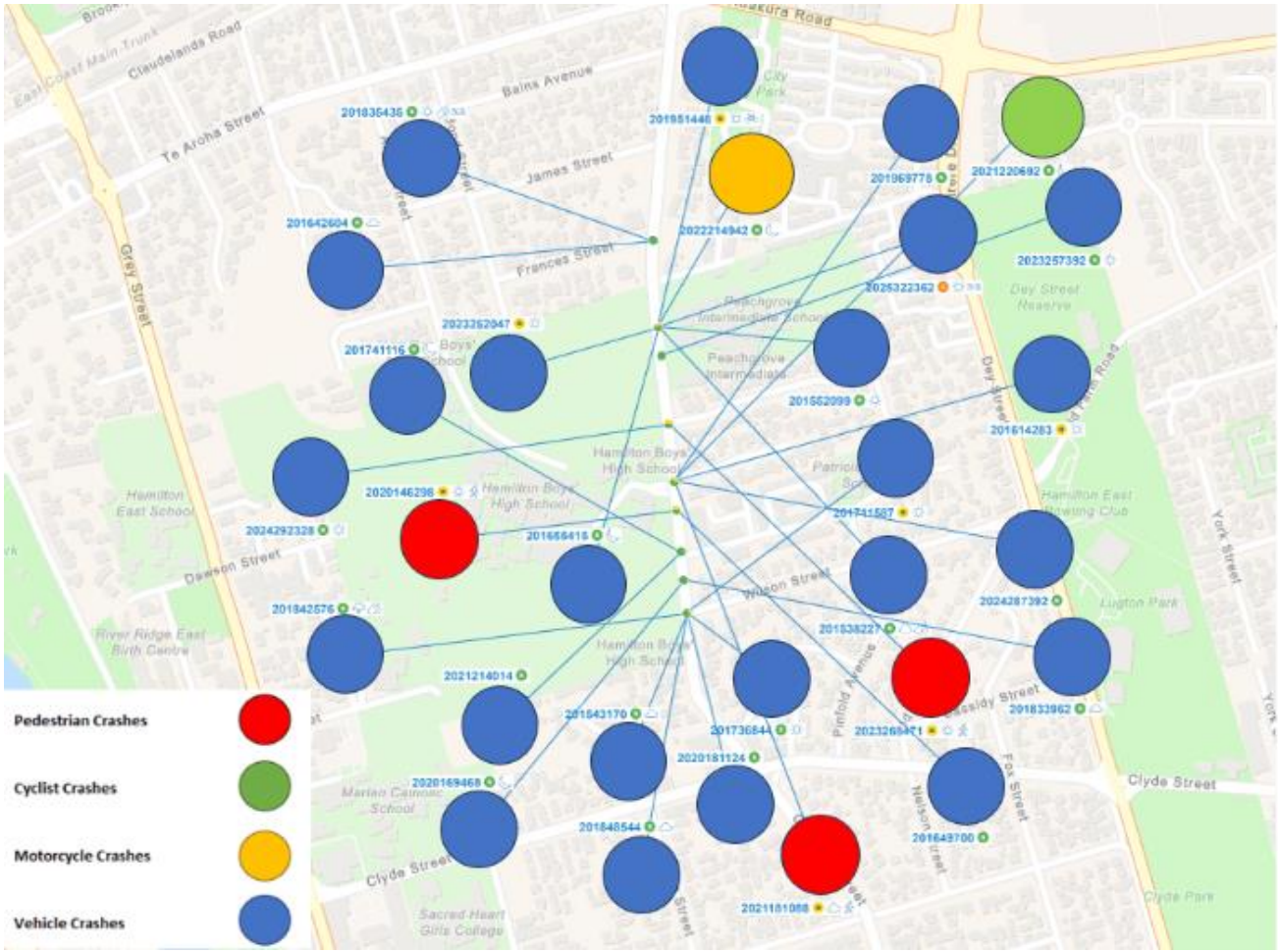
Peachgrove Road (between Frances Street & Wilson Street) - Crash History



Peachgrove Road (between Frances Street & Wilson Street) - Crash History (Details)

- Between 2015-2024, plus available results for 2025 (up to June 2025), there have been 29 reported crashes on Peachgrove Road between Frances Street and Wilson Street:
  - 21 were non-injury
  - 7 were minor injury
  - 1 was serious injury - a motorcyclist who lost control on loose gravel.
- Of the minor injury crashes:
  - 3 involved pedestrians
  - 1 involved a cyclist
- All the minor injury crashes involved students:
  - A student was struck by a vehicle when crossing the road during school peak hour in the afternoon.
  - A student who exited a car parked on broken yellow lines crossed the road and was struck by an oncoming car.
  - A student crossed the road between two stationary buses and was struck by an oncoming vehicle.
  - A student crossed at the signalised crossing as the light changed to green for traffic and a driver struck the student.
- Other crash types - rear end, crossing/turning, overtaking, and U-turns.
- Social costs of the 29 reported crashes is estimated to be **$3.0m**.

Peachgrove Road (between Frances Street & Wilson Street)

Road Information

- Posted speed limit = 50km/h.
- Variable speed limit of 30km/h at start and end of the school day.
- Two lane road with a solid white centre line.
- Painted on-road cycle lanes on both sides of the road.
- Western side of the road has a shoulder with unrestricted car parking - south of HBHS entrance.
- An extended bus stop (130m) located north of the HBHS entrance.
- Eastern side of the road does not have a shoulder but does have some indented car parking.
- There are standard bus stops located near Peachgrove Intermediate, opposite HBHS & near Wilson Street.
- Footpath on either side of the road.
- An at grade signalised pedestrian crossing located adjacent to entrance of Peachgrove Intermediate School.
- There are currently six bus services that operate along Peachgrove Road - 4N Flagstaff, 13 University, 21 Northern Connector (Regional), 23 Raglan (Regional), 24 Te Awamutu (Regional), and the Orbiter.

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles (source: MobileRoads)
Peachgrove Road	Activity Street (M2,P3)	8,700 (est.2024), 1% Heavy

Peachgrove Road (between Frances Street & Wilson Street)

Existing Road Layout

Peachgrove Road (between Frances Street & Wilson Street)

Pedestrian and Cyclist Movements

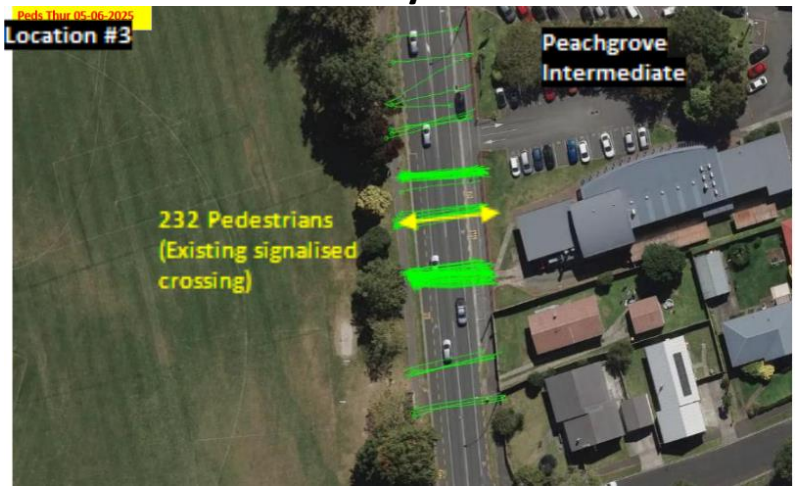
- Pedestrian and cyclist counts were undertaken between 4 June 2025 & 10 June 2025. Table below shows the total counts for a typical school weekday (Thursday 5 June 2025, between 7:00am to 7:00pm)

Location	Pedestrian Count	Cyclist Count*
Crossing Frances Street	138	139
Crossing Peachgrove Road near Frances Street	19	-
Crossing Peachgrove Road (near Peachgrove Intermediate)	232	-
Crossing Scott Avenue	184	-
Crossing Peachgrove Road South of Scott Avenue	100	-
Crossing Peachgrove Road North of Wilson Street	233	-
Crossing Peachgrove Road South of Wilson Street	58	-
Crossing Wilson Street	199	55

- Total cyclists both on road and on footpath travelling north/south on Peachgrove Road, including the movements on side roads.

Peachgrove Road (between Frances Street & Wilson Street)

Pedestrian and Cyclist Movements



Peachgrove Road (between Frances Street & Wilson Street)

Video of morning and afternoon behaviour

Peachgrove Road (between Frances Street & Wilson Street)

Parking Data

- Parking demand was surveyed between 4 July & 10 July 2025.
- Area surveyed - just north of Wilson St, adjacent to the HBHS fields.
- 586 vehicles parked between 4 July and 10 July 2025
- 82% parked for less than 30 minutes, indicating parking predominately associated with school pick up/drop off.

Peachgrove Road (between Frances Street & Wilson Street)

Customer Requests

Customer Request Management (CRM) system found **five** results:

- **October 2019**: ongoing problem with HBHS students parking partly over driveway entrances in the street while school is open.
- **March 2020**: every weekend, people speed down Wilson Street in the middle of the night.
- **February 2020**: HBHS deputy headmaster requested HCC to visit and assess the safety/ access when school finishes. HBHS deputy headmaster stated there are no pedestrian crossings for the students to use and there is a large amount of traffic and safety issues with buses.
- **January 2021**: the implementation of a bus lane from the bus stops outside HBHS to the Five Crossroads roundabout to help with the afternoon school traffic from HBHS, Peachgrove Intermediate and Southwell School.
- **November 2022**: in recent months Wilson Street has become a drag strip. Most road users drive to the speed limit, but there are now several who are observed to be speeding and racing. Patricia Avenue School is metres away. HBHS and Peachgrove Intermediate are also nearby. Patricia Avenue School uses the street to take students on excursions. HBHS students park here and walk through on their way to and from EastLink sports centre. Requests traffic slowing devices are installed, to ensure the safety of both residents and those passing through.

Peachgrove Road (between Frances Street & Wilson Street)

Engagement

- HBHS were consulted as part of the Eastern Pathways School Link programme (2023). HBHS Headmaster and Deputy Headmaster had concerns regarding the operation of the school access, concerns over illegal parking, and the safety of student. The school strongly supported removing roadside parking to improve safety of students.

- In April 2025, the project team met with HBHS (noting the school has a new Headmaster). Similar issues were discussed noting the same concerns as 2023. HBHS still support the removal of roadside parking. The school supports shared paths to provide more space for students. Additionally, HBHS discussed plans for a new fence along their frontage, which has now been installed (part).

