Hamilton City Council
Te kaunihera o Kirikiriroa

Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Infrastructure and Transport Committee will be held on:

Date:	**Thursday 24 July 2025**
Time:	**9:30 am**
Meeting Room:	**Council Chamber**
Venue:	**Municipal Building, Garden Place, Hamilton**

Lance Vervoort
Chief Executive

Infrastructure and Transport Committee
Te Komiti Tuaapapa me ngaa Waka
OPEN AGENDA

Membership		
Chairperson ***Heamana***	Deputy Mayor Angela O'Leary	
Deputy Chairperson ***Heamana Tuarua***	Cr Tim Macindoe	
Members	Mayor Paula Southgate	Cr Geoff Taylor
	Cr Moko Tauariki	Cr Sarah Thomson
	Cr Ewan Wilson	Cr Emma Pike
	Cr Louise Hutt	Cr Maria Huata
	Cr Kesh Naidoo-Rauf	Cr Anna Casey-Cox
	Cr Andrew Bydder	Cr Maxine van Oosten
	Maangai Norm Hill	Vacancy
Quorum:	**A majority of members (including vacancies)**	
Meeting Frequency:	**Two Monthly**	

Amy Viggers
Mana Whakahaere
Governance Lead

16 July 2025

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Purpose

The Infrastructure and Transport Committee is responsible for:

1. The execution of Council's infrastructure and operational plans and strategies across Infrastructure asset classes.
2. To monitor and approve contracts relating to core infrastructure and provision of services.
3. Guiding and monitoring the provision of core infrastructure and services in particular relating to transport (including but not limited to public transport and cycleways), 3 waters (water, wastewater, stormwater) and waste management, to meet the current and future needs of the city and to enhance the wellbeing of its communities.
4. Facilitating community and stakeholder involvement and discussion on core infrastructure provision and services.
5. Guiding discussion and implementation of innovative core infrastructure and service provision solutions.
6. To ensure that all infrastructure networks and service provisions are legally compliant and operate within resource consent limits.

In addition to the common delegations on page 10, the infrastructure and Transport Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

7. To provide direction on strategic priorities and resourcing for core infrastructure aligned to city development and oversight of operational projects and services associated with those activities.
8. To develop policy, approve core-infrastructure related operational strategies and plans and monitor their implementation.
9. To receive and consider presentations and reports from stakeholders, government departments, organisations and interest groups on core infrastructure and associated services and wellbeing issues and opportunities.
10. To provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for joint infrastructure and shared services (for example Regional Transport Committee).

The Committee is delegated the following powers to act:

- Approval of capital expenditure within the Long Term Plan or Annual Plan that exceeds the Chief Executive's delegation, excluding expenditure which:
    a) contravenes the Council's Financial Strategy; or
    b) significantly alters any level of service outlined in the applicable Long Term Plan or Annual Plan; or
    c) impacts Council policy or practice, in which case the delegation is recommendatory only and the Committee may make a recommendation to the Council for approval.
- Approval of any proposal to stop any road, including hearing and considering any written objections on such matters.

- Approval of purchase or disposal of land for core infrastructure for works and other purposes within this Committee's area of responsibility that exceed the Chief Executives delegation and is in accordance with the Annual Plan or Long Term Plan.

The Committee is delegated the following recommendatory powers:

- Approval of additional borrowing to Finance and Monitoring Committee.
- The Committee may make recommendations to Council and other Committees.

Recommendatory Oversight of Strategies:

- Access Hamilton
- Waste Management and Minimisation Plan
- Speed Management Plan
- Hamilton Biking Plan 2015-45

Recommendatory Oversight of Policies and Bylaws:

- *Three Waters Connections Policy*
- *Dangerous and Insanitary Buildings Policy*
- *Hamilton Parking Policy*
- *Streetscape Beautification and Verge Maintenance Policy*
- *Gateways Policy*
- *Traffic Bylaw*
- *Waste Management and Minimisation Bylaw*
- *Stormwater Bylaw*
- *Trade Waste and Wastewater Bylaw*
- *Water Supply Bylaw*

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipaanga*

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4 Public Forum – *Aatea koorero*

As per Hamilton City Council's Standing Orders, a period of up to 30 minutes has been set aside for a public forum. Each speaker during the public forum section of this meeting may speak for five minutes or longer at the discretion of the Chair.

Please note that the public forum is to be confined to those items falling within the terms of the reference of this meeting.

Speakers will be put on a Public Forum speaking list on a first come first served basis in the Council Chamber prior to the start of the Meeting. A member of the Council Governance Team will be available to co-ordinate this. As many speakers as possible will be heard within the allocated time.

If you have any questions regarding Public Forum please contact Governance by telephoning 07 838 6699.

Item 5

Council Report

Committee: Infrastructure and Transport Committee

Date: 24 July 2025

Author: Ash Rawiri

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Infrastructure and Transport Committee Unconfirmed Open Minutes 13 May 2025

Report Status	*Open*

Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Infrastructure and Transport Committee confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 13 May 2025 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure and Transport Committee Open Unconfirmed Minutes 13 May 2025.

Infrastructure and Transport Committee
Te Komiti Tuaapapa me ngaa Waka
OPEN MINUTES

Minutes of a meeting of the Infrastructure and Transport Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 13 May 2025 at 9:30 am.

PRESENT

Chairperson *Heamana*	Deputy Mayor Angela O'Leary
Deputy Chairperson *Heamana Tuarua*	Cr Tim Macindoe
Members	Mayor Paula Southgate Cr Moko Tauariki Cr Ewan Wilson Cr Louise Hutt Cr Kesh Naidoo-Rauf Cr Andrew Bydder Cr Geoff Taylor Cr Sarah Thomson Cr Emma Pike (via Audio-Visual link) Cr Maria Huata Cr Anna Casey-Cox (via Audio-Visual link) Cr Maxine van Oosten Maangai Norm Hill
External Presenters	Nigel King, Waikato Regional Council

Maangai Hill opened with a karakia and acknowledged the passing of Mark Solomon, for his commitment to Hamilton City and it's communities.

Deputy Mayor O'Leary then acknowledged the recent incidents concerning the near fatal cyclist traffic incident and other fatal accidents that had taken place on Hamilton City Roads.

1. Apologies – *Tono aroha*

Resolved: (Deputy Mayor O'Leary/Cr van Oosten)

That the Infrastructure and Transport Committee accepts the apologies for absence from Mayor Southgate (Council Business) and Cr Tauariki, and from early departure for Cr Taylor.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Deputy Mayor O'Leary/Cr Hutt)

That the Infrastructure and Transport Committee confirmed the agenda noting that the meeting would be adjourn from 11.15 - 11.30am for the Deputy Mayor to welcome our Sister City Delegation from the Republic of Korea. And that Item C2 Water Allocation Request under Three Waters Connections Policy - University of Waikato in the Public Excluded Session will be taken at approximately 2.00pm

3. Declarations of Interest – *Tauaakii whaipaanga*=

Mangai Hill declared a conflict in relation to Item 8 (Infrastructure Acceleration Fund (IAF) Reservoir and Pump Station - Macroscope Design Approval) He noted he will not take part in the discussion or vote on the matter.

Cr Macindoe declared a conflict of interest in C2 (Water Allocation Request under Three Waters Connections Policy - University of Waikato) He noted he was not conflicted and would take part in the discussion and vote on the matter.

4. Public Forum – *Aatea koorero*

No members of the public wished to speak in the Public Forum.

5. Confirmation of the Infrastructure and Transport Committee Unconfirmed Open Minutes- 11 March 2025

Resolved: (Deputy Mayor O'Leary/Cr Hutt)

That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 11 March 2025 as a true and correct record.

6. Public Transport Services - Future Planning Update

The Urban Transport Manager introduced Nigel King, Waikato Regional Staff who presented the committee with Future Proof Implementation Sub-Committee presentation which can be found here. Staff responded to questions from Members concerning public engagement, new contracts for bus services, potential costs, Staff provided an update on additional public transport routes, expectations of Waka Kotahi policy, equitable transport access, visitor destinations transport options, community consultations, Rototuna high frequency service expected spending, and efficiency projections.

Resolved: (Cr Thomson/Cr Casey-Cox)

That the Infrastructure and Transport Committee:

a) receives the report;

b) advocates that Waikato Regional Council expedites the completion of the Rototuna Rocket high-frequency service to be operating by **30 June 2027**; and

c) requests staff to organise an Information Session as soon as possible on the matter of Public Transport Services – Planning.

The meeting was adjourned during the discussion of the above item from 10:20am – 10:30am

7. Transport Projects Macroscope Approvals

The Network & Systems Operations Manager introduced the report noting feedback from Members at the 9 April Information Session here. Staff responded to questions from Members concerning costs, mitigation of tree harm and future pedestrian crossings.

Resolved: (Deputy Mayor O'Leary/Cr Hutt)

That the Infrastructure and Transport Committee:

a) receives the report;

b) approves the:

i. macro-scope design for the installation of a signalised pedestrian crossing facility in Grey Street north of Wellington Street without a raised safety platform which was identified as the preferred option at the Elected Member briefing on 9 April 2025;

ii. macro-scope design for the installation of a signalised pedestrian crossing facility in Peachgrove Road outside Southwell school without a raised safety platform which was identified as the preferred option at the Elected Member briefing on 9 April 2025; and

c) notes that progress of the final design and consultation of these projects will be communicated to Members via Executive Updates and approvals for the Traffic Bylaw and parking restrictions changes being presented to the Traffic, Speed Limit and Road Closures Hearings Panel as required

The meeting was adjourned during the discussion of the above item from 11:18am – 12:08pm

8. Infrastructure Acceleration Fund (IAF) Reservoir and Pump Station - Macroscope Design Approval

The IAF Programme Manager and the Design and Deliver Unit Director took report as read. Staff responded to questions from Members concerning opportunities for community engagement, environmental impacts, greenspace availability, design and architects diversity options, fiscal concerns, renewable energy and vandalism prevention.

Staff Action: *Staff undertook to inform Members at the appropriate time of the matters outside of macroscope design of the reservoir and pump station such as mitigation of perceived negative impact through design.*

Resolved: (Cr Wilson/Cr Thomson)

That the Infrastructure and Transport Committee:

a) receives the report;

b) approves of the macroscope design for the Infrastructure Acceleration Fund Reservoir and Pump Station;

c) notes that the design will be updated through the future steps in the process including mitigation opportunities and community amenity opportunities such as but not limited to a viewing platform; and

d) notes that should the Council approve the creation of a Water Council Controlled Organisation (CCO) in June 2025, this contract will be the responsibility of the proposed CCO from 1 July 2026.

9. Infrastructure and Assets General Managers Report

The General Manager Infrastructure & Assets took report as read. Staff responded to questions from Members concerning Geotech reporting.

Resolved: (Deputy Mayor O'Leary /Cr Macindoe)

That the Infrastructure and Transport Committee receives the report.

10. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

Resolved: (Cr Wilson/Cr Hutt)

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution

follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1 for the passing of this resolut
C1. Confirmation of the Infrastructure and Transport Committee Unconfirmed Public Excluded Minutes- 11 March 2025	) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Water Allocation Request under Three Waters Connections Policy - University of Waikato		
C3. Contract Award: Hydro Jetting, CCTV Pipe Inspections and Three Waters Maintenance		
C4. Watermain Renewals 2022-2026: Contract Sum Variation and Contract Term Extension		
C5. Lincoln Street Resource Recovery Centre & Hamilton Organic Centre - Proposed Gates Fees 2025/26		

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to protect information which is subject to an obligation of confidence where disclosure would likely damage the public interest to maintain the effective conduct of public affairs through protecting persons from improper pressure or harassment	Section 7 (2) (c) (ii) Section 7 (2) (f) (ii)
Item C3.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C4.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)
Item C5.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (h) Section 7 (2) (i) Section 7 (2) (j)

The meeting moved in the Public Excluded at 12.57 pm.

The meeting was declared closed at 1.44 pm.

Item 6

Council Report

Committee: Infrastructure and Transport Committee

Date: 24 July 2025

Author: Robyn Denton

Authoriser: Andrew Parsons

Position: Network and Systems Operations Manager

Position: General Manager Infrastructure and Assets

Report Name: Transport Projects Macroscope Approvals and Subsidised Programme update

Report Status	*Open*

Purpose - *Take*

1. To seek macroscope approval from the Infrastructure and Transport Committee for the following projects in accordance with the Transport Projects Decision Making Framework:
    i. Ulster Street/Maeroa Road intersection safety improvements;
    ii. Te Rapa Rd / Garnet Ave pedestrian and PT improvements;
    iii. Comries Rd / Hukanui Rd intersection improvements; and
    iv. Tristram St – pedestrian crossing improvements.
2. To provide an update on the projects approved for co-investment from NZ Transport Agency and seek approval for a change to the proposed intersection improvement sites for the Low Cost Low Risk programme.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure and Transport Committee:
    a) receives the report;
    b) approves the following macro-scope **Option 2** designs which were identified as the preferred options at the Elected Member briefing on 18 June 2025:
        i. the installation of an at grade signalised intersection Ulster Street/Maeroa Road intersection without a raised safety platform with left out only (**Alternative B**) for the Maeroa Street east approach;
        ii. the upgrade of the intersection of Te Rapa Road and Garnet Avenue via the installation of pedestrian facilities and phasing on the northern side of Te Rapa Road, relocation of bus stops, changes to the service lane entrance including a raised safety platform and creation of a left slip lane with a signalised raised safety platform out of Garnet Avenue;
        iii. the installation of an at grade signalised intersection at Comries Road and Hukanui Road intersection without a raised safety platform;

iv. the installation of an at grade signalised pedestrian crossing across Tristram Street just south of Clarence Street with no raised safety platform and improvements to the crossing facilities in Clarence Street west at Tristram Street intersection.

c) approves the following changes to the NZ Transport Agency subsidised programme for Low Cost Low Risk improvements in the 2024-27 period:

i. removal of Wairere Drive and River Road intersection improvements;

ii. removal of Avalon Drive and Forest Lake Road intersection improvements;

iii. addition of Ulster Street and Maeroa Road intersection improvements.

d) notes that staff will continue to work with NZ Transport Agency to seek approval for the Ulster Street / Abbotsford Road improvements for inclusion in the subsidised programme for Low Cost Low Risk improvements once a macroscope design has been approved; and

e) notes that progress of the final design and consultation of these projects will be communicated to Members via Executive Updates and approvals for the Traffic Bylaw and parking restrictions changes being presented to the Traffic, Speed Limit and Road Closures Hearings Panel as required.

Executive Summary - *Whakaraapopototanga matua*

4. The Transport Project Decision Making Framework was been agreed at the 2 May 2024 meeting of the Infrastructure and Transport Committee, for formalising the assessment and approval of macroscope designs for capital improvement projects.

5. The 11 March 2025 Infrastructure and Transport Committee meeting approved Part 2 of the Unsubsidised Minor Transport Improvements Programme which included funding for the following projects:

i. Ulster Street/Maeroa Road intersection safety improvements;

ii. Te Rapa Rd / Garnet Ave pedestrian and PT improvements;

iii. Comries Rd / Hukanui Rd intersection improvements; and

iv. Tristram St – pedestrian crossing improvements.

6. An Information Session was held on 18 June 2025 to provide information on these projects and seek direction from the Members on what information was needed in this report to assist with the decision-making process.

7. Options for each site were presented to the Information Session and direction was received from Members at this session that 'Option 2 Alternative Option' was the preferred option in each case.

8. The 28 November 2024 Infrastructure and Transport Committee meeting considered the proposed programme of works approved by the NZ Transport Agency for co-investment in the Low Cost Low Risk Programme. Approval was provided for the Advanced Transport Management project to proceed, and staff were asked to continue working with the Agency staff to find alternatives for the two intersection projects that were originally selected by the Agency:

i. Wairere Drive and River Road intersection improvements; and

ii. Avalon Drive and Forest Lake Road intersection improvements.

9. A review of the list of projects approved at the 28 November 2024 committee meeting has resulted in the following site being approved by the Agency as suitable replacements:
    i. Ulster Street and Maeroa Road intersection improvements; and
    ii. Ulster Street and Abbotsford Street intersection improvements
10. The Information Session held on 18 June 2025 to provide information on these projects resulted in direction from the Members enabling the macroscope approval for the Ulster Street and Maeroa intersections to be sought from this meeting, but additional work was requested for the Ulster Street and Abbotsford Street intersection improvements before approval for macroscope design can be sought.
11. Staff will update the project list for the Low Cost Low Risk programme being funded by the NZ Transport Agency to include Ulster Street and Maeroa Road intersection improvements following the approval of the macroscope design at this meeting. Work with Members and NZ Transport Agency will continue to endeavour to have the Ulster Street and Abbotsford Street intersection improvements macroscope design approved at the 2 September 2025 Infrastructure and Transport meeting.
12. Updates on the final detailed designs, consultation and implementation of the projects will be provided via Executive Updates.
13. Reports to the Traffic, Speed Limit and Road Closures Hearings Panel will be provided as needed for any changes to the Traffic Bylaw registers or parking restrictions associated with the implementation of the projects.
14. Staff consider the matters in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

15. Based on the Transport Project Decision Making Framework formalised at the 2 May 2024 meeting of the Infrastructure and Transport Committee, a process for the delivery of projects was presented at the Elected Members briefing on 19 June 2024.
16. The agreed process set out in **Figure 1** will be utilised to progress projects through the decision-making process.

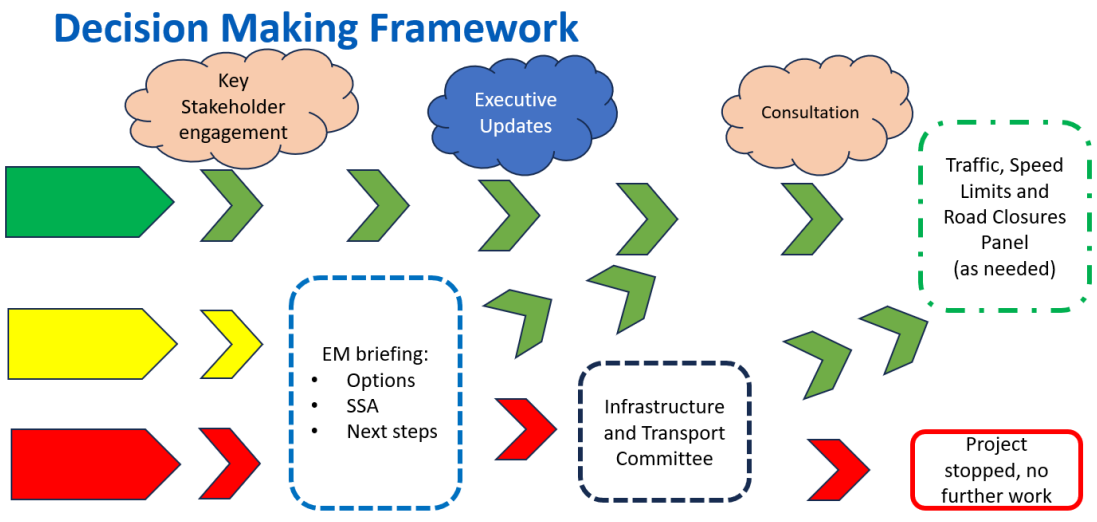


Figure 1: Process for progressing transport projects through the Decision Making Framework

17. The *NZ Transport Agency Funding approvals for 2024-27* report to the 26 September 2024 Infrastructure and Transport Committee meeting outlined the projects that did and did not receive funding confirmation NZ Transport Agency (Agency) in early September 2024.
18. It was agreed at that 26 September 2024 Infrastructure and Transport Committee meeting that staff would continue to work on the projects that did receive co-investment from the Agency and present the macroscope designs for approval at this Committee meeting.
19. It was also agreed that further work would be undertaken to understand the financial implications and opportunities that could be considered for continuing to progress the unsubsidised programme of works using just the Council local share of funding for those that did not receive co-investment from the Agency.
20. A report to the 31 October 2024 Council meeting determined that the local share funding would be aggregated into a Minor Transport Improvement Programme. The final list of projects to be delivered via this funding would be approved by the Infrastructure and Transport Committee.
21. The value of the aggregated programme was $45,166,212 and included funding for three projects for which the Agency funding was approved in the Low Cost Low Risk programme resulting in a budget of $41,041,114 being available to reallocate to unsubsidised approved transport projects.
22. A list of Green projects was also approved at the 28 November 2024 Infrastructure and Transport Committee. Subsequently the 11 March 2025 Infrastructure and Transport Committee meeting approved Part 2 of the Unsubsidised Minor Transport Improvements Programme which included funding for the following projects:
    i. Ulster Street/Maeroa Road intersection safety improvements;
    ii. Te Rapa Rd / Garnet Ave pedestrian and PT improvements;
    iii. Comries Rd / Hukanui Rd intersection improvements; and
    iv. Tristram St – pedestrian crossing improvements.
23. The 28 November 2024 Infrastructure and Transport Committee also considered the projects that had qualified for co-investment by NZ Transport Agency under the Low Cost Low Risk programme, including a macroscope design for improvements at the Avalon Drive and Forest Lake Road intersection.
24. The meeting resolved:

That the Infrastructure and Transport Committee:

a) receives the report;

b) notes the following Low Cost Low Risk projects have been approved by the NZ Transport Agency for co-investment in the Local Road Improvements programme for the 2024 -27 period:

    i. Advanced Transport Management;
    ii. Avalon Drive / Forest Lake Road intersection improvements; and
    iii. Wairere Drive / River Road intersection improvements;

c) approves that the Advanced Transport Management project has been assessed as 'Green' under the Transport Delivery Making Framework and staff will progress the delivery of this work over the 2024-27 period;

d) notes that staff will continue to work with NZTA to investigate opportunities for reallocating the approved funding for intersection improvements at Wairere Dr and River Rd and **Forest Lake Rd and Avalon Dr** to alternative safety improvements and will report back at an appropriate Infrastructure and Transport Committee on progress of these discussions;

25. This report sets out the work that has been completed in for the projects in accordance with the Decision Making Framework and seeks macroscope approval of preferred options so that the projects can progress through to design and construction.
26. This report also provides an update on the discussions with NZTA to seek approval for alternative sites for safety improvements that would qualify for their co-investment funding via the Low Cost Low Risk programme.

Discussion - *Matapaki*

Macroscope approvals

27. Macroscope approval is being requested for the following sites which had funding approved at the 11 March 2025 Infrastructure and Transport Committee meeting as Part 2 of the Unsubsidised Minor Transport Improvements Programme:
    i. Ulster Street/Maeroa Road intersection safety improvements;
    ii. Te Rapa Rd / Garnet Ave pedestrian and PT improvements;
    iii. Comries Rd / Hukanui Rd intersection improvements; and
    iv. Tristram St – pedestrian crossing improvements.

Ulster Street/Maeroa Road intersection safety improvements

28. The Ulster Street/Maeroa Road intersection is located in Whitiora and provides connections between Forest Lake/Maeroa and Whitiora/Fairfield. Ulster Street is an urban connector that links the Central City to the northern suburbs.
29. The intersection used by people accessing key community facilities in the area including:
    i. the netball centre and BMX track at Minogue Park;
    ii. Maeroa Intermediate, Forest Lake, and Whitiora schools;
    iii. tennis courts and bowls greens in Maeroa;
    iv. Awatere Care centre;
    v. Beerescourt neighbourhood centre;
    vi. several small service businesses such as a physiotherapist and mortgage broker ;and
    vii. Te Awa River Path shared path.
30. **Figure 2** below shows the intersection location plan for Ulster Street and Maeroa Road.

Figure 2: Location plan for intersection of Ulster Street and Maeroa Road

31. The intersection is stop controlled with a high number of vehicles on Ulster Street, making it difficult for side road vehicles to find into safe gaps in traffic, resulting in high risk turning or crossing from the side roads. These turning vehicles are not focusing on whether there are pedestrians present.
32. There are currently two bus routes (#21 Northern Connector and the Comet) operating along Ulster Street. The existing bus stops are tightly spaced (approximately 200 mitre), the bus stops do not have accessible kerbs.
33. There are no crossing facilities for pedestrians to safely cross Ulster Street, leading to pedestrians having to cross the road in 2 stages and using the central flush median as a waiting place. No formal count of pedestrians was undertaken but on-site observations indicate that there are pedestrians crossing the road to access the nearby bus stops and local schools. The numbers are currently low which is expected given the speed and volume of traffic on Ulster Street and the 20m distance to be crossed without any protection.
34. The Biking and Micromobility Plan identifies Maeroa Road as a community link and Ulster Street is a cross city connection.
35. The Bus Rapid Transit (BRT) investigations for Te Rapa Road have anticipated the likely installation of traffic signals at this intersection and have included this in the planning of bus stations for development in the future.
36. Between 2015 and 2024, 39 crashes were recorded in Agency's Crash Analysis System, including three serious injury crashes and 13 minor injury crashes. Crashes were most likely (14 out of 39) occur between 1500hrs and 1800hrs. 'Crossing not turning', i.e. crossroads crashes were the most common movement type (17 out of 39).
37. The initial options assessment identified the preferred option to be full signalisation of all four approaches the intersection as shown in **Figure 3.** This option has the following benefits:

    i. provides safer movements for all vehicles;

    ii. accommodates traffic growth in the area;

    iii. accommodates the increasing demand for the right-turn movements out of Maeroa Road towards the city centre. It also creates the option of a bus route along Maeroa Road, towards the city centre;

    iv. allows pedestrians and cyclists to safely cross Ulster Street to connect to bus stops and the river; and

    v. allows people to safely cross Maeroa Road when heading north/south along Ulster Street.

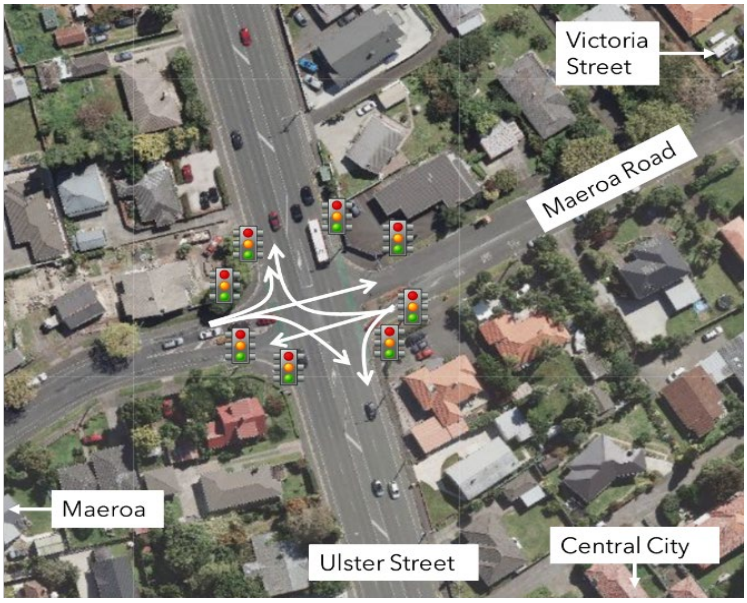


Figure 3: Proposed signalisation of the intersection of Ulster Street and Maeroa Road

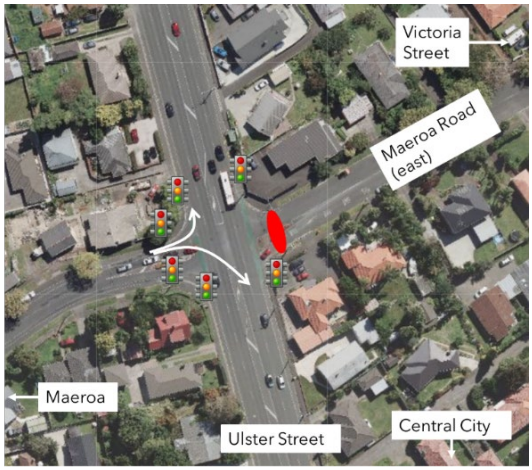
38. However, it was noted that the signalisation of all approaches to the intersection could have several consequences (drawbacks) including:

    i. increased vehicles using Maeroa Road, between Ulster Street and Victoria Street, as a 'cut through / rat run'. The increased traffic and associated noise would likely have a negative impact on the amenity of this section of Maeroa Road;

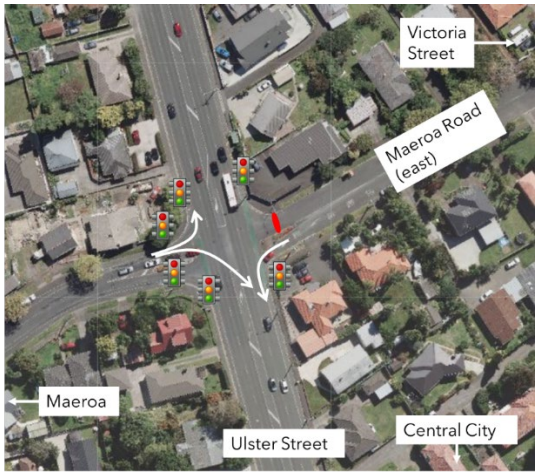
    ii. introducing a signal phase for all four approaches to the intersection would increase the overall traffic signal phasing time. As a result, straight-through traffic on Ulster Street would experience longer waits between green light phases, compared to a simpler three-leg signalised intersection; and

    iii. there may be a need for improvements at the intersection of Maeroa Road and Victoria Street to safely manage an expected increase in turning movements. However, the community have requested improvements to this intersection are considered as part of all project options.

39. Two variations on the signalised intersection were subsequently developed that were considered could resolve some of these potentially negative consequences. These alternatives are shown below:



Alternative A – Three-way signals via closure of Maeroa Road (east) to Ulster Street for vehicles



Alternative B – Signals with left turn out only from Maeroa Road (east)

40. The benefits and drawbacks of these alternatives have been evaluated and are shown in the table below:

Alternative A – Three-way signals via complete closure of Maeroa Road (east) to Ulster Street for vehicles	**Alternative B –** Signals with left turn out only from Maeroa Road (east)
Benefits • Allows safe movements for all vehicles. • Allows pedestrians and cyclists to safely cross Ulster Street to connect to bus stops and the river. • Allows people to safely cross Maeroa Road when heading north/south along Ulster Street. • Less traffic for Maeroa Road east. • More efficient for Ulster Street through-traffic i.e. less time between green signals. • Potentially reduces traffic volumes turning onto Victoria Street.	**Benefits** • Allows safe movements for all vehicles. • Allows pedestrians and cyclists to safely cross Ulster Street to connect to bus stops and the river. • Allows people to safely cross Maeroa Road when heading north/south along Ulster Street. • Less traffic for Maeroa Road east. • More efficient for Ulster Street through-traffic i.e. less time between green signals. • Potentially reduces traffic volumes turning onto Victoria Street. • Allows vehicles to exit Maeroa Road east via left turn to gain access into the Central City.
Drawbacks • Maeroa Road/Cardrona Road residents can only use Victoria Street to enter or exit the area. • Improvements are likely to be required at the intersection of Maeroa Street and Victoria Street, due to increased use by Maeroa Road residents. • Requires a turning area on Maeroa Road for waste management trucks.	**Drawbacks** • Maeroa Road/Cardrona Road residents can only use Victoria Street to enter the area. • May increase U-turns on Ulster Street by vehicles turning left out of Maeroa Road east

41. Due to the varying benefits and drawbacks of each design, staff were particularly interested in wanted to gather feedback from residents in Maeroa Road east and Cardona Road.