- The following have been identified for engagement:
  - HBHS (*meeting held in late July 2025*)
  - Peachgrove Intermediate School (*meeting held in late July 2025*)
  - HBHS & Peachgrove Intermediate (plus Board of Trustees) workshop to be held *(planned for the 20 August)*
  - Residential Properties (incl. Peachgrove Studios Short & Long-Term Residential Accommodation)
  - Busy Bees Hamilton East (early childcare education centre)
  - NZ Heavy Haulage Association - this section of Peachgrove Road is an over-dimension (OD) route.

This section of Peachgrove Road is **not** an identified key route for FENZ.

Peachgrove Road (between Frances Street & Wilson Street)

Options – items needed to align with School Link Business Case are:

1. Relocate HBHS bus stops south of HBHS main entrance to avoid conflict with proposed Peachgrove Intermediate bus stops (kerbs are to be built out).
2. New mid-block crossing near Wilson Street where there is the highest numbers of active mode users crossing between Wilson Street and HBHS main entrance.
3. Retain Peachgrove Intermediate signalised crossing.
4. Tighten kerb radius into HBHS main access to manage entry speeds and assist pedestrians/cyclists
5. Parking removal required along HBHS frontage which is the main safety concern.

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Peachgrove Road (between Frances Street & Wilson Street)

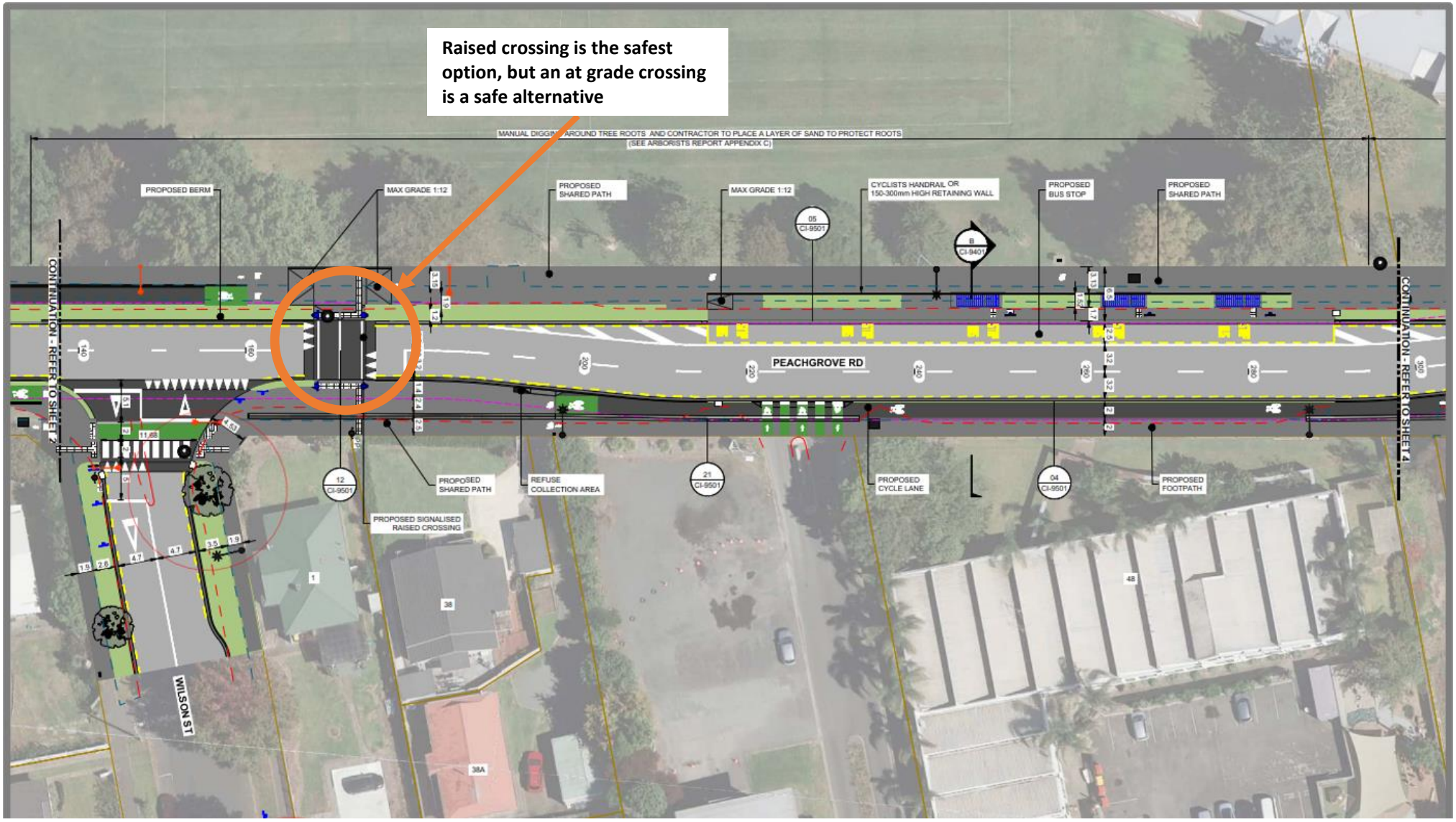
Options considered:

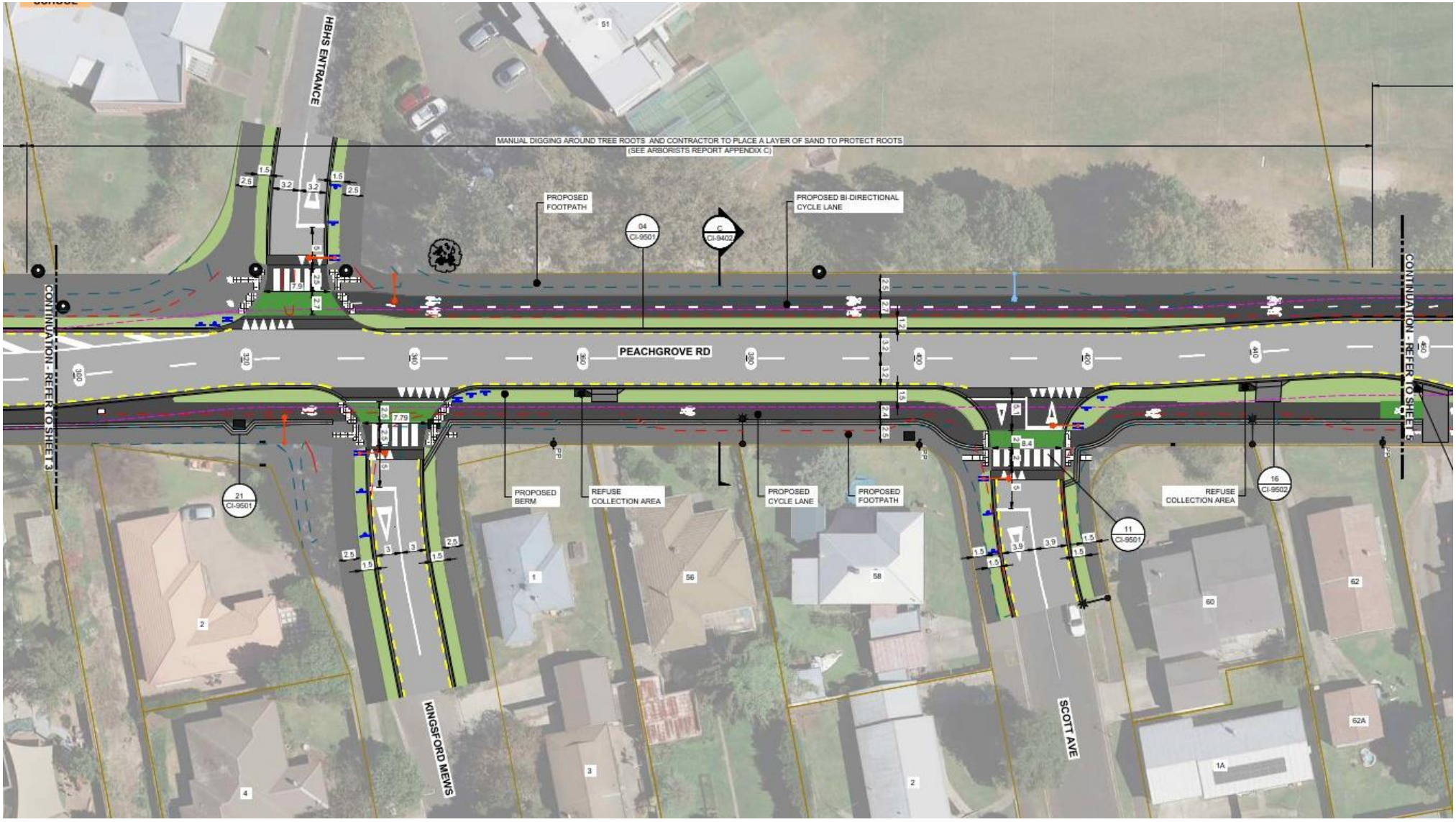
1. Kerb realignment (western side of Peachgrove Road only)
2. Kerb realignment (eastern side of Peachgrove Road only)
3. Signalised mid-block crossing near Wilson Street and upgrade existing signalised crossing only
4. Shared paths both sides of road with kerb realignment both sides of Peachgrove Road **(Recommended)**
5. Protected on road cycle lane (both sides of Peachgrove Road)
6. Four new set back dual zebra crossings on raised safety platforms on side roads (Kingsford Mews, Scott Avenue, Wilson Street and HBHS Access) only