42. Early Engagement with residents and owners consisted of door-to-door visits, posted letters, a workshop, and individual meetings.

43. Below is a summary of feedback from **Maeroa Road** residents and owners:

    i. The majority (10 to 5) were strongly opposed to full signalisation. They cited concerns about additional traffic and impacts on street amenity. Some residents that supported full signalisation wanted this to include measures to mitigate increased traffic along their street, including signals at the Victoria Street intersection and traffic calming along Maeroa Road;

ii. The majority (11 to 6) strongly supported **Alternative A.** They said it would reduce traffic on their street and the regular speeding they observe by people using their street as a short-cut. Those in opposition were mainly concerned about the reduced access to/from their street;

iii. The majority (7 to 6) supported **Alternative B**, although four of those in opposition were 'strongly' opposed. The main concerns were the continuation of 'rat-running' down their street and people using the left-only-turn onto Ulster Street to complete dangerous U-turns.;

iv. All residents wanted the Maeroa Road/Victoria Street intersection improved to allow for a left and right turn lane onto Victoria Street. Several residents believed improvements beyond this were also warranted; and

v. Note that some residents/owners from Maeroa Road and Cardrona did not share their sentiment towards all design options i.e. they just told us the option they supported.

44. Below is a summary of feedback from **Cardrona Road** residents and owners:

i. The majority (6 to 4) were **supportive** of full signalisation. However, many felt that an upgrade to intersection of Maeroa Road and Victoria Street is required as part of this option.;

ii. The majority (7 to 4) were **opposed** to Alternative A. The main concern was the reduced access from Maeroa Road. Generally, those in favour were supportive of reducing traffic along Maeroa Road east.;

iii. The majority (8 to 1) **supported** Alternative B. Many viewed this option as a fair compromise, which allowed ease of access towards the central city, but would likely reduce the number of vehicles using Maeroa Road as a short-cut; and

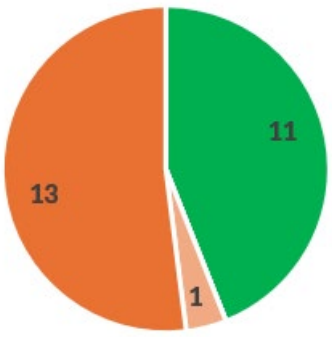
iv. Many residents and owners also wanted the Maeroa Road/Victoria Street intersection improved to allow for a left and right turn lane onto Victoria Street. Several residents believed improvements beyond this were also warranted.

45. Overall **Alternative B is the preferred design option** for residents and owners on Maeroa Road and Cardrona Road:

i. It's the only option that has a majority support across both streets; and

ii. It has the highest ratio of support to oppose.

46. The pie charts below show the combined sentiment (Maeroa Road east and Cardrona Road) towards each option:

	
Full signalisation	Alternative A: Three-way signals via complete closure of Maeroa Road (east) to Ulster Street for vehicles

Alternative B: Signals with left turn out only from Maeroa Road (east)

Key:

- Strongly support
- Support
- Oppose
- Strongly oppose

47. We have also undertaken door knocking on Ulster Street with residents immediately adjacent to the intersection, to ensure they are aware of the proposal. Further targeted engagement will take place once macroscope approval is received.

48. The following two options were considered the most appropriate for this location:

    i. **Option 1 (Safest):** Raised signalised intersection with an estimated cost of $2.0M and shown in **Figure 4** below.

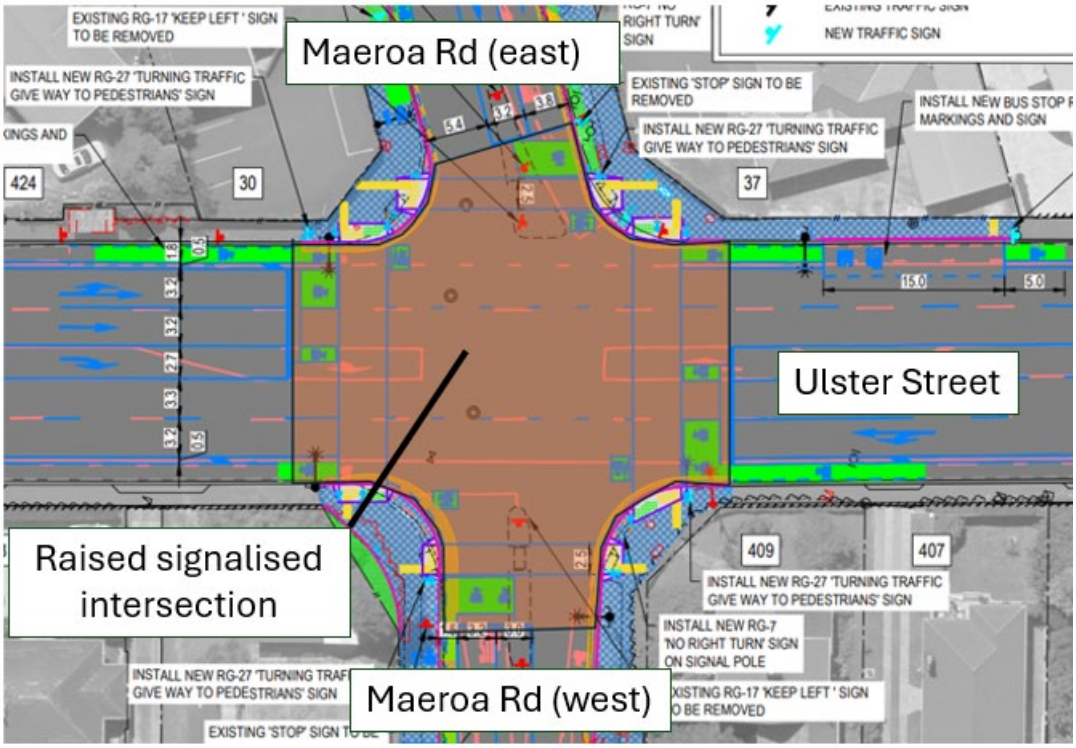


Figure 4: Proposed raised signalised intersection at Ulster Street and Maeroa Road

    ii. **Option 2:** At grade signalised intersection with an estimated cost $1.3M and shown in **Figure 5** below.

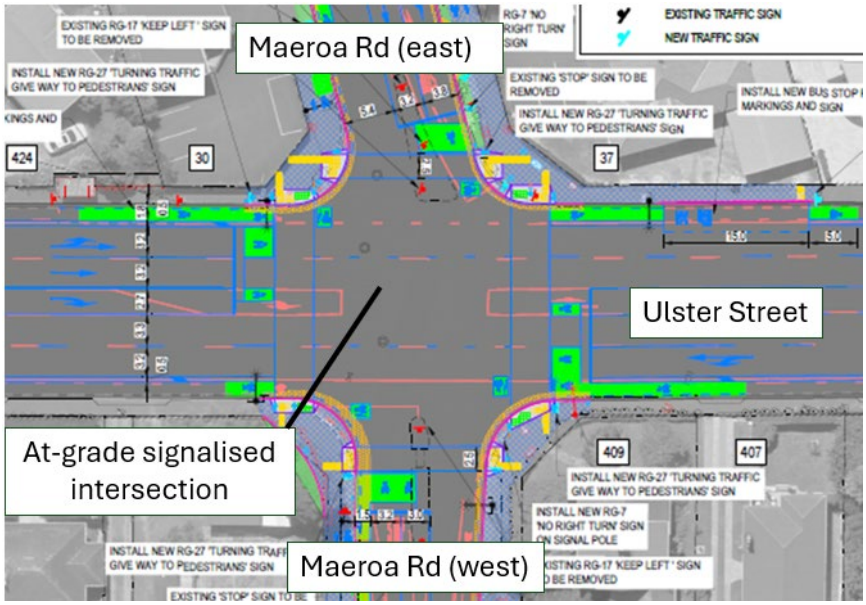


Figure 5: Proposed raised signalised intersection at Ulster Street and Maeroa Road

49. The key point of difference between the two options is whether the intersection has a raised safety platform included or not.

50. Both options can feasibly accommodate the inclusions of turning restrictions on the eastern side of Maeroa Road as outlined in the alterative options outlined in above.

51. The direction from Elected Member briefing held on 18 June 2025 was that **Option 2** without the raised intersection was the preferred option but Members sought a recommendation from staff regarding the addition of either alternative treatment A or B for Maeroa Road east.

52. At this stage staff recommend alternative B left turn only out of Maeroa Road east but will engage with residents and businesses to identify their preferred arrangement.

53. Further information on the full list of options considered along with the safe system and crash reduction assessments can be found in the Project Report **(Attachment 1).**

Te Rapa Road / Garnett Avenue intersection improvements

54. The intersection of Te Rapa Road, Garnett Avenue, and Vardon Road is located in Te Rapa at the southern end of the Te Rapa industrial area. Te Rapa Road is an urban connector that links Te Rapa to the south, including to the city centre.

55. The intersection is used by school children accessing several nearby schools such as Vardon School and St Peter Chanel Catholic School. The intersection also provides access to:

    i. Waterworld;
    ii. Minogue Park, and Vardon Park;
    iii. Forest Lake Gardens (Metlifecare) and Bupa Foxbridge retirement villages; and
    iv. St Peters Chanel Catholic church.

56. There are no crossing facilities for pedestrians crossing the north side of Te Rapa Road, forcing pedestrians to make three separate crossings or cross informally across five lanes of traffic.

57. The Garnett Avenue approach is busy but only allows for 15m of two-lane queueing. This causes congestion on Garnett Avenue and the inefficient queue requires additional green time which must be taken away from Te Rapa Road.

58. The intersection is close to a northbound service lane on Te Rapa Road and a lot of drivers 'U-turn' to access the service lane. At most intersections, drivers can turn left out of side roads while other drivers are turning right in. However, this cannot operate safely at this intersection due to conflicts with drivers making U-turns to gain access into the Te Rapa service lane as shown in **Figure 6** below. This exacerbates the congestion on Garnett Avenue.

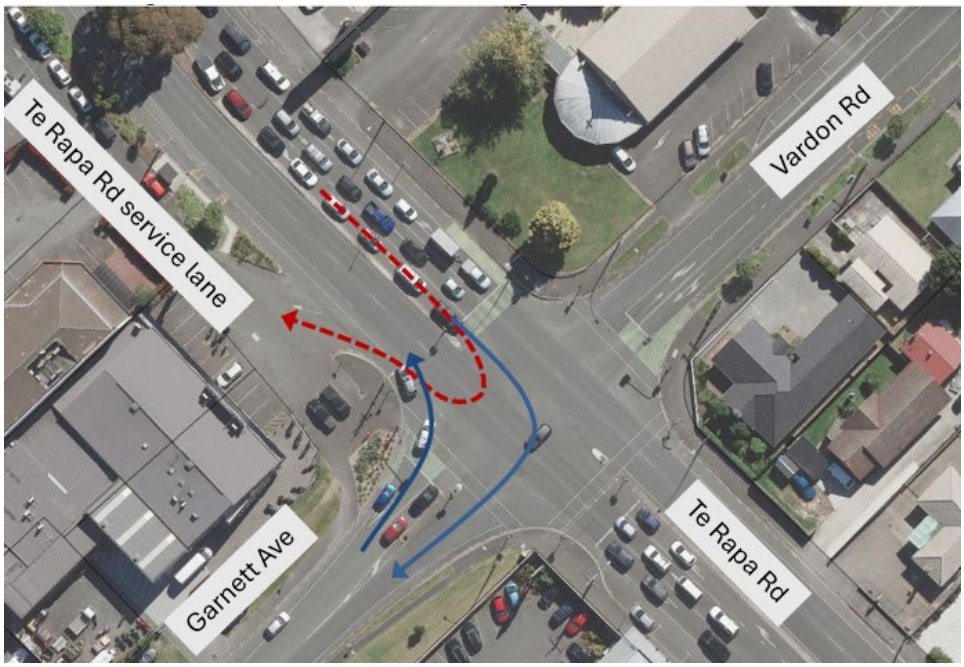


Figure 6: U turns made by south bound traffic (red dotted line) are frequent and impact on the left turn movement out of Garnett Avenue.

59. Two bus stops (one northbound and one southbound) are located near to the intersection. These bus stops service the Comet and #21 bus routes.

60. The entrance to the service lane is also very wide (approximately 15mitre) and bus passengers using the northbound stop are required to cross the entrance to access the bus stop. The southbound bus stop is a long way from the intersection (approximately 85m), which reduces accessibility for passengers coming from the wider area as shown in **Figure 7** below.

Figure 7: Te Rapa service lane entrance is wide vehicles enter at speed making it hard for pedestrians to safely access the bus stop

61. In the last ten years (2015 to 2024), 28 crashes were recorded including five minor injury crashes and 23 non-injury crashes in the NZ Transport Agency Crash Analysis System (CAS).
62. The Biking and Micromobility Plan identifies Garnett Avenue as a community link and Te Rapa Road and Vardon Road as cross city connections.
63. Currently, most pedestrians who cross Te Rapa Road use the southern side. However, the north side would provide a better connection for many journeys, especially to and from bus stops, if a safe crossing were available.
64. Pedestrian, and cyclist data was recorded on Tuesday 21st March 2024 (in the time periods: 0630-0930 hrs, 1100-1330hrs, 1430-1630 hrs) and the total volumes are shown in **Figure 9** below.

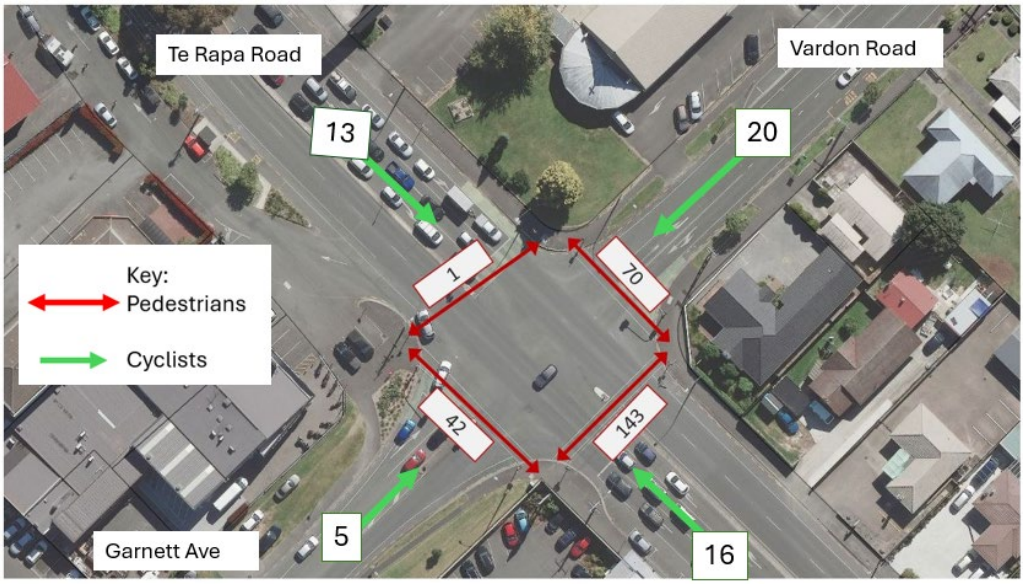


Figure 9: Recorded walking and biking movements on 21 March 2024
(note that the approach volumes shown include all turning movements).