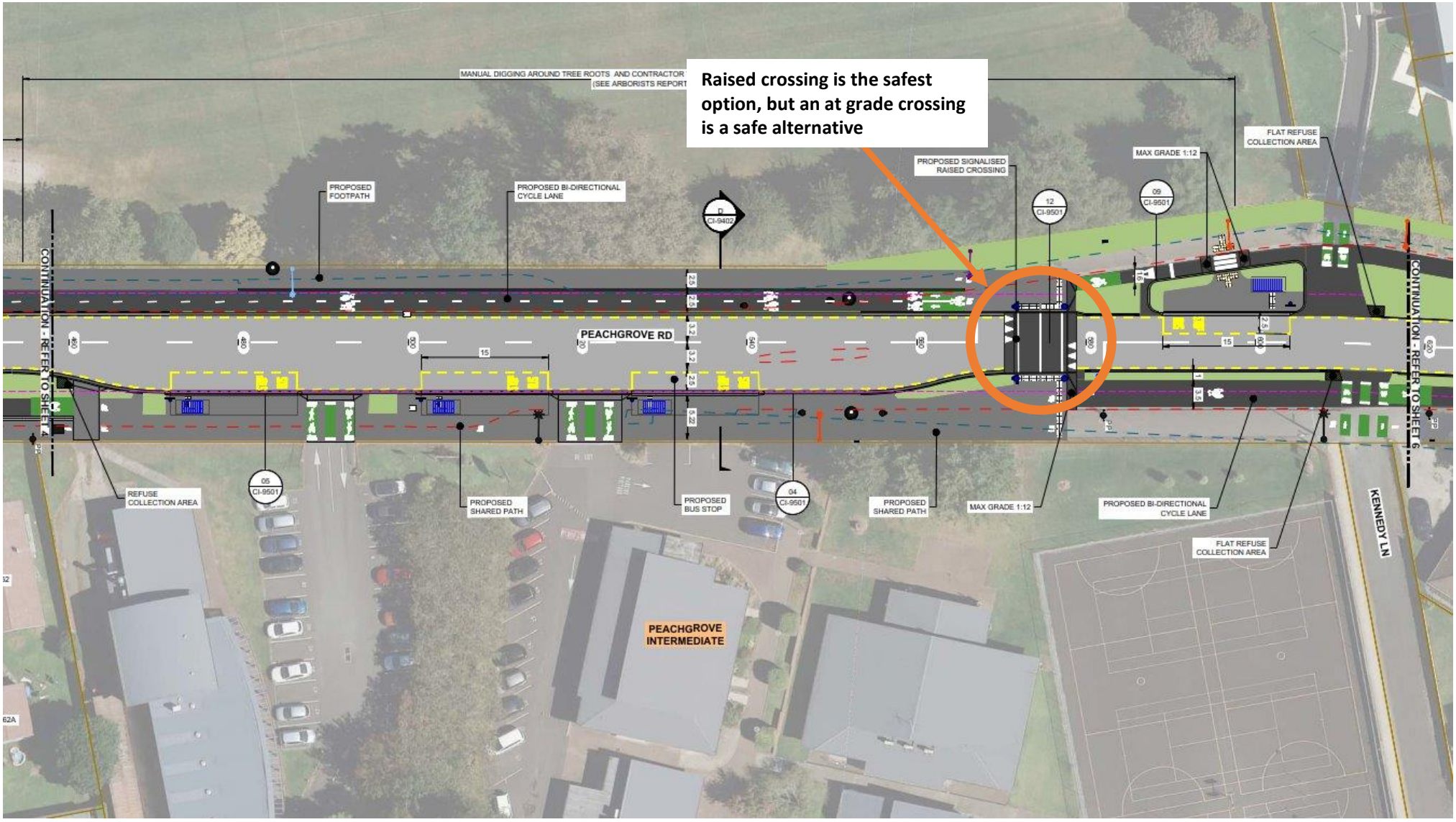
Peachgrove Road (between Frances St & Wilson St)

Recommended option: Full shared paths both side of road with full kerb realignment (both sides of Peachgrove Road) - estimated cost = $3.5m (P50)

- HBHS bus stops relocated south of the school entrance and car parking removed.
- More bus stop outside Peachgrove Intermediate and car parking removed.
- A signalised mid-block crossing proposed just north of Wilson Street **(a raised crossing is the safest option, but an at grade crossing is a safe alternative).**
- Both kerb lines realigned to narrow the carriageway to manage speeds, discourage U-turns, and create space for other project elements.
- Shared paths on both sides of the road.
- Side road dual zebra crossing on raised safety platforms (HBHS main entrance, Kingsford Mews, Scott Avenue, Wilson Street)
- Existing signalised crossing near Peachgrove Intermediate to be retained and upgraded **(a raised crossing is the safest option, but an at grade crossing is a safe alternative).**


Raised crossing is the safest option, but an at grade crossing is a safe alternative
MANUAL DIGGING AROUND TREE ROOTS AND CONTRACTOR TO PLACE A LAYER OF SAND TO PROTECT ROOTS
(SEE ARBORISTS REPORT APPENDIX C)
PROPOSED BERM
MAX GRADE 1:12
PROPOSED SHARED PATH
MAX GRADE 1:12
CYCLISTS HANDRAIL OR 150-300mm HIGH RETAINING WALL
PROPOSED BUS STOP
PROPOSED SHARED PATH
05 CI-9507
B CI-9401
CONTINUATION - REFER TO SHEET 2
CONTINUATION - REFER TO SHEET 4
PEACHGROVE RD
PROPOSED SHARED PATH
REFUSE COLLECTION AREA
PROPOSED CYCLE LANE
PROPOSED FOOTPATH
12 CI-9501
21 CI-9501
04 CI-9501
PROPOSED SIGNALISED RAISED CROSSING
WILSON ST
1
38
38A
48


HBHS ENTRANCE
MANUAL DIGGING AROUND TREE ROOTS AND CONTRACTOR TO PLACE A LAYER OF SAND TO PROTECT ROOTS
(SEE ARBORISTS REPORT APPENDIX C)
PROPOSED FOOTPATH
PROPOSED BI-DIRECTIONAL CYCLE LANE
04 CI-9501
C CI-9402
CONTINUATION - REFER TO SHEET 3
CONTINUATION - REFER TO SHEET 5
PEACHGROVE RD
PROPOSED BERM
REFUSE COLLECTION AREA
PROPOSED CYCLE LANE
PROPOSED FOOTPATH
REFUSE COLLECTION AREA
21 CI-9501
16 CI-9502
11 CI-9501
KINGSFORD MEWS
SCOTT AVE


Raised crossing is the safest option, but an at grade crossing is a safe alternative
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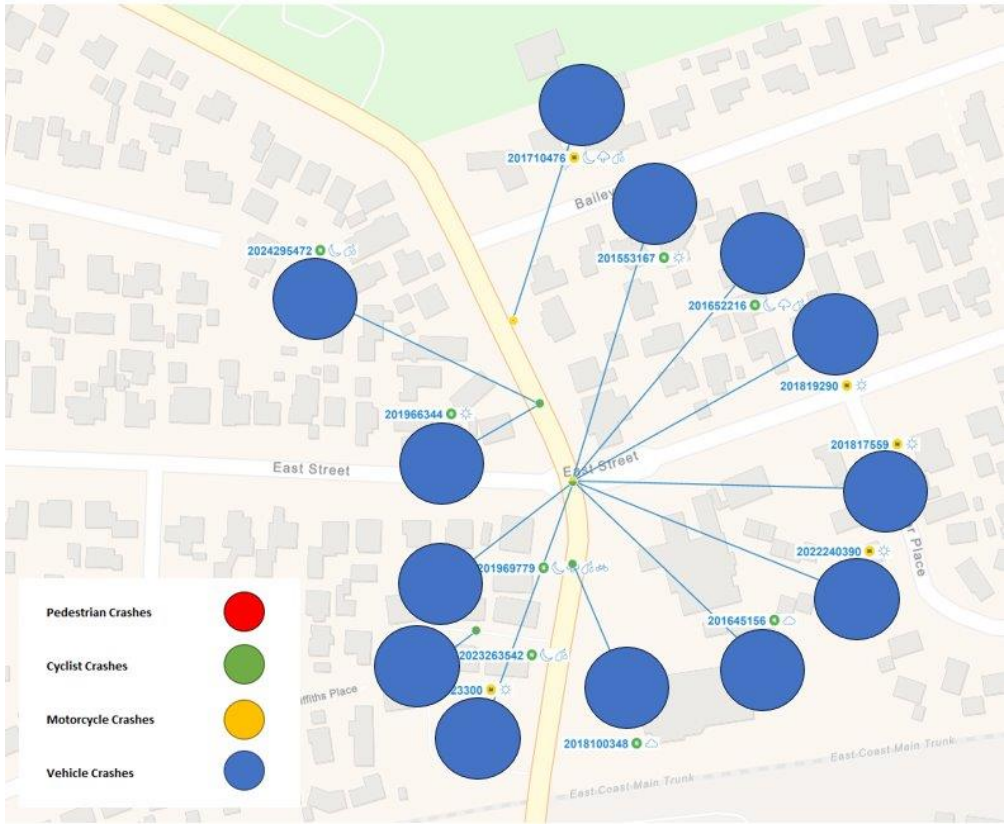
(SEE ARBORISTS REPORT
PROPOSED FOOTPATH
PROPOSED BI-DIRECTIONAL CYCLE LANE
PROPOSED SIGNALISED RAISED CROSSING
MAX GRADE 1:12
FLAT REFUSE COLLECTION AREA
PEACHGROVE RD
CONTINUATION - REFER TO SHEET 4
CONTINUATION - REFER TO SHEET 6
REFUSE COLLECTION AREA
PROPOSED SHARED PATH
PROPOSED BUS STOP
PROPOSED SHARED PATH
MAX GRADE 1:12
PROPOSED BI-DIRECTIONAL CYCLE LANE
FLAT REFUSE COLLECTION AREA
KENNEDY LN
PEACHGROVE INTERMEDIATE

Peachgrove Road/East Street intersection safety improvements

Peachgrove Road/East Street intersection safety improvements

- Between 2015-2024, including all available results for 2025, there have been 14 reported crashes at or close to this intersection .
  - 9 were non-injury
  - 5 were minor injury
  - All minor injury crashes involved vehicles
  - Crash types - rear end, U-turn, hitting stationary vehicle turning right.
- Social costs of the 14 reported crashes is estimated to be **$1.61m**
- There is knowledge of a cycle crash in this area, however this was not reported and therefore not included in this data.



Peachgrove Road/East Street intersection safety improvements

Road Information - Peachgrove Road:

- Posted speed limit of 50km/h with a surveyed speed of 44.8km/h
- Two lane road with a flush median.
- South of East Street - shoulder markings on both sides of the road with no stopping broken yellow lines.
- North of East Street - shoulder markings on both sides of the road with unrestricted parking. Parking on eastern side of the road is indented.
- Pedestrian footpath on both sides of the road
- Pedestrian refuge/splitter island located mid-block approximately 50m south of the intersection.

Road Information - East Street:

- Posted speed limit of 50km/h
- Two lane road with no centre line on the western leg, dashed white centre line on the eastern leg.
- Unrestricted and unmarked parking on both sides of the road
- Pedestrian footpath on both sides of the road
- Pedestrian refuge/splitter island located on the eastern leg of East Street.

There are 5 bus routes that operate on Peachgrove Road - 4N Flagstaff, 21 Northern Connector (Regional), 23 Raglan (Regional), 24 Te Awamutu (Regional), and the Orbiter.

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles (source: MobileRoads)
Peachgrove Road	Activity Street (M2,P3)	14,600 (est.2024), 5% Heavy
East Street	Local Street (M4,P4)	1,100 (est.2024), 1% Heavy

Peachgrove Road/East Street intersection safety improvements

Vehicle Turning Information from week of 2 June 2025:

Peachgrove Road/East Street intersection safety improvements

Pedestrian & cyclist counts were undertaken between 4 June 2025 & 11 June 2025 (via camera).