65. A range of changes were considered for the intersection with the following improvements being recommended:

    i. raised safety platforms on the four key approaches (optional);

    ii. relocation of the existing southbound bus stop closer to the intersection. Bus stop remains kerbside, the same as the current bus stop;

    iii. addition of a pedestrian crossing on the north side of Te Rapa Road at the traffic signals;

    iv. tightens the Te Rapa service lane entrance and introduces a raised safety platform to manage vehicle speeds into the service lane and improve accessibility to the northbound bus stop. The alignment still enables the largest vehicles to access the service lane, including newer high productivity motor vehicles (HPMVs);

    v. creation of a left turn slip lane, out of Garnett Ave to reduce queuing and enable more efficient traffic signal operations;

    vi. installation of a raised signalised crossing facility across the new left slip lane in Garnett Avenue; and

    vii. changing the existing on road cycle lane on Garnett Avenue to a shared path.

66. The following two options were considered the most appropriate for this location:

    i. **Option 1 (Safest):** Intersection improvements at Te Rapa Road and Garnett Avenue intersection – with <u>raised safety platforms on the key approaches</u> to the intersection with an estimated cost of $2.0million as shown in **Figure 10** below.

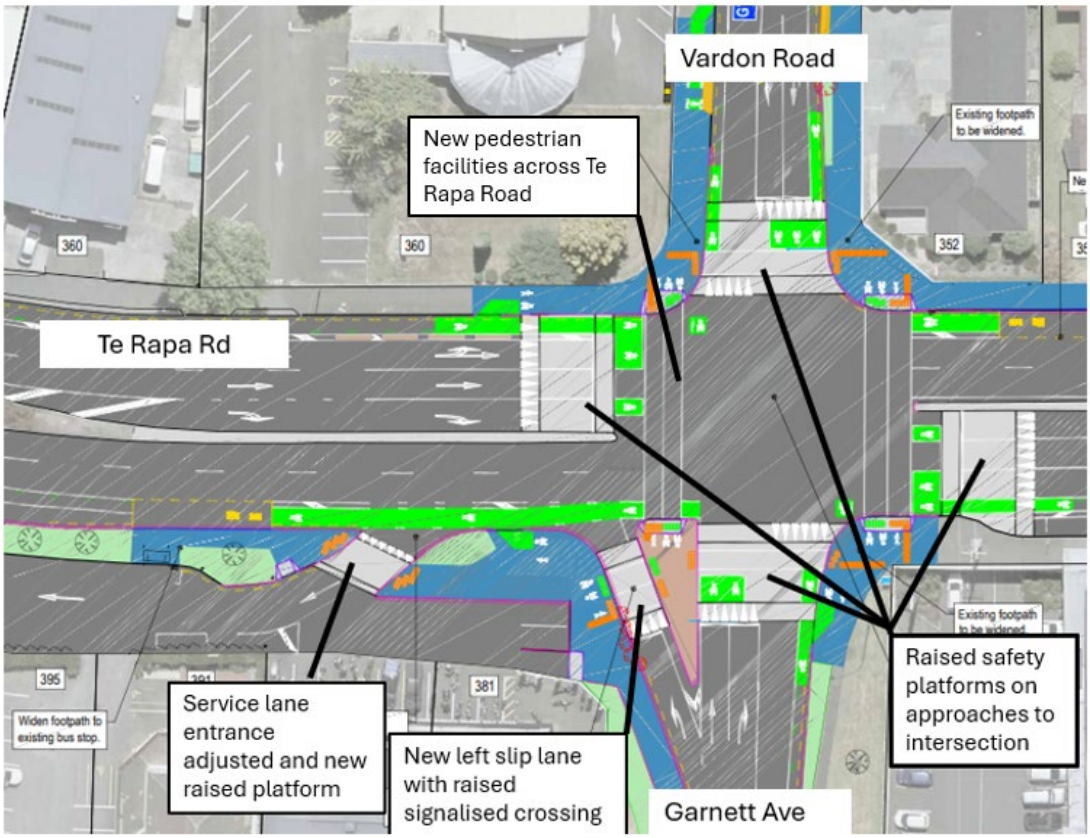


Figure 10: Intersection improvements at Te Rapa Road and Garnett Avenue intersection – with <u>raised safety platforms on all of the key approaches</u> to the intersection

ii. **Option 2:** Intersection improvements at Te Rapa Road and Garnett Avenue intersection – with no raised safety platforms on the key approaches to the intersection with an estimated cost of $1.5million and shown in **Figure 11** below.

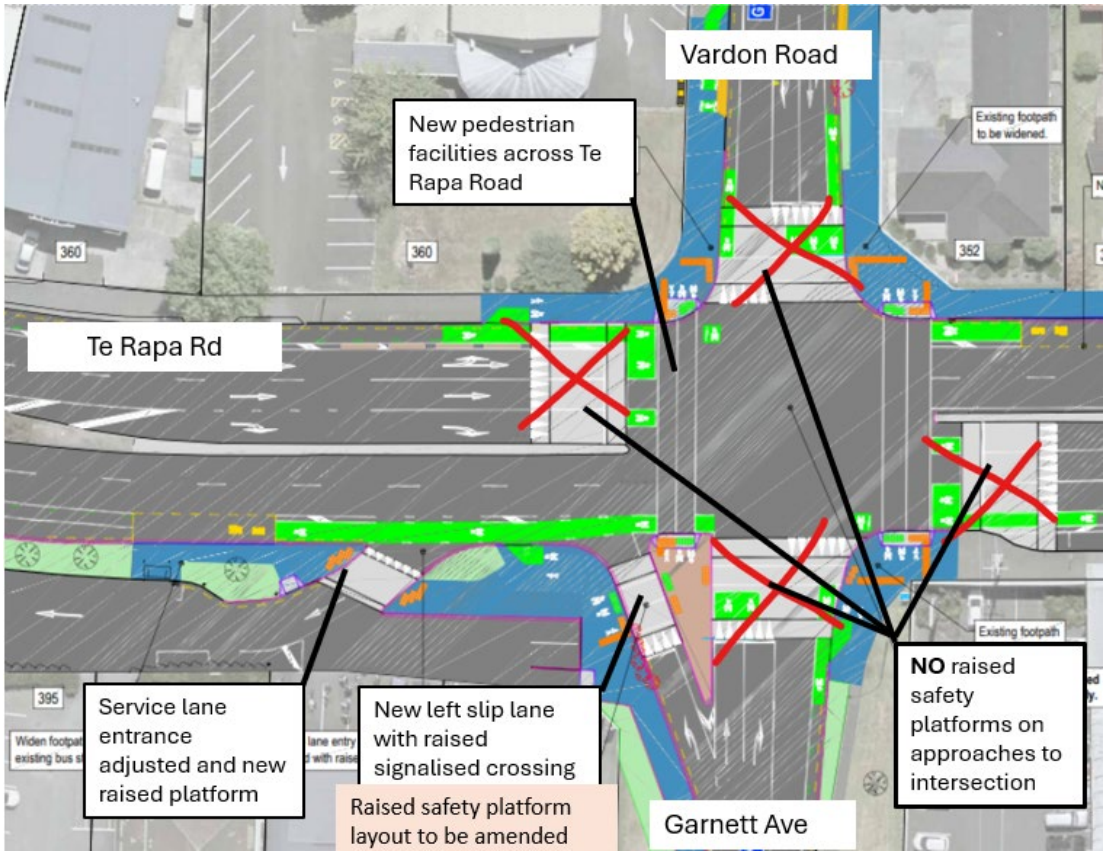


Figure 11: Intersection improvements at Te Rapa Road and Garnett Avenue intersection – with no raised safety platforms on the key approaches to the intersection

67. The key point of difference between the two options is whether the raised safety platforms are included on the four key approach roads or not.

68. The direction from Elected Member briefing held on 18 June 2025 was that **Option 2** without the raised safety platforms on the key approach roads was the preferred option. It was also noted that the raised safety platform for the left slip lane out of Garnett Avenue would need to be amended to ensure that a vehicle could wait at the limit line without blocking the signalised crossing.

69. Further information on the full list of options considered along with the safe system and crash reduction assessments can be found in the Project Report **(Attachment 2).**

Comries Rd and Hukanui Rd intersection improvements

70. The Comries Road and Hukanui Road intersection is located in Chartwell and adjacent to Chartwell Shopping Centre. Chartwell Shopping Centre's car park can be accessed approximately 75m north of the intersection from Hukanui Road.

71. Most of the surrounding land use is residential but the Hukanui Primary School is located approximately 400m north of the intersection, via Pickering Crescent which intersects with Hukanui Road.

72. The intersection location is shown below in **Figure 12.**

Figure 12: Comries Road and Hukanui Road intersection location

73. The existing formation of the Comries Road and Hukanui Road intersection is a standard give-way T-intersection with no priority for either pedestrians or mobility aid users to safely cross the road.

74. The traffic flows during peak times also makes it difficult for vehicles to turn right out of Comries Road which add significant delays to the bus routes that use this intersection, and they are regularly unable to keep to their timetable.

75. The Comries Road and Hukanui Road intersection serves many active mode users accessing the mall and school students heading northbound and southbound along Hukanui Road. **Figure 13** below provides a graphic summary of pedestrian and cyclist numbers at the site 12-hour period (7am to 7pm) undertaken on Tuesday 27 May 2025.

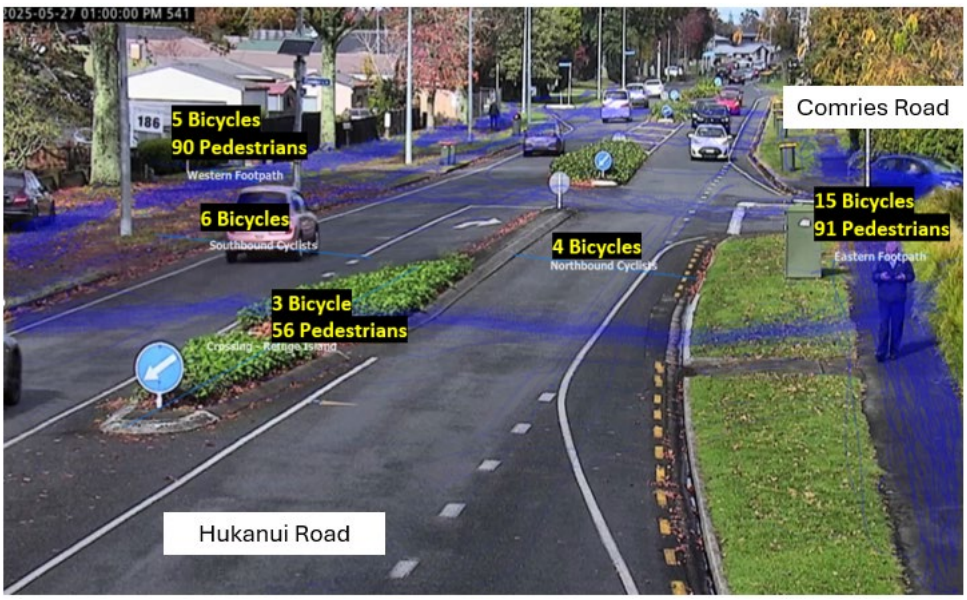


Figure 13: Pedestrian and cyclist movement summary at intersection of Comries Road and Hukanui Road

76. Data from the NZ Transport Agency Crash Analysis System (CAS) shows, that since 2015 there have been 25 reported crashes (1 serious, 8 minor injury and 16 non injury) as shown in **Figure 14** below.

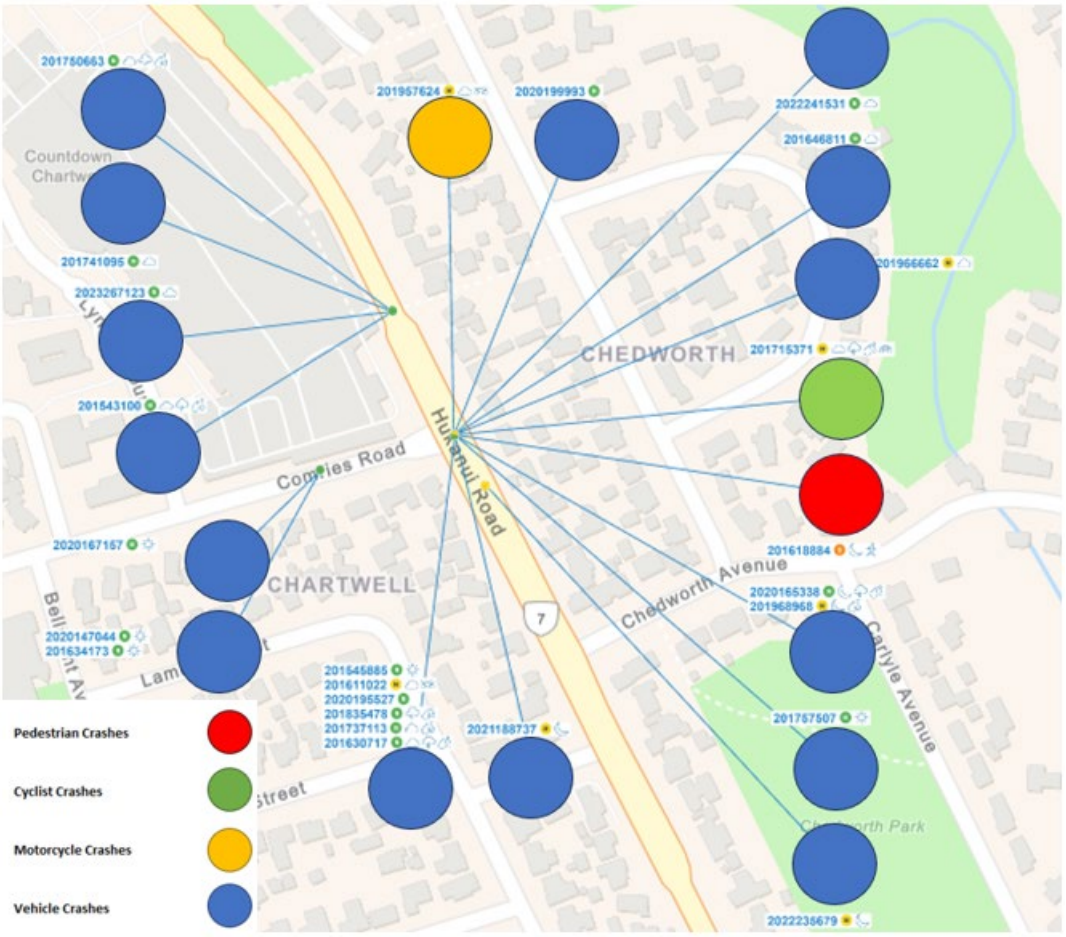


Figure 14: Crashes at the proposed location for improvements

77. The Eastern Pathways School Link business case prepared in 2021, recommended traffic signals at the Comries Road and Hukanui Road intersection. This was identified through a multi-criteria analysis (MCA) process and, at that time, was supported by the community and stakeholders.

78. A signalised intersection would allow both active mode users time to cross the intersection and reduce delays for buses, as well as generally improving safety for all roads users at this intersection.

79. The following two options were considered the most appropriate for this location:

    i. **Option 1 (Safest):** Raised signalised intersection with an estimated Cost $2.5million as illustrated in **Figure 15** below.

Figure 15: Concept plan of traffic signals layout with raised intersection at Comries Road and Hukunui Road.

ii. **Option 2 (Alternative):** <u>At grade</u> signalised intersection with an estimated cost $2.0million as illustrated in **Figure 16** below.

Figure 16: Concept plan of at grade traffic signals layout at Comries Road and Hukunui Road.

80. The key point of difference between the two options is whether the intersection has raised safety platform included or not.

81. The direction from Elected Member briefing held on 18 June 2025 was that **Option 2** without the raised intersection was the preferred option.

82. Further information on the full list of options considered along with the safe system and crash reduction assessments can be found in the Project Report **(Attachment 3).**

Tristram St – pedestrian and cycling improvements at Clarence Street

83. Tristram Street is a Major Arterial Corridor that runs north/south on the western side of the Central City. The immediate surrounding location in the vicinity of Clarence Street is zoned as large format retail, and Central City land use. Redevelopment in the area is occurring in the general area consisting of commercial and residential development.