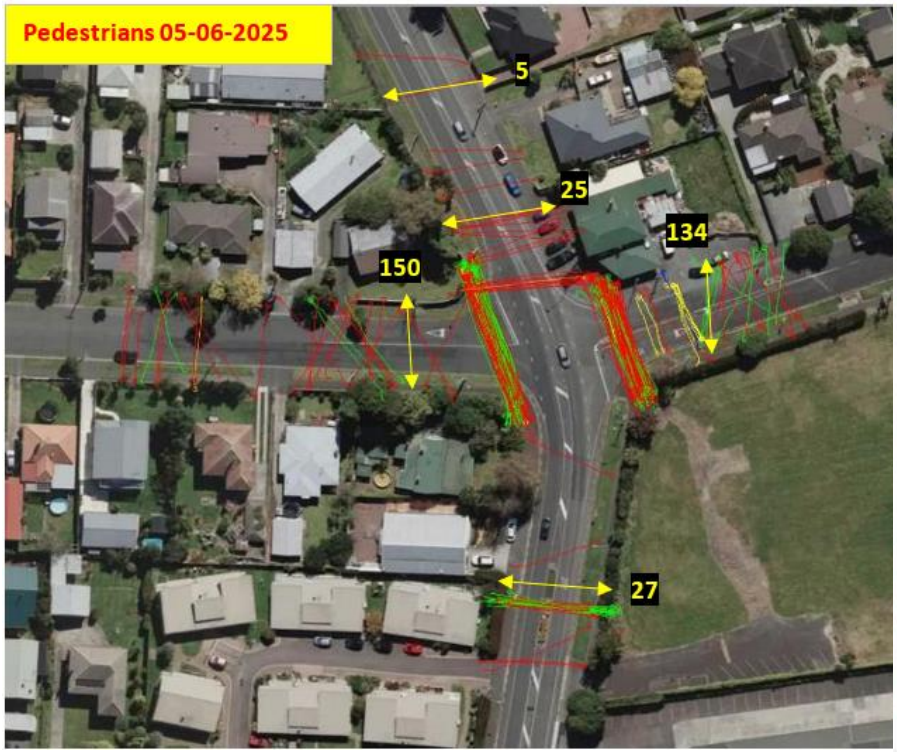
Pedestrian and Cyclist DataUser Type	Crossing East Steet East	Crossing East Steet West	Crossing Peachgrove Road		
	At the intersection	At the intersection	At the intersection	Mid-block	At central island
Pedestrians	134	150	25	5	27
Cyclist on Road	24	18	17	N/A	N/A
Cyclists on footpath	19	2	0	0	6

Data Observations:

- High mobility scooter crossing demand on East Street (east)
- Cyclists using the footpath and pedestrian island to cross Peachgrove Road

Peachgrove Road/East Street intersection safety improvements

Pedestrian and Cyclist Movements



Peachgrove Road/East Street intersection safety improvements

Observations 22 May 2025 (8am to 9am)

- Majority of people were HBHS students.
- Traffic demand high along Peachgrove Road.
- Minimal traffic turning out of East Street (east).
- Some traffic turning out of East Street (west).
- Right turners from East Street (west) had difficulty exiting as visibility obscured by the curve in the road (photo →).
- Parking at the shops (north-eastern corner – Peachgrove Road):
  - High turnover in AM peak mainly associated with the café.
  - 71% occupied between 7am-1pm and 26% occupied between 1pm-7pm.
  - Ave. length of stay = 35 mins.
- Parking at the dairy/ Takeaway (East Street - east):
  - 29% occupied between 7am-1pm and 25% occupied between 1pm and 7pm.
  - Ave. length of stay = 12 mins.

Peachgrove Road/East Street intersection safety improvements

Customer Requests

Customer Request Management (CRM) system found **10** results:
August 2017: suggestion of mirrors on corners of East St and Peachgrove Rd.
March 2019: proposes roundabout installed at the intersection of Peachgrove Rd and East St.
October 2022: a dangerous intersection between East St and Peachgrove Rd with reduced sight distance. Requests installation of a mirror to increase visibility.
February 2023: a safety issue for motors making a right hand turn out of East St into Peachgrove Rd. Suggested a mirror to be placed on the opposite corner.
June 2023: a safety concern at the intersection of East St and Peachgrove Road. Limited visibility for vehicles turning right from East St to Peachgrove Road. Suggested the installation of a speed bump to address this issue.
July 2023: suggested traffic lights and dedicated cycle lane down East St. This would enable bikers going to HBHS, the Intermediate and Southwell, safer access.
November 2023: right turn onto Peachgrove Rd from East St is very dangerous due to a complete lack of visibility.
April 2024: the corner of Peachgrove Rd with East St is quite dangerous. Doesn't feel like it is safe crossing there as cars aren't slowing down.
November 2024: spoke at the Infrastructure & Transport Committee to recommend an intersection upgrade.
February 2025: a dangerous intersection between East St and Peachgrove Rd with reduced sight distance. Installation of a mirror to increase visibility.

Peachgrove Road/East Street intersection safety improvements

Engagement

The following parties have been identified for engagement:

- Shops owners/landlords on north-eastern corner: Le Jardin Bakery & Café, East Street Superette and South Indian Bala's Kitchen Takeaway & Restaurant.
- HBHS.
- Peachgrove Intermediate School.
- Southwell School.
- Kiwirail
- Heavy Haulage Association
- Residents - the area is predominately residential.

This section of Peachgrove Road is **not** an identified key route for FENZ.

Blue area – residential, Orange - commercial

Peachgrove Road/East Street intersection safety improvements

Options:

Option 1 - Roundabout

- A roundabout helps address the sight distance issues by slowing traffic, making it safer for drivers exiting East Street.
- Priority or non-priority crossings could be implemented at the roundabout approaches for pedestrians and cyclists.
- Traffic speed around the intersection will be reduced.
- Kerb adjustments and modification to existing car parking outside the shops on the north-eastern corner.

Risks:

- Costly option to implement.
- Removal of on street parking spaces adjacent to shops.
- Disrupts traffic flow along Peachgrove Road.

Cost: $2.5m

Option 2 - Signalised Intersection

- A signalised intersection helps address the sight distance issues by priority controlling turning movements
- Signalised priority crossings for people walking and cycling would be installed on all intersection approaches.
- Kerb adjustments and modification to existing car parking outside the shops on the north-eastern corner.

Risks:

- Costly option to implement.
- Removal of on-street parking spaces adjacent to shops.
- Disrupts traffic flow along Peachgrove Road.

Cost: $3.0m

Peachgrove Road/East Street intersection safety improvements

Options:

Option 3 - Kerb build outs + Peachgrove Road signalised midblock

- Reduces the crossing distance at East Street (east and west) by building out the kerbs.
- Kerb build outs help reduce left turning speeds into East Street.
- This option includes upgrading the existing refuge island into a signalised mid-block crossing.

Risks:

- Does not provide a priority crossing for East Street for active mode users.
- Does not address visibility issue at East Street (west).

Cost: $800k

Option 4 - Kerb build outs and new crossing facility (East Street west) + Peachgrove Road signalised midblock

- Reduces the crossing distance at East Street (east and west) by building out the kerbs. The kerb build outs will provide a shorter distance to cross East Street. Identical to Option 3, aside from a new crossing facility located on East Street (west).
- The kerb build outs will help reduce driver left turning speeds into East Street, helping reduce severity if a crash were to occur.
- The installation of a raised Zebra crossing on East Street (west) to provide pedestrian with a high level of service and reduce severity if a crash were to occur.
- This option includes upgrading the existing refuge island into a signalised mid block crossing.

Risks:

Does not address visibility issue for East Street (west) for drivers looking at northbound traffic on Peachgrove Road.

Cost: $1.05m

Peachgrove Road/East Street intersection safety improvements

Options:

Option 5 – Turning restrictions and traffic calming East Street (west) + Peachgrove Road signalised midblock

- Restrict movements and/or provide turning restrictions/traffic calming on East Street (west).
- Safer alternative option for pedestrian and cyclists crossing East Street (west) as this significantly reduces crossing distance and removes some traffic movements, reducing overall conflict points.
- Improves the visibility issue for East Street (west) as drivers have increased sight distance looking at northbound traffic on Peachgrove Road.
- This option includes upgrading the existing refuge island into a signalised mid block crossing.

Risks:

- Restriction of traffic could impact wider traffic network. However, based on surveyed traffic movements this is a minor risk.
- East Street residents (and nearby impacted residents on Pearsons and Daisy) may be opposed to the restriction of turning movements, a partial closure, or full closure of East Street (west).

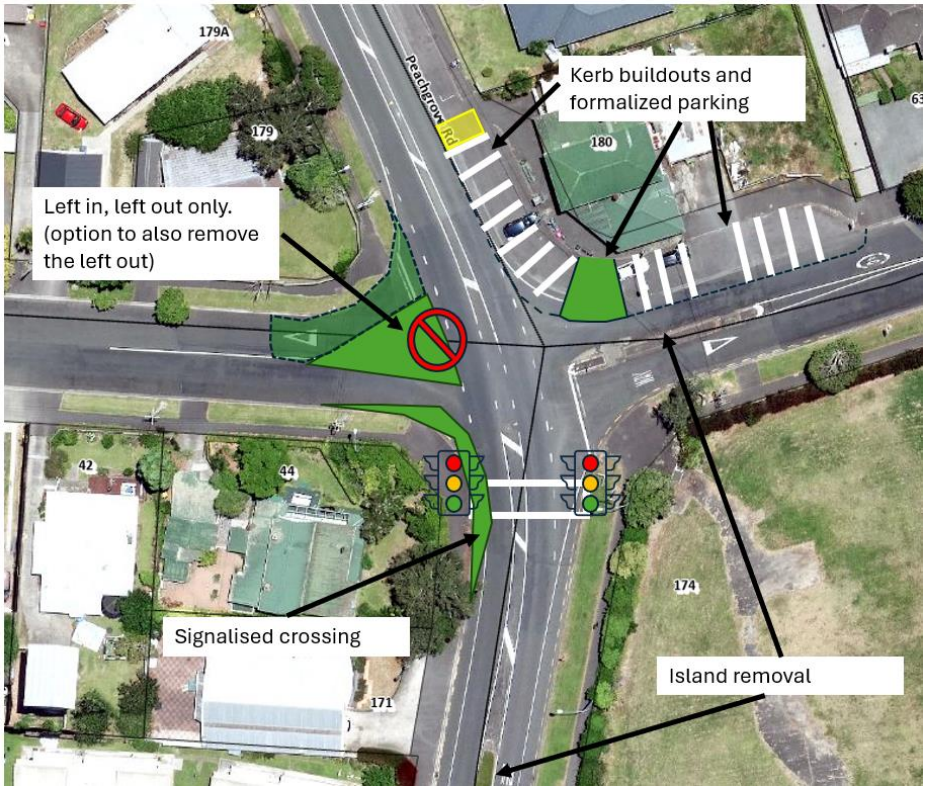
Cost : $900k

Peachgrove Road/East Street intersection safety improvements

Preferred Recommendation :

Option 5 – Consultation with residents and investigate option further - Turning restrictions and traffic calming East Street (west) + Peachgrove Road signalised midblock

- Restrict movements and/or provide turning restrictions and/or traffic calming on East Street (west).
- Safer alternative option for pedestrian and cyclists crossing East Street (west) as this significantly reduces crossing distance and removes some traffic movements, reducing overall conflict points.
- Improves the visibility issue for East Street (west) as drivers have increased sight distance looking at northbound traffic on Peachgrove Road.
- This option includes upgrading the existing refuge island into a signalised mid block crossing.



Peachgrove Road/East Street intersection safety improvements

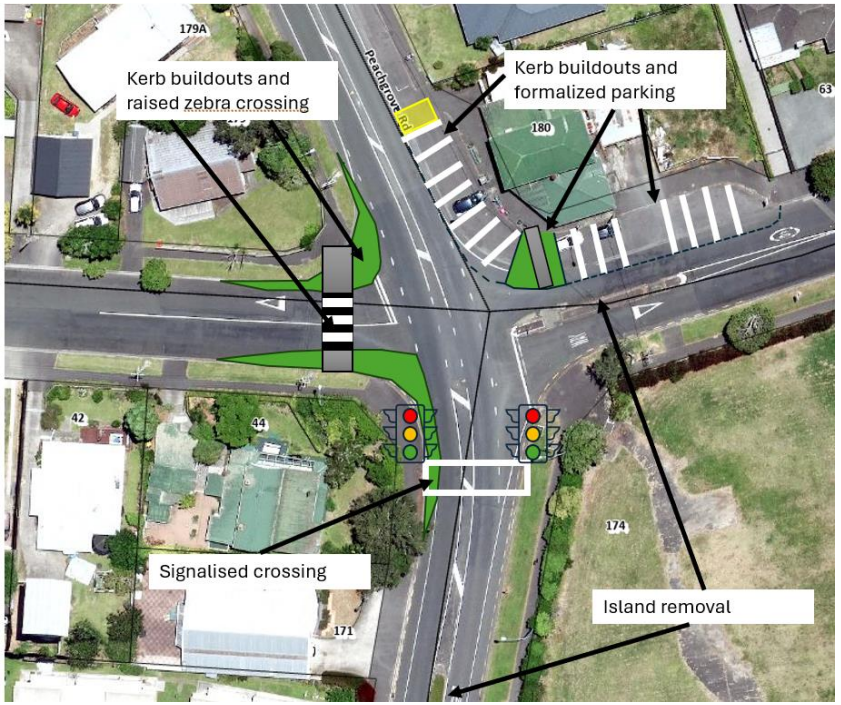
Alternative:

Depending on the feedback from the residents of the area highlighted in Blue, staff may wish to procced with:

Option 4 - Kerb build outs and new crossing facility (East Street west) + Peachgrove Road signalised midblock

- Reduces the crossing distance at East Street (east and west) by building out the kerbs. The kerb build outs will provide a shorter distance to cross East Street. Identical to Option 3, aside from a new crossing facility located on East Street (west).
- The kerb build outs will help reduce driver left turning speeds into East Street, helping reduce severity if a crash were to occur.
- The installation of a raised zebra crossing on East Street (west) to provide pedestrian with a high level of service and reduce severity if a crash were to occur.
- This option includes upgrading the existing refuge island into a signalised mid-block crossing.

Risks:
Does not address visibility issue for East Street (west) for drivers looking at northbound traffic on Peachgrove Road.



Feedback and Direction

- Staff need direction on preferred options to progress.

Next Steps

- Based on direction from this workshop staff will complete any additional targeted consultation needed
- Report to 2 September 2025 Infrastructure and Transport Committee to seek macro-scope and funding approval

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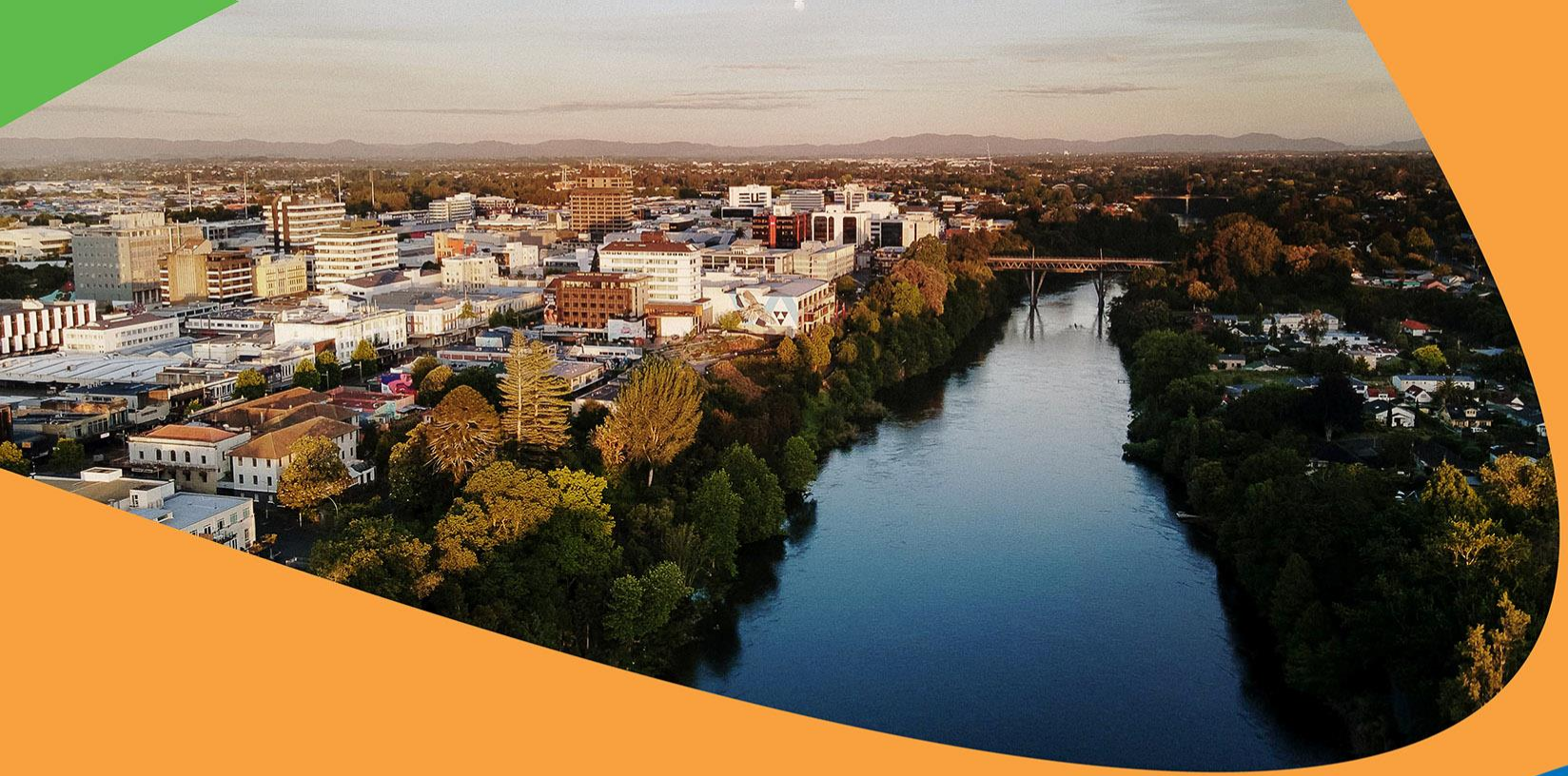

Infrastructure Acceleration Fund

Programme update August 2025

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IAF Overview

- $150.6m non-repayable grant from Central Government
- Funding for infrastructure to unlock growth in the central city
- Managed by National Infrastructure Funding and Financing Company
- Hamilton projects:
  - Waitawhiriwhiri and City Centre Integrated Catchment Management Plan
  - Wastewater Infrastructure Investigation
  - Anglesea Street Investigation and Protection
  - Reactive Works Upsizing
  - Bulk Water Reticulation
  - Central City Reservoir and Pump Station

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Central City Development

- The central city is the heart of our sub-region and a priority growth area (HUGS, PC12)
- Our priority is growing up and out from the central city and encouraging people to live and work here
- IAF funding will support:
    - Critical three waters infrastructure
    - Investigations and planning to support new homes
- Enabling around 4,000 homes for up to 10,800 people by 2035

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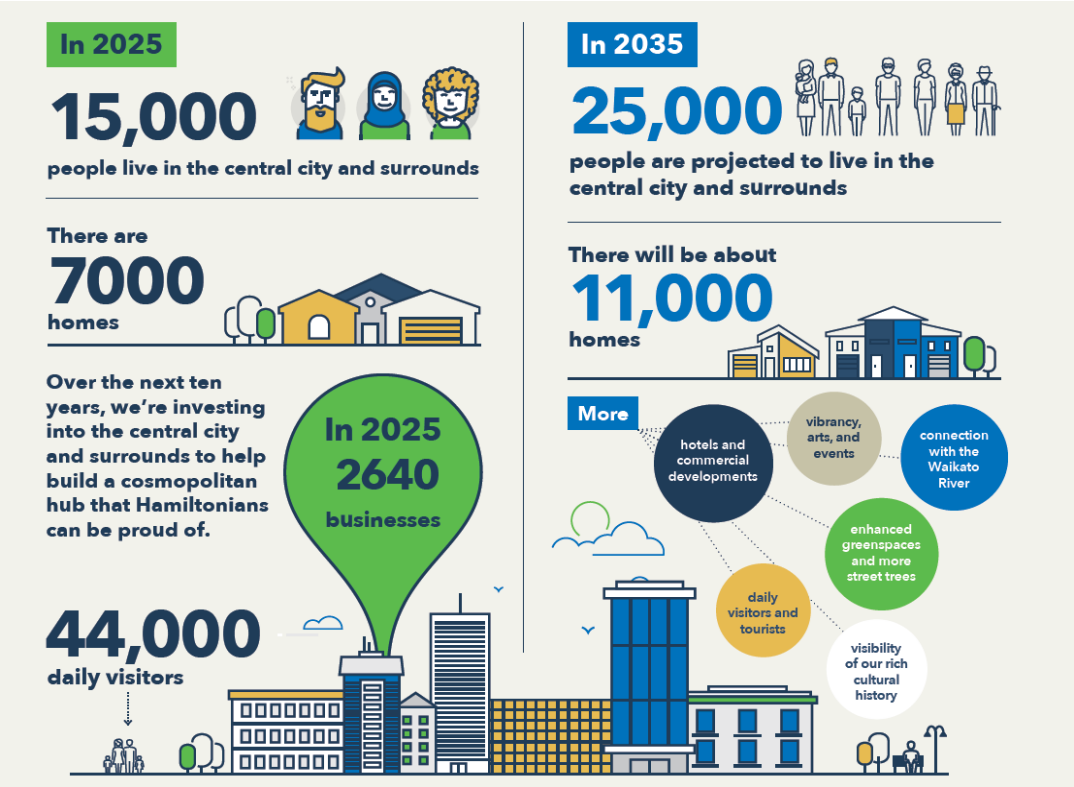
Central City Transformation