84. The intersection is used by vehicles gaining access to adjacent commercial and community activities and pedestrians and cyclists travelling from adjacent residential areas through to the Central City.

85. The site location is shown below in **Figure 17**.

Figure 17: Location of proposed improvements for pedestrians and cyclists at the intersection of Tristram Street and Clarence Street.

86. There is a left slip lane off Tristram Street for traffic turning into Clarence Street (west). Left slip lanes are not desirable in high traffic/high heavy vehicle locations, as they can often lead to a 'masking' problem. This is when larger vehicles, turning left, mask the visibility to traffic behind. Not only can this cause crashes but leads to driver hesitation. The wider slip lane also increases the width for a pedestrian or cyclists to cross the higher speed northbound traffic lanes.

87. On Tristram Street there is currently a pedestrian refuge within the central solid median at the proposed crossing location, this crossing point includes kerb cut downs. Immediately south of this is a secondary crossing point, however this one has no kerb cut downs. On Clarence Street, there is a small pedestrian refuge within a central median island. The nearest priority crossing facilities in this are approximately 370m north outside the ACC building on Tristram Street.

88. A survey was undertaken on 1 May 2025 between 7am and 7pm. The survey noted:

    i. 506 pedestrians moving through this section of road; 164 crossing Clarence Street, and 304 crossing Tristram Street;

    ii. pedestrians included central city workers as well as shoppers to/from Pak'nSave; and

    iii. 67 cyclists using the area, 30 crossing Tristram Street, and one crossing Clarence Street.

89. The high volumes of pedestrians coincide with high peak traffic times, making it difficult for pedestrians to find safe gaps between traffic, resulting in high-risk decisions being made including running between short gaps in traffic.

90. The NZ Transport Agency Crash Analysis System (CAS) shows that since 2014 there have been six recorded crashes, one fatal crash (motorcyclist) and five non-injury crashes as shown in **Figure 18** below.

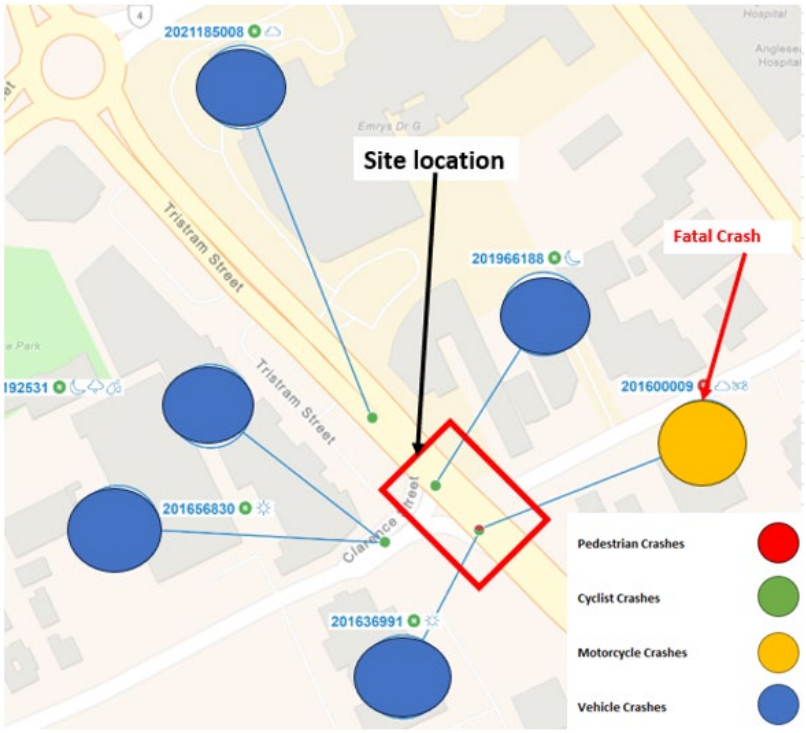


Figure 18: Crashes at the proposed location for improvements for people walking and cycling

91. A signalised crossing has been identified as the preferred treatment at the location of the northern pedestrian refuge island to provide a safe facility for people to walk or cycle across Tristram Street. This also includes a build out to remove the left slip lane into Clarence Street thereby shortening the crossing distance for both pedestrians and cyclists, as well as shortening the 'run time' for the crossing phase when it is in use.

92. On Clarence Street, an upgrade to the central intersection splitter island to reinforce the existing left out only restriction combined with improvements crossing facilities for pedestrians and cyclists are proposed.

93. The following two options were considered the most appropriate for this location:

i. **Option 1 (Safest):** Raised signalised pedestrian crossing across Tristram Street and a raised dual pedestrian and cycle crossing across Clarence Street. Estimated costs for this work is $1.58million and the improvements are shown in **Figure 19** below.

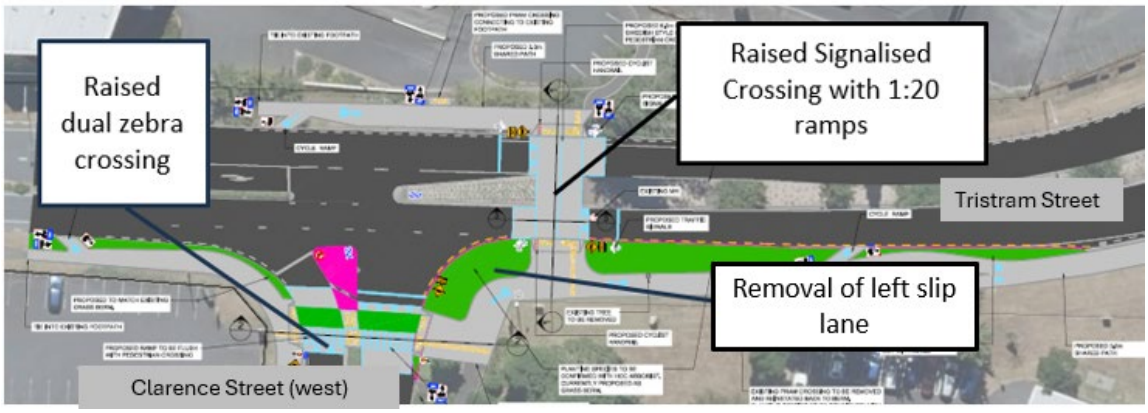


Figure 19: Raised signalised pedestrian crossing across Tristram Street and a raised dual pedestrian and cycle crossing across Clarence Street.

ii. **Option 2:** At-grade signalised pedestrian crossing across Tristram Street and improved kerb cut down crossing across Clarence Street with estimated costs of $1.15million and shown in **Figure 20** below.

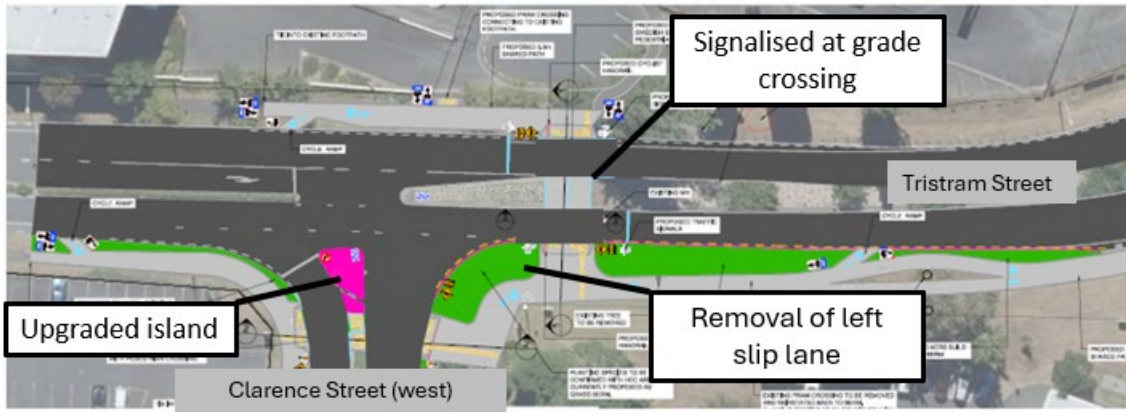


Figure 20: At-grade signalised pedestrian crossing across Tristram Street and improved pedestrian facilities across Clarence Street

94. The key point of difference between the two options is whether the crossing locations on both Tristram Street and Clarence Street have a raised safety platform included or not.

95. The direction from Elected Member briefing held on 18 June 2025 was that **Option 2** without the raised platforms was the preferred option.

96. Further information on the full list of options considered along with the safe system and crash reduction assessments can be found in the Project Report **(Attachment 4).**

Projects for Inclusion in the Low Cost Low Risk Programme for co-investment by NZTA

97. The 28 November 2024 Infrastructure and Transport Committee considered the funding approved for the Low-Cost Low Risk programme by the Agency. As part of approving the funding, the Agency had specifically identified the following projects:

Local Roads Programme	2024/25 $	2025/26 $	2026/27 $	2024-27 Total $ Gross
Avalon Drive and Forest Lake Road intersection	$1,600,000			$1,600,000
Wairere Drive and River Road intersection		$1,925,000		$1,925,000
Advanced Transport Management	$200,000	$200,000	$200,000	$600,00
Total (Gross)	$1,800,000	$2,125,000	$200,000	$4,125,000

98. The 28 November 2024 meeting approved Advanced Transport Management project but requested staff to progress alternative options for both intersection improvement projects and to report back on this work to a future Infrastructure and Transport Committee meetings.

99. Information was requested on the opportunities for Safety Cameras (Red Light and Speed) to be used as a potential measure to improve safety at the Avalon Drive / Forest Lake Road intersection and other high crash intersections throughout the city.

100. The operation of safety cameras nationally is the responsibility of NZTA so they were invited to present at the 11 March 2025 Infrastructure and Transport Committee meeting.

101. It was noted in the Agency presentation that:

i. The Agency are making good progress on transferring cameras from NZ Police;

ii. All cameras are expected to transfer to Agency by July 2025;

iii. The focus has been on getting signage in place for the existing fixed camera operations;

iv. The 2024-27 NLTP included funding for a limited number of new safety cameras;

v. The Agency is not currently considering allowing local authorities to use subsidised funding to purchase safety cameras;

vi. The focus is on speed cameras at this stage which have proven to provide the best outcomes for crash reduction especially in the higher speed environments;

vii. Local authorities could fund safety cameras fully from their local funds, but at this stage there is not an ability to integrate into the national ticketing system as the Agency are still getting that fully up and running as part of the transfer from NZ Police;

viii. All funds currently collected via the national ticketing system by NZTA are paid into the Governments consolidated fund; and

ix. It is unlikely that Agency would be able to start conversations on locally funded cameras using the national ticketing system until 2026 at the earliest. This could also include discussions on how any funds collected are distributed.

102. Staff have continued to work with NZTA to seek approval for alternative sites for safety improvements that would qualify for the co-investment funding and have had the following two sites tentatively approved pending macroscope approval of the scope of works:

    i. Ulster Street/Maeroa Road intersection safety improvements; and

    ii. Ulster St / Abbotsford St intersection safety improvements.

103. The Information Session held on 18 June 2025 to provide information on these projects resulted in the following direction from Members:

    i. **Option 2** concept macroscope design for the Ulster Street and Maeroa intersection to be sought from this meeting; and
    ii. additional work required for the Ulster Street and Abbotsford Street intersection improvement options to include additional pedestrian improvements. Further options to be developed and presented to an Information Session before approval for final macroscope design can be sought.

104. Once macroscope approval is gained for the Ulster Street and Maeroa Road intersection staff will work with Agency to complete the necessary paperwork to have this included in the list of approved sites in the Low Cost Low Risk programme for progress with design and construction in the 2025/26 financial year.

105. Work with Members and Agency will continue to endeavour to have the Ulster Street and Abbotsford Street intersection improvements macroscope design approved at the 2 September 2025 Infrastructure and Transport meeting.

Financial Considerations - *Whaiwhakaaro Puutea*

106. Funding for the proposed work is available from the 2024-34 Long-Term Plan Minor Transport Improvements budget approved at the 28 November 2024 and 11 March 2025 Infrastructure and Transport Committee meetings.

107. NZ Transport Agency co-investment funding has subsequently been approved for the Ulster Street and Maeroa Road intersection safety improvements project.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

108. Staff confirm that recommendations comply with Council's legal and policy requirements.

Risks – *Tuuraru*

109. There are no risks identified for the recommendations made within this report.

110. If the recommendations are not approved there will be delays in the implementation of the 2025/26 programme of works and delays in receiving the NZ Transport Agency funding.

Strategic Considerations - *Whaiwhakaaro-aa- rautaki*

111. Everything we do is aimed at improving the wellbeing of Hamiltonians. Council has been working alongside our community to understand what people in our city want the future of Hamilton Kirikiriroa to look like as represented by our five priorities.

112. The promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future is expressed through Council's key strategies.

113. The proposed recommendation will align with Council key documents, as identified in the Governance Structure, in the following ways.

Significance and Engagement Policy	Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance A specific engagement and communication plan will be developed as part of the delivery of each of the projects with this programme. Given the low level of significance determined, the engagement level is low for the matters presented in this report and no engagement is required at this stage.
He Pou Manawa Ora - Pillars of Wellbeing	POU TWO: He Pou Toorangapuu Maaori | Pillar of Unity The project plans that will be developed for this programme of work will include how we can effectively engage with tangata whenua.
Our Climate Future Te Pae Tawhiti o Kirikiriroa	Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. Staff have determined no adaptation or emissions assessment is required at this stage. The Transport team have worked with the Sustainable Communities team and determined that it is not possible to complete a technical assessment for emissions reduction for these projects. We alternatively identified that there will be the following benefits for the environment (including emissions reductions in many cases) from the provision of a safe connection for people in the adjacent communities to have access to schools, churches, shops, libraries without the need to use a private vehicle. For the delivery of the projects we are also looking at opportunities such as: i. understanding the embodied carbon in the materials we are using and seeing if there are lower impact options; ii. looking for contractors who have good environmental practices including recycling of materials etc; and iii. coordinating the improvement works with other planned maintenance and renewal works to minimise impact on travelling public and temporary traffic management activities.

Attachments

Attachment 1 - Ulster Street and Maeroa Road intersection project report

Attachment 2 - Te Rapa Road and Garnett Avenue intersection project report

Attachment 3 - Comries Road and Hukanui Road intersection improvements project report

Attachment 4 - Tristram Street and Clarence Street pedestrian and cycling improvements project report .

Project Report

Ulster Street/Maeroa Road Safety Improvement Project 2025/26

Hamilton City Council
Te kaunihera o Kirikiriroa

Ulster Street/Maeroa Road Intersection Safety Improvement Project

WHERE?

Figure 1 Site Location

SITE DISCRIPTION

The Ulster Street/Maeroa Road intersection is located in Whitiora. The intersection is near the Beerescourt Neighbourhood Centre. Ulster Street is an urban connector that links the Central City to the northern suburbs. The intersection is used by school children accessing several nearby schools such as Maeroa Intermediate School, Forest Lake School, and Whitiora School.

The intersection provides a link to the Te Awa River Ride shared path and is close to several small service businesses such as a physiotherapist and mortgage broker. This section of Ulster Street has several bus stops that service the high frequency Comet bus service.

The project originally received design funding in the 2021-2024 LTP period as part of the Low-Cost Low Risk (LCLR) programme under the Public Transport Improvements workstream. The objectives of these projects was to enhance the accessibility to the bus stops and facilities at the bus stops.

This project has been funded in the 2024-27 Minor Transport Improvements Programme as an intersection improvement.

WHATS THE PROBLEM?

There are no crossing facilities for pedestrians, leading to pedestrians making 2 stages crossings, and using the flush median as a waiting place. Pedestrians crossing the road including those accessing the nearby bus stops and local schools.