Alongside the IAF Programme, Council is delivering:

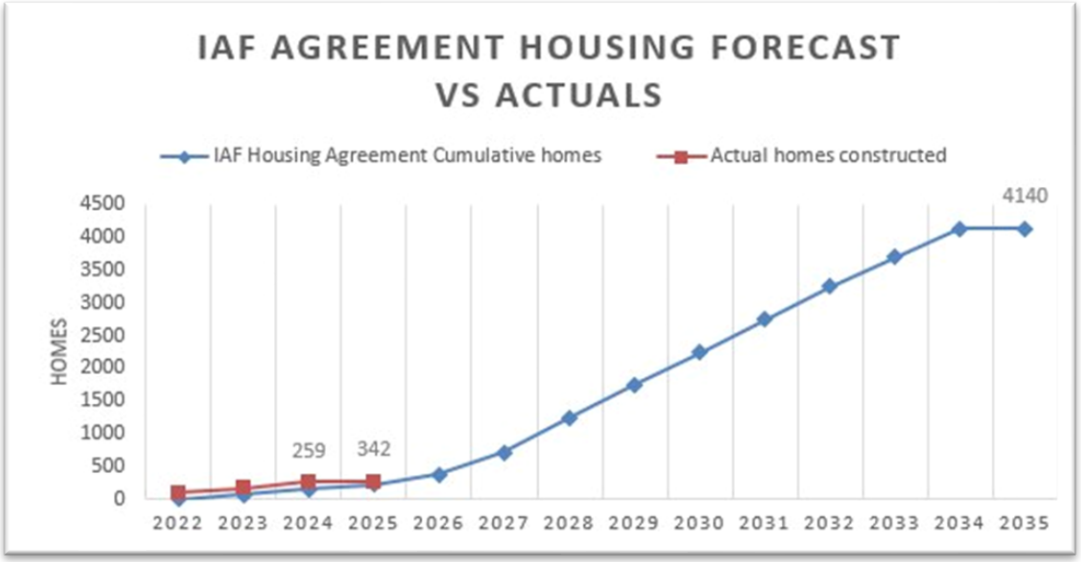
- Beautification
- CBD Transport Package
- Parks & Amenity
- Lighting
- Activation
- Safety
- Parking
- And more

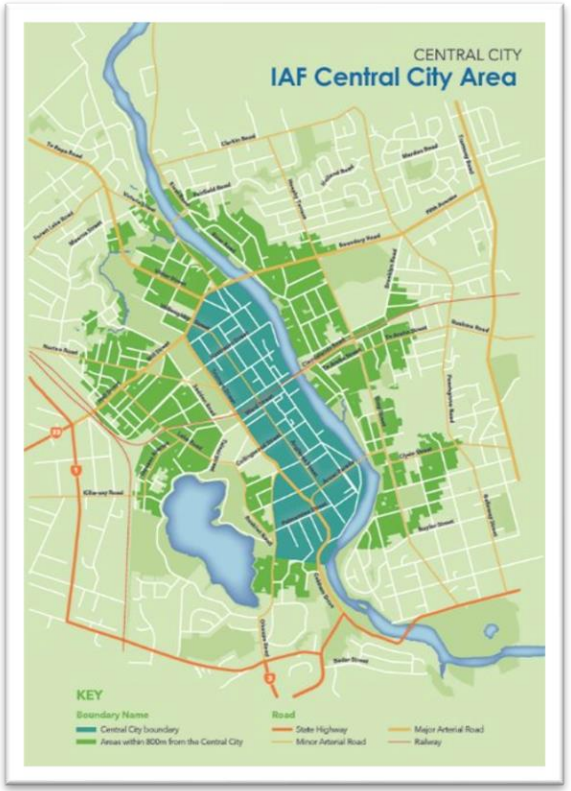
Plus

- Major developers/landowners
- Major events
- Utilities

Ensuring alignment and smooth delivery is key. Planning is under way.

IAF Housing Outcomes





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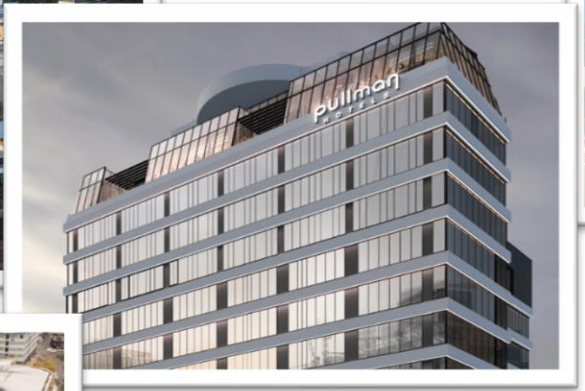
Central City Happenings



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Waitawhiriwhiri and City Centre Integrated Catchment Management Plan

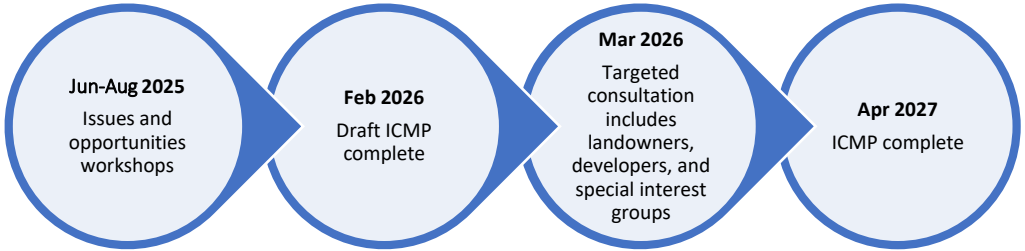
Overview:

- The ICMP will identify the best way to manage stormwater in this catchment
- Focused on protecting the environment while enabling growth
- Technical documents for ICMP appendices complete; staff now developing draft ICMP
- Issues and opportunities workshops held with internal staff, Waikato Regional Council, and Waipa District Council

Location: Waitawhiriwhiri Stream catchment, which includes the central city and Lake Rotoroa

Budget: $1.9m

Timeline:



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Waitawhiriwhiri and City Centre Catchment

Key

- Waitawhiriwhiri and City Centre catchment
- Watercourse
- Hamilton City Council boundary
- City centre boundary

1. Waitawhiriwhiri stream and gully
2. Hospital tributaries and gullies
3. Rukuhia Swamp
4. Lake Rotoroa
5. Waikato River

Wastewater Infrastructure Investigation

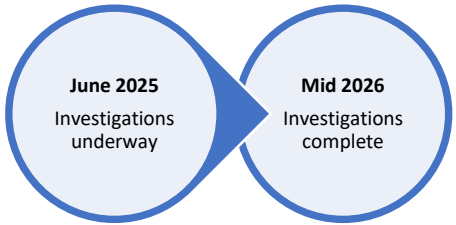
Overview:

- Pump Stations in the north and south of the central city are being investigated for future infrastructure upgrades
- Investigations will help determine the timing and scope of the required upgrades

Location: Gwynne Street Pump Station and Clarence Street Pump Station

Budget: $2.3m

Timeline:



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Anglesea Street Investigation and Protection

Overview:

- Identify changes required to enable bus service improvements and eventually Bus Rapid Transit
- Does not create a commitment to progress to stakeholder engagement or implementation
- Assists future strategic planning decisions by Elected Members relating to bus services and Bus Rapid Transit over the next 30 years

Location: Anglesea Street

Budget: $1.9m

Timeline:

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Reactive Works Upsizing

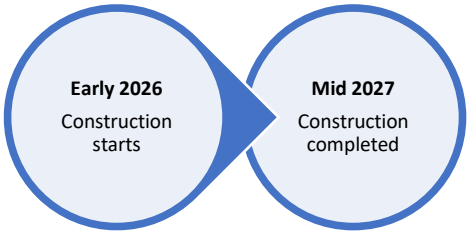
Overview: Seddon Road Sewer Pump Station Diversion and seven watermain upsizing projects

Location:

- **Pump station diversion:** Seddon Rd
- **Watermains upsizing projects:** Manning St, Hammond St, Anglesea St, Hillsborough Tce, Torrington Ave (including side streets), Abbotsford St, Edgecumbe St/Dyer St

Budget: $22.2m (approximately $17.5m is already allocated to approved projects)

Timeline:



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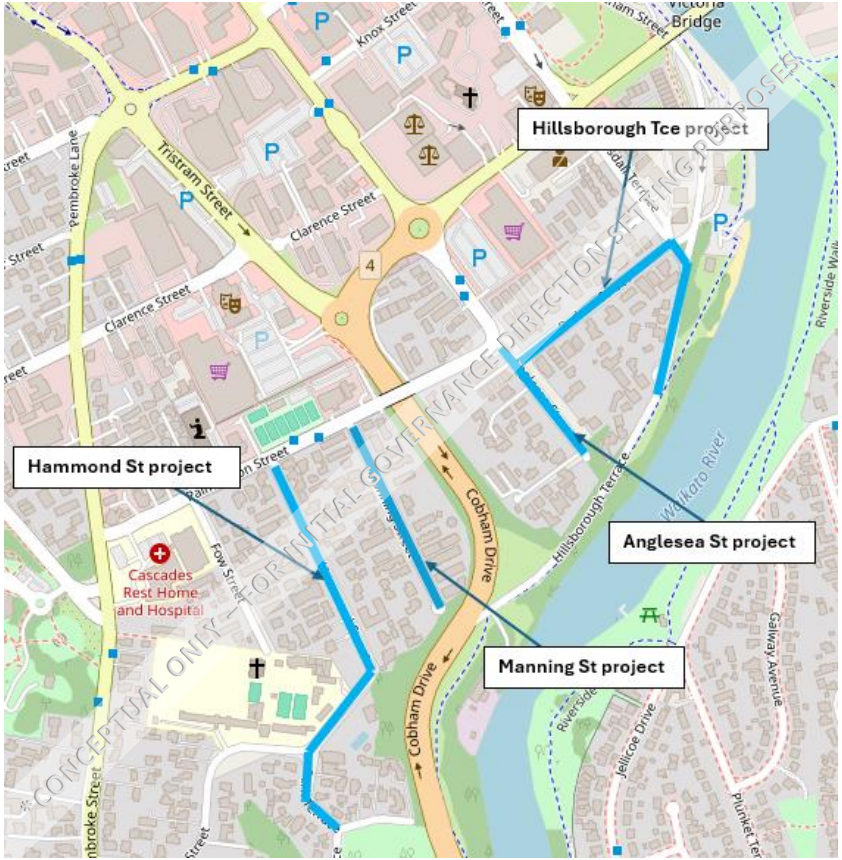
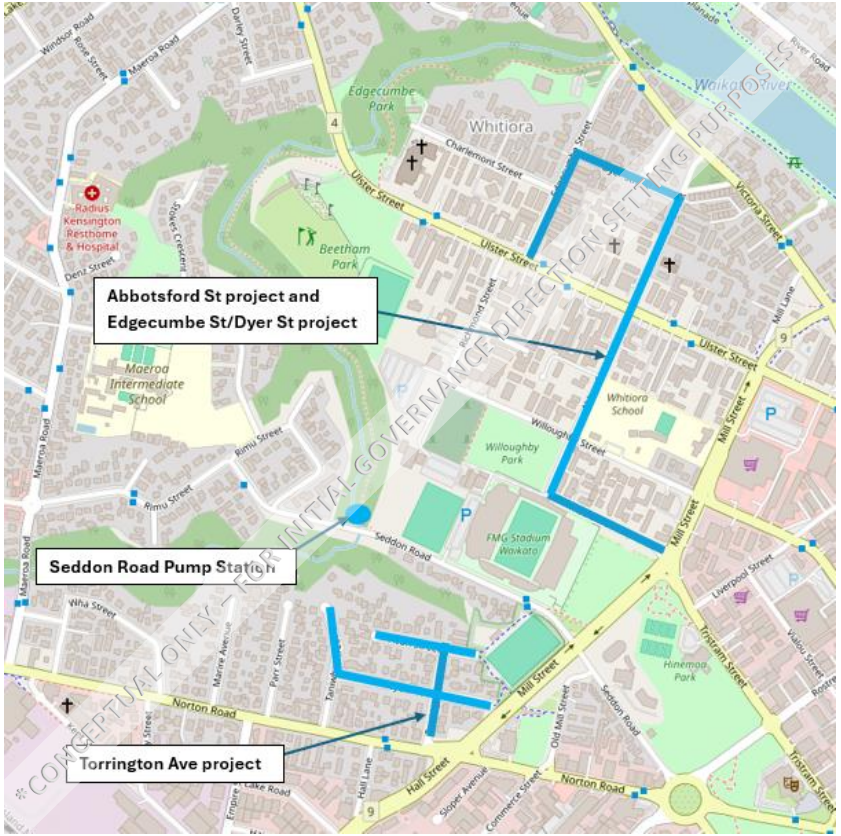

Hillsborough Tce project
Hammond St project
Anglesea St project
Manning St project
Tristram Street
Clarence Street
Cobham Drive
Hillsborough Terrace
Waikato River
Victoria Bridge
Cascades Rest Home and Hospital
CONCEPTUAL ONLY – FOR INITIAL GOVERNANCE DIRECTION SETTING PURPOSES


Abbotsford St project and Edgecumbe St/Dyer St project
Seddon Road Pump Station
Torrington Ave project
Whitiora
Edgecumbe Park
Beetham Park
Maeroa Intermediate School
Whitiora School
Willoughby Park
FMG Stadium Waikato
Hinemoa Park
Ulster Street
Mill Street
Seddon Road
Norton Road
Tristram Street
Victoria Street
Waikato River
CONCEPTUAL ONLY – FOR INITIAL GOVERNANCE DIRECTION SETTING PURPOSES

Bulk Water Reticulation

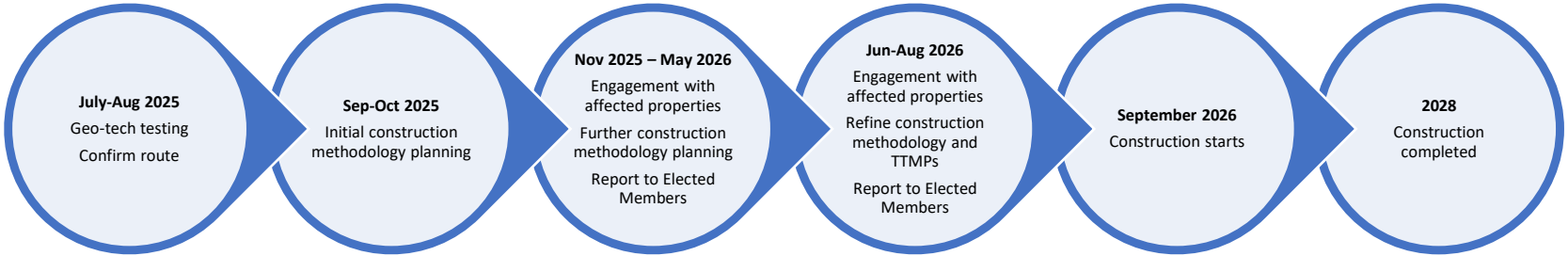
Overview: Bulk watermains connecting the new reservoir and pump station to central city. Hamilton City Council has made an early transfer of responsibility to IAWAI – Flowing Waters. This was the late addition to IAF to transfer the funding from the proposed Active Modes River Crossing.

Preferred Location: Clarence St, Palmerston St, Pembroke St, Thackery St, Tristram St, Rostrevor St

Note: location is subject to site investigations

Budget: $36.2m

Timeline:



Central City Reservoir and Water Booster Pump Station

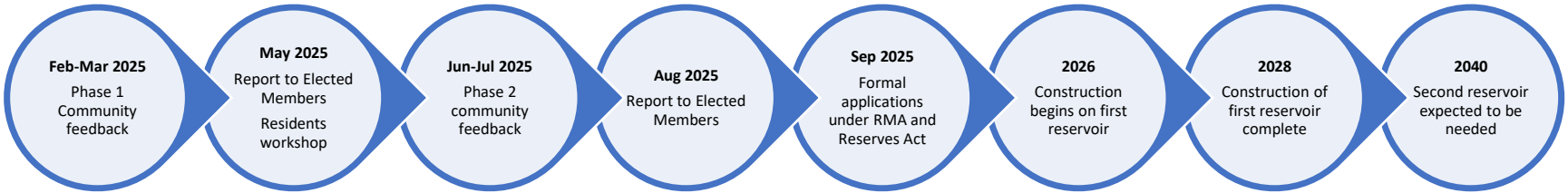
Overview:

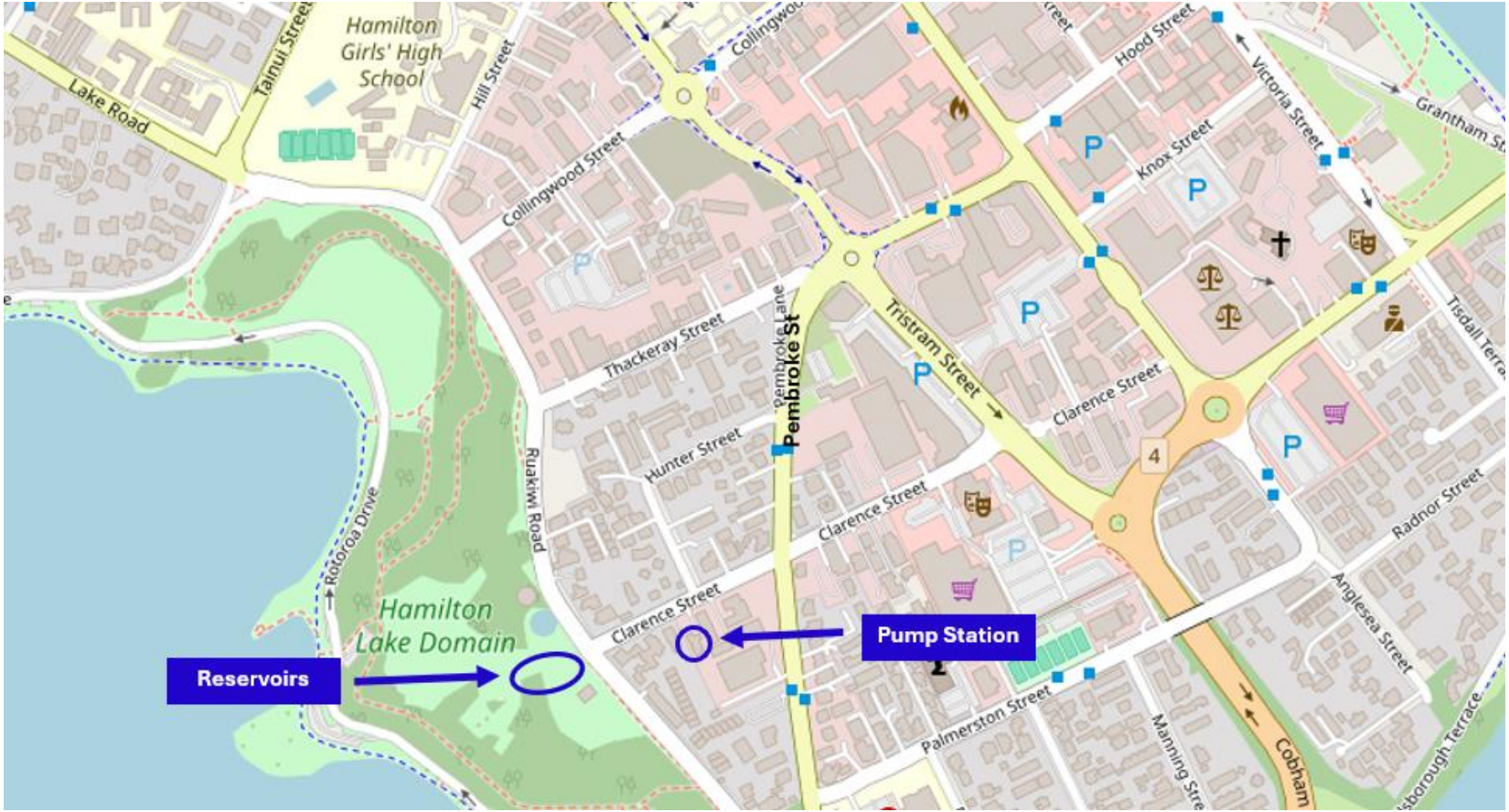
- A new 25 million litre drinking water reservoir
- Needed to support central city growth, and Waikato Hospital
- Existing reservoir is 100 years old, can't support growth
- Includes a booster pump station on Clarence Street
- Hamilton City Council has made an early transfer of responsibility to IAWAI – Flowing Waters.