The intersection is stop controlled with a high number of vehicles on Ulster Street, making it difficult for side road vehicles to find into safe gaps in traffic, resulting in high risk turning or crossing from the side roads. These turning vehicles are not focusing on whether there are pedestrians present.

The existing bus stops are tightly spaced (approximately 200 m), the bus stops do not have accessible kerbs and there is no safe crossing facility for bus passengers to access the stops. Waikato Regional Council have indicated that they would like to run buses from Maeroa Road on to Ulster Street; however, they cannot do this currently due to the delays and unreliability turning at this intersection, so they use Hobson Street, a narrow local street parallel to Ulster Street.

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

Data from the Waka Kotahi Crash Analysis System (CAS), the High-Risk Intersections Guide (HRIG), staff observations, public and stakeholder feedback, show that the intersection is high risk to both pedestrians and vehicles. The current intersection has a poor safety record, since 2015 there have been 39 reported crashes (3 serious injury, 13 minor injury and 22 non injury), resulting in a total social cost of $8.07m.

ROAD DATA

This intersection is a 4-legged Priority (Stop) controlled intersection and has the following characteristics:

- The posted speed limit is 60km/hr on Ulster Street and 50 km/h on Maeroa Road.
- The overall site width boundary to boundary is 24 m on Ulster Street and 20 m on Maeroa Road.
- Maeroa Road has:
    - Two lanes for general traffic
    - Painted on-road cycle lanes
    - Some on-street car parking
    - Pedestrian crossing facilities with a splitter islands at Ulster Street
- Ulster Street has:
    - Four lanes for general traffic,
    - A flush median
    - Painted on-road cycle lanes.
    - No pedestrian crossing facilities
- There are pedestrian footpaths on all approaches.
- Driver approaching the intersection westbound on Maeroa Road are required to turn left. This requirement is in the traffic bylaw and is supported by suitable signs and markings.

There are currently two bus routes (#:21 Northern Connector and the Comet) operating along Ulster Street as shown in the table below. Additionally, Waikato Regional Council (WRC) have indicated that they would like to re-route the #18 Te Rapa to Ulster Street if this intersection were signalised. Currently the stops are spaced much closer than the recommended spacing of 400 m.

Road Name	Bus Service	Bus Stop Location
Ulster Street (southbound)	#21, Comet	3 bus stops, approximately 20 and 150 m north and 60 m south of the intersection
Ulster Street (northbound)	#21, Comet	2 bus stops, approximately 160 m north and 90 m south of the intersection

Table 1 Public Transport Stops

Our data shows that the existing bus stops accommodate approximately 85 bus journeys per day. However, passenger numbers are limited by the lack of safe crossing facilities across Ulster Street.
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:

Road Name	One Network Framework Classifcation	Estimated AADT (veh/day) & HV
Ulster Street (north)	Urban Connector(M1,P3)	18,100 (est.2023), 7% Heavy
Maeroa Road (west)	Local Street (M4,P4)	5,500 (est.2021), 0.8% Heavy
Maeroa Road (east)	Local Street (M5, P4)	5,500 (est.2021), 0.8% Heavy

Table 2 One Network Framework & Volume of Traffic

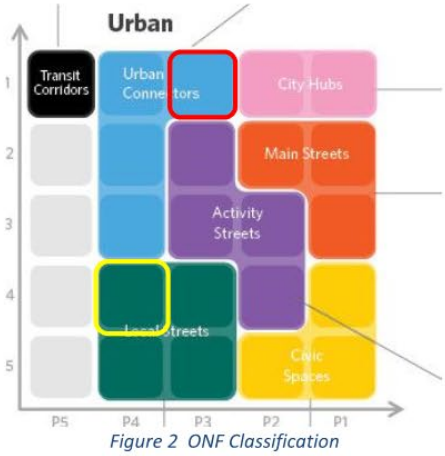


Figure 2 ONF Classification

CRASH HISTORY

Between 2015 and 2024, 39 crashes were recorded in NZTA's Crash Analysis System, including:

- 3 serious injury crashes
- 13 minor injury crashes

Crashes were most likely (14 out of 39) to be recorded between 1500 and 1800. 'Crossing not turning', i.e. crossroads crashes were the most common movement type (17 out of 39).

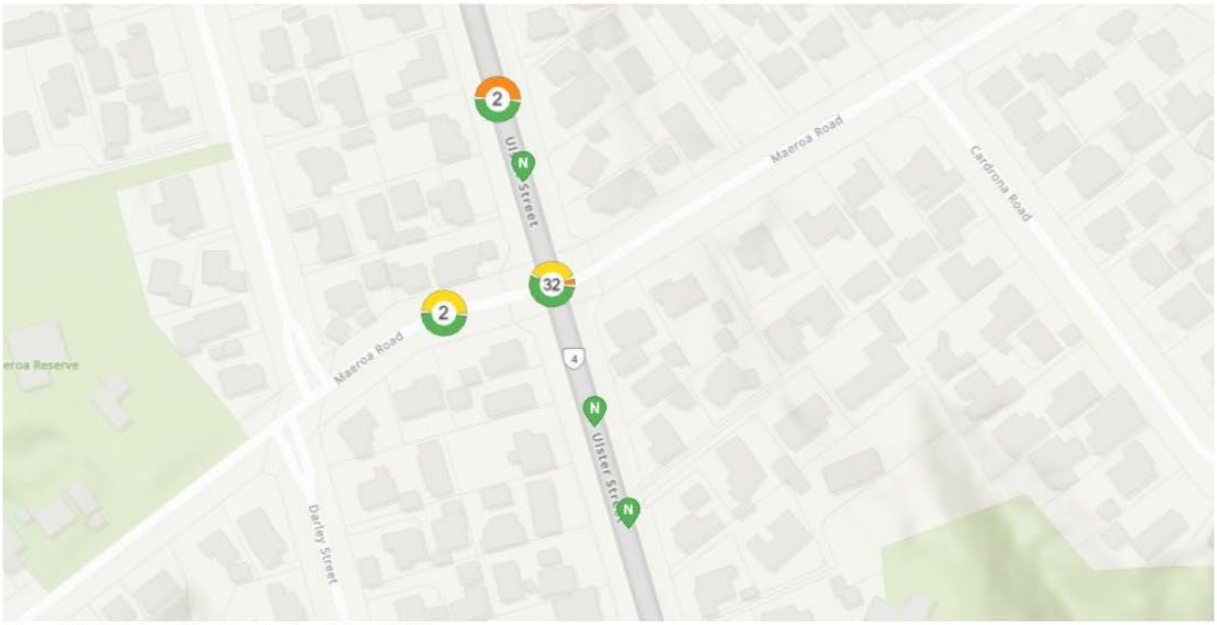


Figure 3 CAS Data – Showing Crashes (since 2015)

Of the three recorded serious injury crashes, one involved a cyclist, one involved an overtaking driver losing control, and one driver failing to give way at the crossroads.

PEDESTRIAN, BIKING AND MICROMOBILITY DATA

This intersection provides connections between Forest Lake/Maeroa and Whitiora/Fairfield, including access to key community facilities such as the netball centre and BMX track at Minogue Park, Maeroa Intermediate, Forest Lake, and Whitiora schools, tennis courts and bowls greens in Maeroa, Awatere Care centre, Beerescourt neighbourhood centre, and Te Awa River Path.

Maeroa Road is a community link and Ulster Street is a cross city connection in the Strategic Plan for Biking and Micromobility.

There are pedestrian desire lines to access the local schools, businesses, and bus stops. It is also likely that people who would like to travel on foot are discouraged by the dangerous crossing conditions.

OBSERVATIONS

A site inspection was completed on 07th November 2024 and on 14th May 2025 during which the following observations were made:

- It is difficult for pedestrians to cross the road as there are no formal pedestrian crossings present on Ulster Street. Pedestrians are required to cross approximately 20m of roadway in one go.
- The stop control on Maeroa Road results in long delays for side road traffic, especially when turning right and some delay for users turning right into side roads.
- The cycle lanes do not meet the minimum width requirements (1.75 m) for the operating speed of traffic (60 km/h).
- Bus stops do not include accessible kerbs which can make it difficult to board or alight the bus, especially for people using walking aids or prams.
- Some drivers are illegally travelling straight or turning right from the eastern side of Maeroa Road.In a 15 minute period, 6 drivers were observed and crossing Ulster Street westbound, this movement is prohibited under the traffic bylaw with appropriate signs and markings on site.

COMMUNITY AND PUBLIC FEEDBACK

Customer Request Management (CRM) System has shown the following customer requests were generally in regard to pedestrian crossing requirements and safe intersection requirements and include:

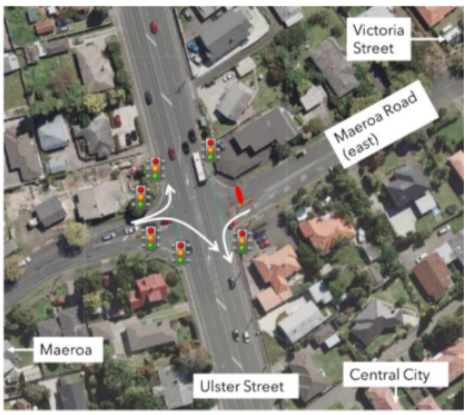
Multiple requests received in January 2024. Resident described the intersection as “very hectic and extremely hard to get out of”. Advised that it can take “over seven minutes to turn right off Maeroa Road in the mornings”. Requested “traffic calming measures” and a roundabout.

STAKEHOLDERS ENGAGEMENT

The proposed project could re-introduce through movements westbound on Maeroa Road. Staff have engaged residents on this section of Maeroa Road to assess whether this is desirable.

Two variations on the signalised intersection were subsequently developed that were considered could resolve some of the potentially negative consequences that would result from having Maeroa Road east fully opened again – noting that there is currently some turning restrictions on this approach. These alternatives are shown below:

Alternative A – Three-way signals via closure of Maeroa Road (east) to Ulster Street for vehicles



Alternative B – Signals with left turn out only from Maeroa Road (east)

The benefits and drawbacks of these alternatives have been evaluated and are shown in the table below:

Alternative A – Three-way signals via complete closure of Maeroa Road (east) to Ulster Street for vehicles	**Alternative B –** Signals with left turn out only from Maeroa Road (east)
Benefits • Allows safe movements for all vehicles. • Allows pedestrians and cyclists to safely cross Ulster Street to connect to bus stops and the river. • Allows people to safely cross Maeroa Road when heading north/south along Ulster Street. • Less traffic for Maeroa Road east. • More efficient for Ulster Street through-traffic i.e. less time between green signals. • Potentially reduces traffic volumes turning onto Victoria Street.	**Benefits** • Allows safe movements for all vehicles. • Allows pedestrians and cyclists to safely cross Ulster Street to connect to bus stops and the river. • Allows people to safely cross Maeroa Road when heading north/south along Ulster Street. • Less traffic for Maeroa Road east. • More efficient for Ulster Street through-traffic i.e. less time between green signals. • Potentially reduces traffic volumes turning onto Victoria Street. • Allows vehicles to exit Maeroa Road east via left turn to gain access into the Central City.
Drawbacks • Maeroa Road/Cardrona Road residents can only use Victoria Street to enter or exit the area. • Improvements are likely to be required at the intersection of Maeroa Street and Victoria Street, due to increased use by Maeroa Road residents.	**Drawbacks** • Maeroa Road/Cardrona Road residents can only use Victoria Street to enter the area. • May increase U-turns on Ulster Street by vehicles turning left out of Maeroa Road east

• Requires a turning area on Maeroa Road for waste management trucks.	

Due to the varying benefits and drawbacks of each design, staff were particularly interested in wanted to gather feedback from residents in Maeroa Road east and Cardona Road.

Early Engagement with residents and owners consisted of door-to-door visits, posted letters, a workshop, and individual meetings.

Below is a summary of feedback from **Maeroa Road** residents and owners:

i. The majority (10 to 5) were strongly opposed to full signalisation. They cited concerns about additional traffic and impacts on street amenity. Some residents that supported full signalisation wanted this to include measures to mitigate increased traffic along their street, including signals at the Victoria Street intersection and traffic calming along Maeroa Road.
ii. The majority (11 to 6) strongly supported Alternative A. They said it would reduce traffic on their street and the regular speeding they observe by people using their street as a short-cut. Those in opposition were mainly concerned about the reduced access to/from their street.
iii. The majority (7 to 6) supported Alternative B, although four of those in opposition were 'strongly' opposed. The main concerns were the continuation of 'rat-running' down their street and people using the left-only-turn onto Ulster Street to complete dangerous U-turns.
iv. All residents wanted the Maeroa Road/Victoria Street intersection improved to allow for a left and right turn lane onto Victoria Street. Several residents believed improvements beyond this were also warranted.

Note that some residents/owners from Maeroa Road and Cardrona did not share their sentiment towards all design options i.e. they just told us the option they supported.

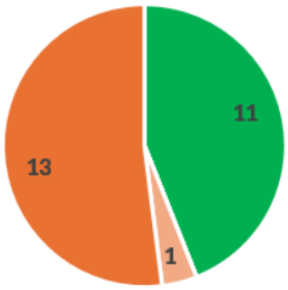
Below is a summary of feedback from **Cardrona Road** residents and owners:

i. The majority (6 to 4) were **supportive** of full signalisation. However, many felt that an upgrade to intersection of Maeroa Road and Victoria Street is required as part of this option.
ii. The majority (7 to 4) were **opposed** to Alternative A. The main concern was the reduced access from Maeroa Road. Generally, those in favour were supportive of reducing traffic along Maeroa Road east.
iii. The majority (8 to 1) **supported** Alternative B. Many viewed this option as a fair compromise, which allowed ease of access towards the central city, but would likely reduce the number of vehicles using Maeroa Road as a short-cut.
iv. Many residents and owners also wanted the Maeroa Road/Victoria Street intersection improved to allow for a left and right turn lane onto Victoria Street. Several residents believed improvements beyond this were also warranted.

Overall **Alternative B is the preferred design option** for residents and owners on Maeroa Road and Cardrona Road:

i. It's the only option that has a majority support across both streets.
ii. It has the highest ratio of support to oppose.

The pie charts below show the combined sentiment (Maeroa Road east and Cardrona Road) towards each option:

	
Full signalisation	Alternative A: Three-way signals via complete closure of Maeroa Road (east) to Ulster Street for vehicles
	Key: Strongly support Support Oppose Strongly oppose
Alternative B: Signals with left turn out only from Maeroa Road (east)	

We have also undertaken door knocking on Ulster Street with residents immediately adjacent to the intersection, to ensure they are aware of the proposal. Further targeted engagement will take place once macroscope approval is received.

Ulster Street is a confirmed key route for Fire and Emergency NZ (FENZ) as shown below. Staff will engage with FENZ at the appropriate time depending on the direction provided by Elected Members.

Staff will complete early engagement with Maeroa Intermediate School to gather insights about the existing intersection and with Waikato Reginal Council to understand potential bus operations.

The proposed Project is likely to require some car parking removal on Maeroa Road approaching the intersection, HCC Staff will engage with the business (The Back Clinic) and gather feedback at the early stage.

We will ensure effective and transparent communication with the primary stakeholders, especially the businesses. 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.

RECOMMENDATIONS

Eight options were identified for this site, and results of the analysis are shown below

Based on the outcome of this analysis, staff recommend the following improvement options for this site:

Recommended Safest Option: Raised signalised intersection and relocated bus stops.
A signalised intersection with raised safety platforms to enable a comfortable negotiation speed of 40 km/h (1:20 gradient). The intersection will include pedestrian crossing on all four legs. Kerb realignments are included to ensure suitable vehicle tracking and provide space for pedestrians waiting to cross the road. Bus stops will be relocated closer to the crossing points to improve access and will remain kerbside. Estimated cost of $1.5m.

Alternative Option: At-grade signalised intersection and relocated bus stops.
As preferred option, without RSP. Vehicle speed is not addressed, crashes involving pedestrians, cyclists, or motorcyclists or side impact crashes between vehicles are likely to result in death or serious injury. Estimated cost of $1.3m.

TREATMENT CONSIDERATIONS

The following tables detail treatment options and matrix scoring for the options.

	Treatment	Discussion	Cost[1]
A.	Midblock signalised pedestrian crossing and relocated bus stops	• Does not address intersection crash risk or delays. • It is not possible to implement a two stage crossing at this location, therefore, crossing distances would be ~20m which can result in significant delays for traffic and can result in greater red light running. • The crossing is likely to be ~50 m south of the intersection, which imposes approximately 70 s delay for pedestrians. • **Due to the minimal improvement and significant cost associated with this option, it has not been assessed further.**	$800K
B.	Midblock zebra or courtesy crossing and relocated bus stops	• Zebra crossings on 60 km/h roads need sign off from the NZTA and staff are not aware of any such installation being installed • NZTA guidelines only recommend courtesy crossing where operating speeds are 30 km/h or less which is not met here • Zebra and courtesy crossings on multi-lane roads can cause 'masking' where a vehicle that is stopped in one lane hides a crossing pedestrian from other approaching traffic and can cause failure to give way type crashes • **Due to the legal and design challenges, this option has not been assessed further**	$800K
C.	Midblock uncontrolled crossing with refuge	• Does not address intersection crash risk or delays. • The crossing is likely to be ~30 m away from the intersection, which imposes approximately 45 s delay for pedestrians.	$300k

[1] These are concept level estimates (P95) include 30% contingencies.

	island and relocated bus stops	• Pedestrians would still need to cross two lanes of 60 km/h traffic at once with 8.5m crossing distance	
D.	Grade separated crossing and relocated bus stops	• Does not address intersection crash risk or delays. • The crossing is likely to be ~30 m away from the intersection, which imposes approximately 45 s delay for pedestrians. • Some pedestrians feel uncomfortable using underpasses • This option would require property purchase • **Due to the high cost, this option has not been assessed further**	$6m-$10m
E.	Turning restrictions (west side)	• This option does not allow buses to be re-routed to Ulster Street • This option is likely to re-direct drivers to local streets in Maeroa to make right turns. These streets are not designed to accommodate larger volumes of traffic • This option would need to be combined with another option • **Due to the likely traffic re-routing, this treatment has not been assessed further**	-
E.	Turning restrictions (east side)	• This option would need to be combined with another option • This option would reinforce the desired function of Maeroa Road (east) as a local road for access • This option could include left out only or no access • This option would reduce delays for all other users at the intersection. • Staff have completed early engagement with local residents and businesses to assess potential impacts and opportunities for this option.	-
F.	Roundabout or grade separation	• This option would require property purchase • **Due to the high cost, this option has not been assessed further**	$10m-$100m
G.	Signalised intersection – at grade	• Addresses failure to give way crashes • Provides formal crossings for pedestrians close to desire lines and significantly improves safety for pedestrians • Allows bus stops to be consolidated to reduce travel time and improve legibility for passengers • There is some residual risk due to the high operating speeds on Ulster Street.	$1.5m
G.	Signalised intersection – raised	• Addresses failure to give way crashes • Provides formal crossings for pedestrians close to desire lines and significantly improves safety for pedestrians • Allows bus stops to be consolidated to reduce travel time and improve legibility for passengers • It is unlikely that NZTA would approve co-funding for the raised components of this option.	$2.0m

Table 3 Long List Treatment table

TREATMENT ANALYSIS MATRIX

Treatment	Cost Estimate	Current Cost of Crashes (Option Reduction)	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk Score	Risk Reduction %	Risk Reduction
Existing	$ -	$ 8,190,800	No Change	No Change	No Change	No Change	No Change	No Change	230	No Change	No Change
Option 1 - At-grade Intersection with Signals	$ 1,300,000	$ 1,515,298	19%	Moderate	No Change	Moderate	High Benefit	High Benefit	100	57%	130
Option 2 - Fully Raised Intersection with Signals	$ 1,500,000	$ 1,679,114	21%	Moderate	Moderate	Moderate	High Benefit	High Benefit	54	77%	176

Table 4 - Treatment Analysis Matrix

OPTIONS FOR FURTHER CONSIDERATION

Based on the treatment analysis matrix:

Preferred Safest Option: Raised signalised intersection with relocated bus stops. Estimated costs $2.0m (P95).

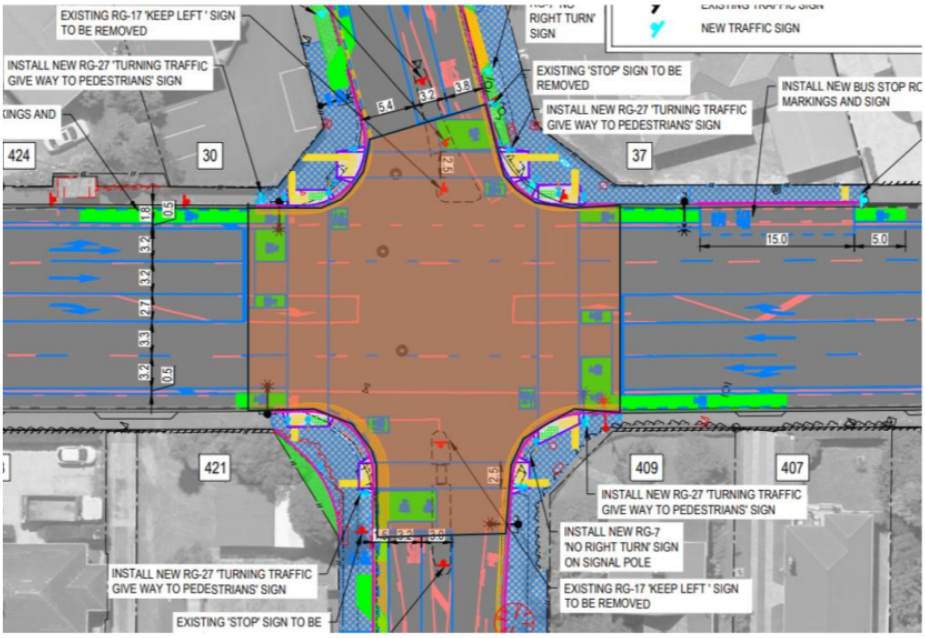


Figure 4 Preferred Option – raised signalised intersection

This option upgrades the intersection to traffic signal control. This reduces the likelihood of crashes occurring as road user judgement is removed.

This option raises the intersection to manage driver speeds. Ramps will be designed for a comfortable negotiation speed of 40 km/h (1:20 gradient). This reduces the likelihood of death or serious injury if a crash does occur while still allowing emergency vehicles to travel through with minimal delay.

The existing bus stops will be consolidated and relocated closer to the intersection. This improves access for passengers and reduces travel time for busses. Bus stops will be kerbside, the same as the current bus stops, to minimise impacts on drivers.

This option can feasibly accommodate turning restrictions on the eastern side of Maeroa Road. Staff will engage with residents and businesses to identify their preferred arrangement. Scoring does not reflect the turning restrictions, but safety outcomes are likely to improve if turning restrictions are included.

This option will accommodate buses turning into and out of Maeroa Road (west) as part of an optimised #18 route.

Alternative Option: Signalised intersection with relocated bus stops. Estimated costs $1.5m (P95).

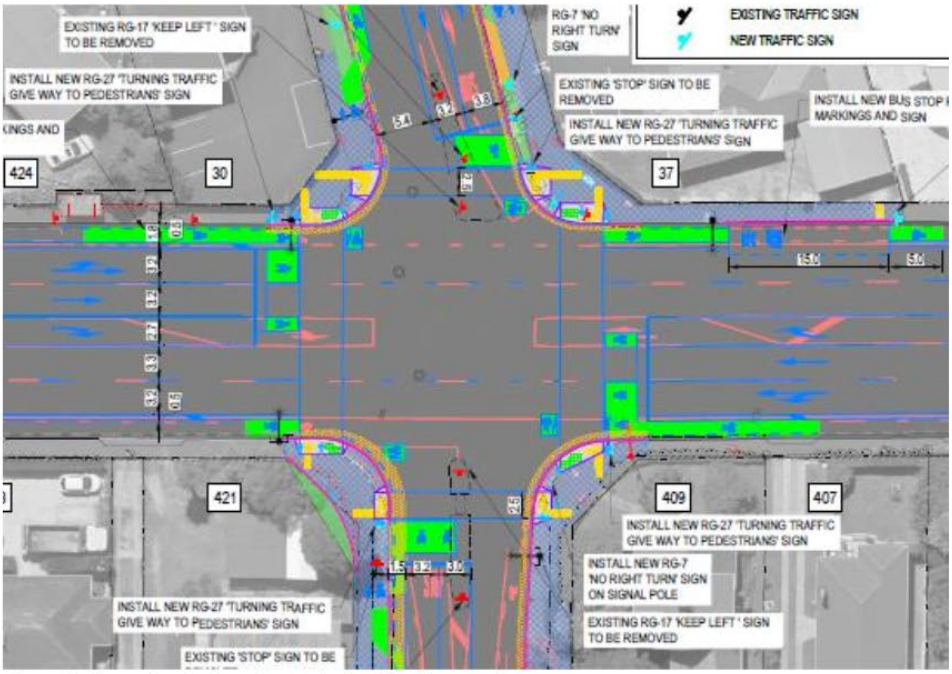


Figure 5 Alternative Option – At-grade signalised intersection

This option upgrades the intersection to signal control. This reduces the likelihood of crashes occurring as road user judgement is removed.

Without a raised platform, the approach speeds are not reduced. Therefore, crashes involving pedestrians, cyclists, motorcyclists, and right angled crashes between vehicles are likely to result in death or serious injury.

The existing bus stops will be consolidated and relocated closer to the intersection. This improves access for passengers and reduces travel time for busses. Bus stops will be kerbside as the current bus stops to minimise impacts on drivers.

This option can feasibly accommodate turning restrictions on the eastern side of Maeroa Road. Staff will engage with residents and businesses to identify their preferred arrangement. Scoring does not reflect the tunring restrictions, but safety outcomes are likely to improve if turning restrictions are included.

Project Report

Te Rapa Road/Garnett Avenue/Vardon Road Intersection Improvements – 2025/26

Hamilton City Council
Te kaunihera o Kirikiriroa

SITE DESCRIPTION

Figure 1: Site location.

The intersection of Te Rapa Road, Garnett Avenue, and Vardon Road is located in Te Rapa. The intersection is located at the southern end of the Te Rapa industrial area. Te Rapa Road is an urban connector that links Te Rapa to the south, including to the city centre. The intersection is used by school children accessing several nearby schools such as Vardon School and St Peter Chanel Catholic School. The intersection is also close to Waterworld, Minogue Park, and Vardon Park.

Two bus stops (one northbound and one southbound) are located near to the intersection. These bus stops service the Comet and #21 bus routes.

The intersection is located immediately south of a service lane on the west side Te Rapa Road and is used by drivers (and other road users) accessing the service lane.

The project was part of the Low-Cost Low Risk (LCLR) programme in FY2023/24, however, was deferred to the 2024-27 LTP period. The objectives of these projects are to improve the overall safety of the intersection and improve accessibility.

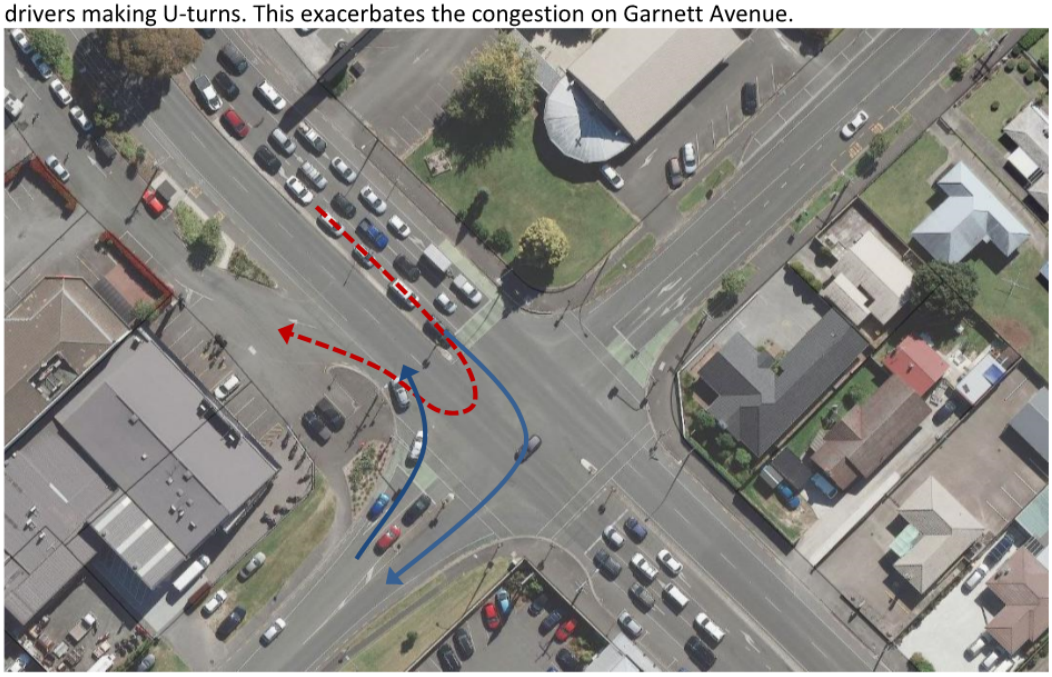
This project has been funded in the 2024-27 Minor Transport Improvements Programme as an intersection improvement.

WHAT'S THE PROBLEM?

There are no crossing facilities for pedestrians crossing the north side of Te Rapa Road, forcing pedestrians to make three separate crossings or cross informally across five lanes of traffic.

The Garnett Avenue approach is busy but only allows for 15m of two-lane queueing. This causes congestion on Garnett Avenue and the inefficient queue requires additional green time which must be taken away from Te Rapa Road.

The intersection is close to a northbound service lane on Te Rapa Road and a lot of drivers' U-turn to access the service lane. At most intersections, drivers can turn left out of side roads while other drivers are turning right in. However, this cannot operate safely at this intersection due to conflicts with drivers making U-turns. This exacerbates the congestion on Garnett Avenue.



The entrance to the service lane is also very wide (approximately 15m) and bus passengers using the northbound stop are required to cross the entrance to access the bus stop. The southbound bus stop is a long way from the intersection (approximately 85m), which reduces access for passengers coming from the wider area.

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

Data from the Waka Kotahi Crash Analysis System (CAS), the High-Risk Intersections Guide (HRIG), staff observations, public and stakeholder feedback, show that the intersection is high risk to both pedestrians and vehicle occupants. The current intersection has a poor safety record, from 2015 to 2024, there have been 28 reported crashes, including 5 injury crashes. Resulting in a social cost of $2.54M.

One of the injury crashes involved a pedestrian.

Fourteen of the recorded crashes (50%) occurred between 1500 and 1800 hours.

ROAD DATA

This intersection is a 4-legged signal-controlled intersection and has the following characteristics:

- Te Rapa Road
  - The posted speed limit is 60 km/h
  - There are signalised pedestrian crossings on three sides of the intersection, but the northern side has no pedestrian crossing facilities
  - The road reserve is 30-42m wide
  - There are two traffic lanes in each direction with a flush median or solid median
  - There are painted on-road cycle lanes
  - Has no footpath on the western side north of this intersection.