Location: Next to existing Ruakiwi reservoir at Hamilton Lake

Budget: $86.1m

Timeline:




Hamilton Girls' High School
Lake Road
Tainui Street
Hill Street
Collingwood Street
Thackeray Street
Pembroke Lane
Pembroke St
Hood Street
Victoria Street
Knox Street
Grantham St
Tristram Street
Clarence Street
Hunter Street
Rotorua Drive
Ruakiwi Road
Hamilton Lake Domain
Reservoirs
Pump Station
Radnor Street
Anglesea Street
Palmerston Street
Manning Street
Cobham
Tisdall Terrace
4


*CONCEPTUAL ONLY – FOR INITIAL GOVERNANCE DIRECTION SETTING PURPOSES



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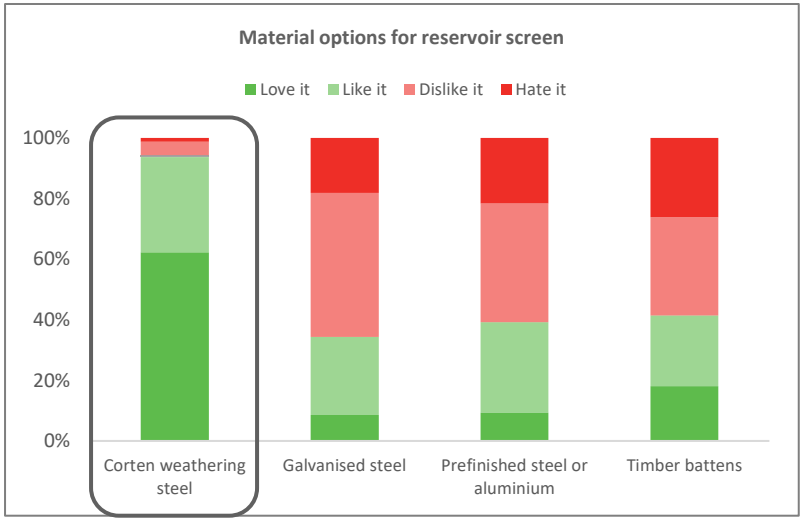
*CONCEPTUAL ONLY – FOR INITIAL GOVERNANCE DIRECTION SETTING PURPOSES

Central City Reservoir – Summary of public feedback

Materials for reservoir screen

- Very strong public support for Corten weathering steel
- This is a low-cost mitigation to any potential negative effects on residents which could possibly arise through the planning process for the reserve
- Staff recommend Corten weathering steel for reservoir screen



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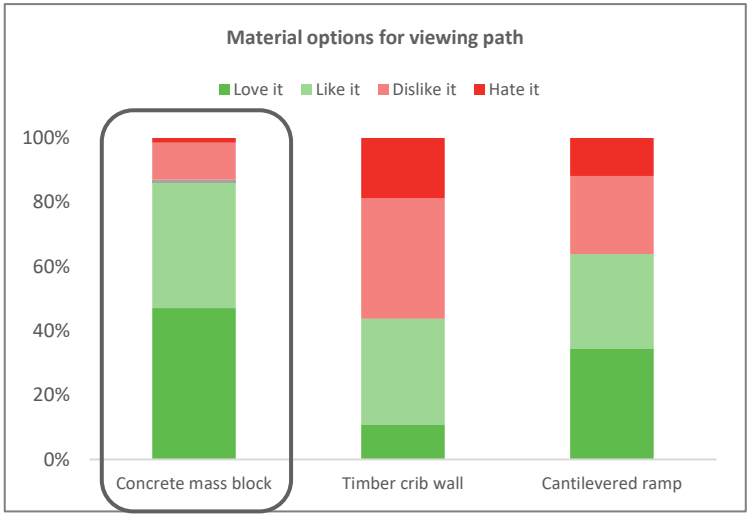
Central City Reservoir – Summary of public feedback

Materials for public viewing path

- Strong public support for concrete mass block
- Staff recommend concrete mass block to support the public viewing path



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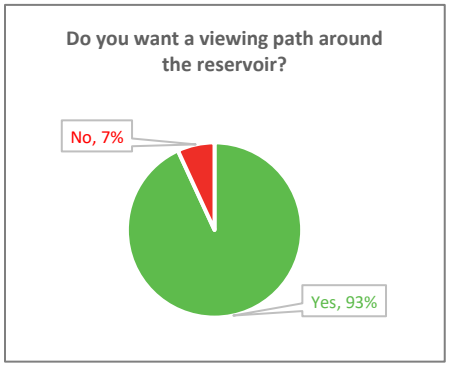
Central City Reservoir – Summary of public feedback

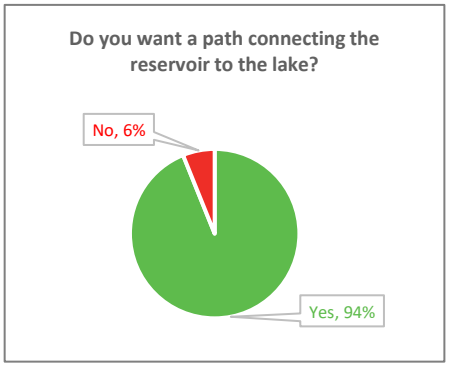
Public viewing path

- Very strong public support for public viewing path
- Staff recommend public viewing path remains part of reservoir design

Path connecting reservoir to the lake

- Very strong public support for path to the lake
- Staff recommend route of path adjusted to avoid seating area for concerts





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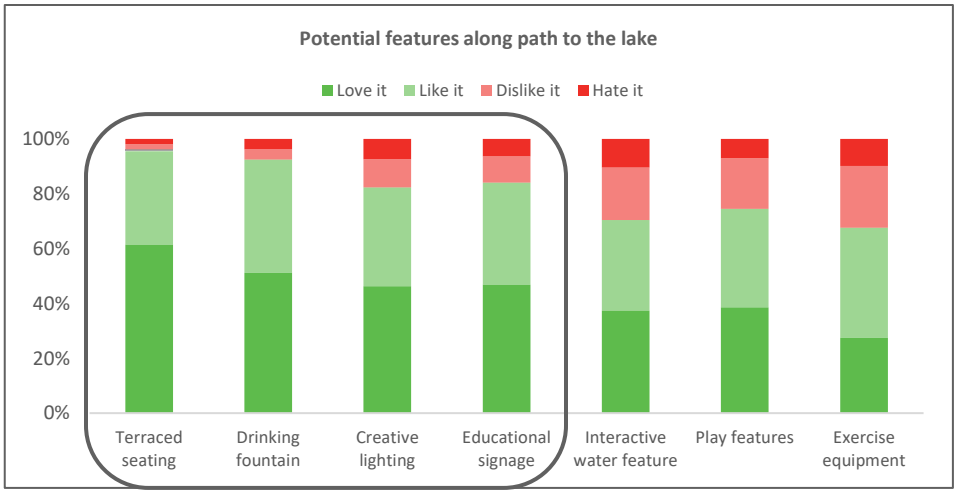
Central City Reservoir – Summary of public feedback

Landscaping and interactive features

- Strong public support for terraced seating, drinking fountains, creative lighting, educational signage
- Staff recommend these elements are integrated into the landscaping



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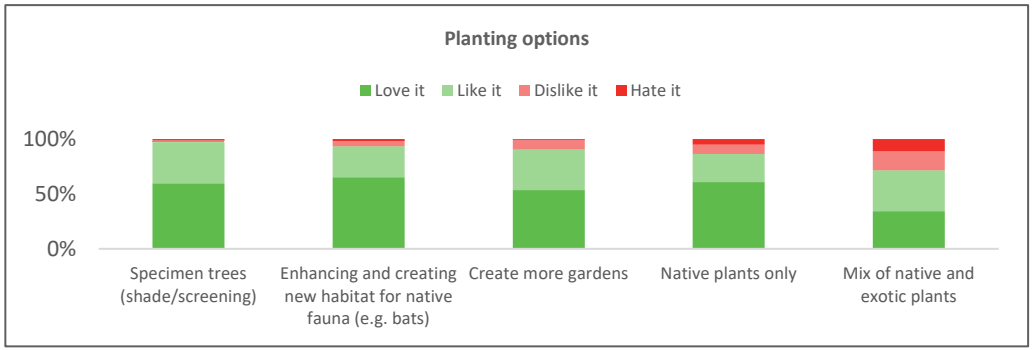
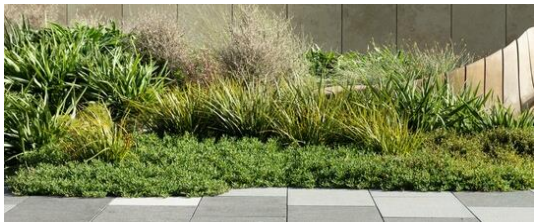
Central City Reservoir – Summary of public feedback

Planting

- Strong public support for specimen trees and enhancing habitats
- Public support for creating more gardens
- Staff recommend specimen trees, enhancing habitats, and gardens remain part of landscaping

- Public favoured native plants, but also supported using a mix of native and exotic plants
- Staff recommend prioritising native plants, incorporating exotic species when they offer advantages

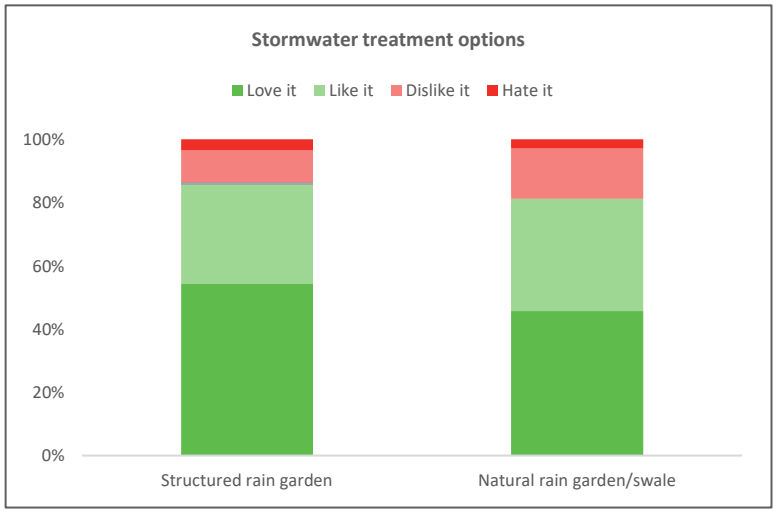




Central City Reservoir – Summary of public feedback

Stormwater treatment

- Public slightly favoured structured rain gardens over natural rain gardens
- Staff recommend prioritising structured rain gardens, but incorporating natural rain gardens when they offer advantages



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Water Booster Pump Station

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