There are currently two bus routes (#21: Northern Connector and The Comet) operating along Te Rapa Road and one bus route (#18: Te Rapa) operating along Garnett Avenue and Vardon Road as shown in the table below:

Road Name	Bus Service	Bus Stop Location
Te Rapa Road (north)	#21 and Comet	Two bus stops; Approximately 50 m (northbound) and 100 m (southbound) from the intersection.
Garnett Avenue	#18	Approximately 60 m west of the intersection.
Vardon Road	#18	Two bus stops; Approximately 50 m (westbound) and 150 m (eastbound) from the intersection.

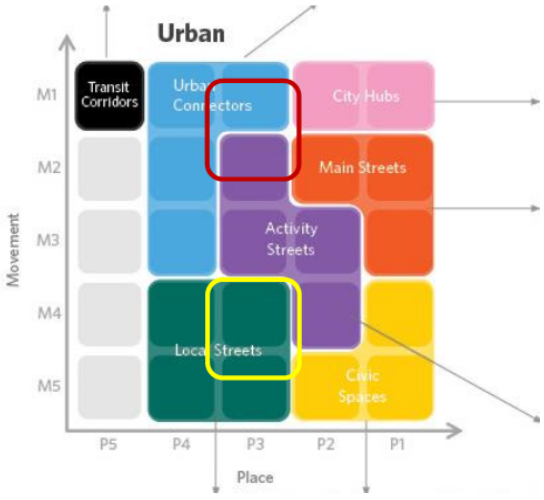
Table 1 Public Transport Routes

Our data shows that the existing bus stops accommodate approximately 48 bus journeys per day. However, passenger numbers are limited by the lack of safe crossing facilities Te Rapa Road and the service lane entrance.

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:

Road Name	ONF	Estimated AADT (veh/day) & HV
Te Rapa Road	Urban Connector (M1,P3)	25,100 – 26,900 (est.2023), 7% Heavy
Vardon Road	Activity Street (M3,P3)	5,600 (est.2021), 0% Heavy
Garnett Avenue	Activity Street (not classified)	3,900 (est.2021), 3% Heavy

Table 2 One Network Framework & Volume of Traffic



CRASH HISTORY

In the last ten years (2015 to 2024), 28 crashes were recorded with the following severity:

- Five minor injury crashes
- 23 non-injury crashes

While the recorded crashes did not include any serious or fatal injuries, there is significant potential for serious or fatal injuries in the future. The operating speeds of vehicles on Te Rapa Road exceeds the survivable speeds for the following crashes:

- Crashes involving a pedestrian, cyclist, or micromobility user;
- Crashes involving a motorcyclist; and
- Side impact crashes between motor vehicles.

1.1 PEDESTRIAN, BIKING AND MICROMOBILITY DATA

There are notable pedestrian links across this intersection as it provides connections to nearby schools (St Peter Chanel Catholic, Vardon, Forest Lake, St Andrews Middle), Waterworld, local shops and employment, and to the bus stops noted above.

Garnett Avenue is a community link and Te Rapa Road and Vardon Road are cross city connections in the Strategic Plan for Biking and Micromobility.
Currently, most pedestrians who cross Te Rapa Road use the southern side. However, the north side would provide a better connection for many journeys, especially to and from bus stops, if a safe crossing were available.

Vehicle, pedestrian, and cyclist data was recorded on Tuesday 21st March 2024 in the following time periods:

- 0630-0930
- 1100-1330
- 1430-1630

The total recorded volumes are shown in the figures below:

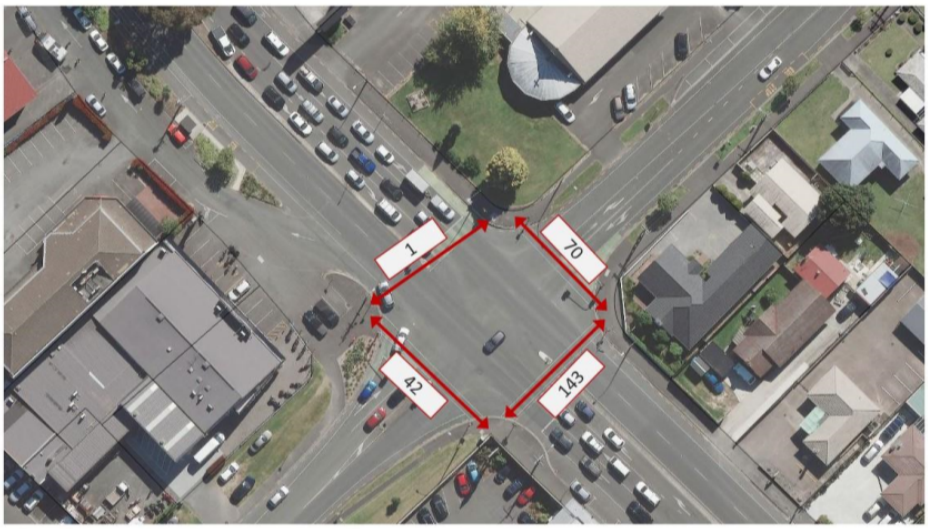


Figure 2: Recorded walking movements on 21 March 2024

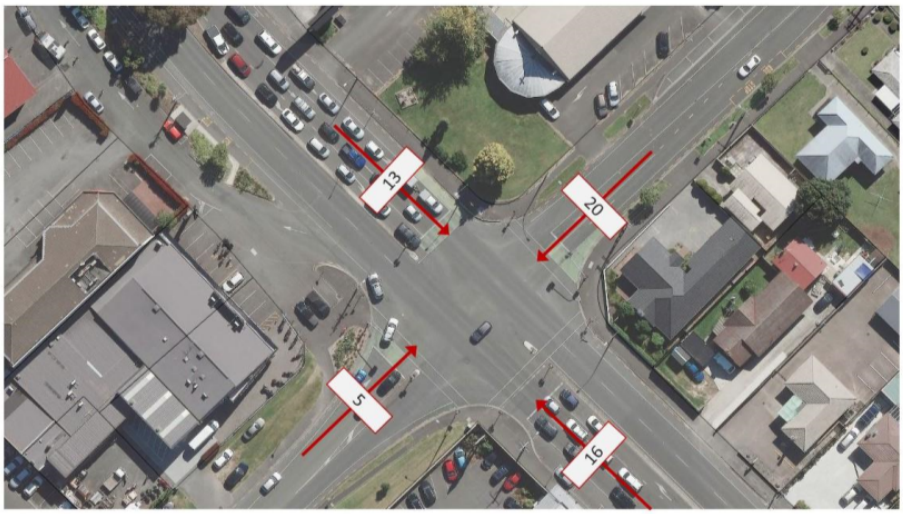


Figure 3: Recorded biking movements on 21 March 2024 (note that the approach volumes shown include all turning movements).

SITE OBSERVATIONS

Staff completed several site visits to assess existing conditions.

Below are the observed driver and pedestrian behaviours on site:

- Drivers approaching the intersection on Garnett Avenue routinely queue in the cycle lane even though it is illegal to do so.
- The service lane entrance is wide and at a shallow angle to the main road which allows drivers to enter the service lane at high speed. However, the service lane has many driveways and is shared with pedestrians, therefore, high speeds are inappropriate
- Passengers accessing the northbound bus stop must cross the service lane entrance to access the bus stop
- Many southbound drivers accessed the service lane by doing a U-turn at the signalised intersection
- There is no pedestrian crossing on the northern side of the intersection so pedestrians (including bus passengers) must use multiple crossings resulting in significant delays or choose to cross in the mid-block of Te Rapa Road where the face multiple lanes of fast-moving traffic.
- The wide kerb radii at the intersection increase the crossing distances for pedestrians (including bus passengers) and allow drivers to turn at high speed, increasing the likelihood of crashes between turning drivers and pedestrians and increasing the severity of injuries when crashes do occur.
- At peak periods, side roads receive very short green lights to prioritise traffic on Te Rapa Road. When the pedestrian phase across Te Rapa Road runs, this green light must be extended which can contribute to traffic delays. Shortening this crossing distance or allowing traffic from Vardon Road and Garnett Avenue to move at the same time would reduce this impact on traffic.

COMMUNITY AND PUBLIC FEEDBACK

Customer Request Management (CRM) System has shown the following customer requests were generally regarding pedestrian crossing requirements and safe intersection requirements and include:

•

16/11/2022	293893/2022	Request for New/Upgrade Bike Lane/Path	Isaac Sancho Da Silva Lopes	Garnett Avenue Te Rapa Road	FOREST LAKE TE RAPA		The corner of Garnet Av with Te Rapa rd Could do with a whole lot of those bike lanes safety poles/bollards. The cars waiting to turn will always stop at the bike lane to wait. Whenever a conscious driver stops out of the bike lane we always get the looks from the other drivers that want to go straight. Just a matter of respecting the cyclists and their space. That is how we get more people to use alternative transport. Ensuring they are safe :)

25 Jul 2021 15:44 CSR116246 Te Rapa Road

The bus stops being upgraded is a welcome fix, but as a wheelchair user, there are others that are very difficult for me. The one I frequently use, is on Te Rāpa St. Just past the intersection with Vardon Rd., heading North. There is a concreted strip here, but by the time the ramp is in place for me to go down, it is like landing a 747 on a tiny runway, as the strip is very short, and I often end up in the bushes.

16/11/2022	293893/2022	Request for New/Upgrade Bike Lane/Path	Isaac Sancho Da Silva Lopes	Garnett Avenue Te Rapa Road	FOREST LAKE TE RAPA		The corner of Garnet Av with Te Rapa rd Could do with a whole lot of those bike lanes safety poles/bollards. The cars waiting to turn will always stop at the bike lane to wait. Whenever a conscious driver stops out of the bike lane we always get the looks from the other drivers that want to go straight. Just a matter of respecting the cyclists and their space. That is how we get more people to use alternative transport. Ensuring they are safe :)
05/08/2024	417753/2024	Request for Intersection Upgrade	Living Streets Aotearoa Inc	Forest Lake Vardon Road St Andrews Te Rapa Road Ve		(04) 462-7900	These two main issues at the intersection of Te Rapa/Garnett/Vardon. The bus stop outside Road & Sport Motorcycle is well used. The distance and time to cross to St Peter Chanel School & Church using three light controlled crossings is too great, and a few people are crossing directly through traffic moving at 60km/h. For people biking, the right turn Te Rapa Rd south bound into Garnett Ave to pools and Minogue Drive is impossible to do safely. A big benefit of adding a crossing on north arm of Te Rapa/Garnett/Vardon is it makes access to flat path through Minogue park. Removing the need to go to top of Forest Lake Rd. See attached for email from Peter Bos.

STAKEHOLDER ENGAGEMENT

Staff prioritised an early visit to the Road and Sport Harley Davidson store as the changes to the accessway will change how their parking area works, with the loss of one car park.

Key points made by the store:

- They were somewhat concerned about the changes to parking – and the loss of a space, noting that staff parking has been limited to allow parking to be used by customers. Some consideration of how that space might be returned would be useful.
- They did confirm that the existing arrangement did seem to cause problems for pedestrians with many not looking as they come through the service entrance and concerns about conflict with vehicles coming in.
- There was some concern regarding the tightening of the service entrance and the chance of potential rear end shunts on Te Rapa Road as people may not realise you are turning into the service lane.
- They were also interested in what might be happening to improve the route for cyclists particularly to the north at the Sunshine Avenue Roundabout where there has been a recent fatality.

Staff have undertaken to continue to liaise with this business as we work through the development of the detailed design and will endeavour to address the various points raised by the store above during the process.

In addition to this business there are several other stakeholders are located in close proximity to this intersection, including local businesses, educational institutions, and residential areas. Moving forward we will ensure effective and transparent communication with the primary stakeholders, especially the businesses. 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.

TREATMENT CONSIDERATIONS

The following tables detail treatment options and matrix scoring for the options.

	Treatments	Discussion	Cost
1.	Add the missing pedestrian crossing, and correct the kerblines at the intersection and service lane entrance	• Option would have significant impact on travel times for drivers, especially on Garnett Avenue • Bus passengers are still required to cross the service lane entrance to access the bus stop, but driver speeds are controlled • Option does not address existing safety issues at the intersection. • This option could enable the southbound bus stop to be relocated to the preferred location • **Due to the impacts on traffic delays, this option has not been assessed further**	
1A.	Add the missing pedestrian crossing, and correct the kerblines at the intersection and service lane entrance Add a left turn slip lane and shared path on Garnett Avenue	• Bus passengers are still required to cross the service lane entrance to access the bus stop, but driver speeds are controlled • Any crashes involving pedestrians, cyclists, motorbikes, or right angles crashes between drivers are likely to result in death or serious injury due to high operating speeds on Te Rapa Road • Option is likely to improve travel time for drivers • Option will resolve the issue of drivers illegally queueing in the cycle lane • This option could enable the southbound bus stop to be relocated to the preferred location • Raised safety platforms designed for a comfortable negotiation speed of 40 km/h (1:20 gradient) will be included on the left turn slip lane and at the entrance to the service lane	$1.5m
1B	Add the missing pedestrian crossing, and correct the kerblines at the intersection and service lane entrance Add a left turn slip lane and shared path on Garnett Avenue	• Bus passengers are still required to cross the service lane entrance to access the bus stop, but driver speeds are controlled • Any crashes involving pedestrians, cyclists, motorbikes, or right angles crashes between drivers are likely to result in death or serious injury due to high operating speeds on Te Rapa Road • Option is likely to improve travel time for drivers • Option will resolve the issue of drivers illegally queueing in the cycle lane • This option could enable the southbound bus stop to be relocated to the preferred location	$2m

	Add raised safety platforms on all approaches	• All raised safety platforms will be designed for a comfortable negotiation speed of 40 km/h (1:20 gradient)	
2.	Add the missing pedestrian crossing, and correct the kerblines at the intersection and service lane entrance Relocate the service lane entrance	• Option would have significant impact on travel times for drivers on Garnett Avenue • The new service lane entrance would introduce a new risk from vehicles turning right in or performing U-turns. • Option would have some impact on travel times for drivers on Garnett Avenue • It may not be possible for the new service lane entrance to accommodate the largest vehicles that currently use the service lane • This option could enable the southbound bus stop to be relocated to the preferred location • **Due to the impacts on traffic delays, this option has not been assessed further**	$1.5m
2A.	Add the missing pedestrian crossing, and correct the kerblines at the intersection and service lane entrance Relocated service lane entrance Left turn slip lane and shared path on Garnett Avenue	• The new service lane entrance would introduce a new risk from vehicles turning right in or performing U-turns. • It may not be possible for the new service lane entrance to accommodate the largest vehicles that currently use the service lane • Any crashes that do occur are likely to result in death or serious injury due to high operating speeds on Te Rapa Road • This option could enable the southbound bus stop to be relocated to the preferred location	$2m
2B	Add the missing pedestrian crossing, and correct the kerblines at the intersection and service lane entrance Relocated service lane entrance Left turn slip lane and shared path on Garnett Avenue Raised safety platforms on all approaches	• The new service lane entrance would introduce a new risk from vehicles turning right in or performing U-turns. • It may not be possible for the new service lane entrance to accommodate the largest vehicles that currently use the service lane • This option could enable the southbound bus stop to be relocated to the preferred location	$2.5m
3.	• Provide a two-stage midblock pedestrian crossing near	• Bus stops would be located further away from the side roads which provides a poorer connection to the wider community	$2m

	400 Te Rapa Road (Metro motors) Relocate bus stops to suit the crossing location	• An additional crossing would cause greater delays for drivers • Option does not address existing safety and efficiency issues at the intersection.	
4.	Convert to a roundabout Provide underpasses for walking and cycling	• A minimum sized roundabout would require property purchase on at least two corners of the intersection • A roundabout would result in greater delays for drivers • Option has the greatest cost • This option is likely to have the greatest impact on travel • **Due to the high costs, this option has not been assessed further**	$10m

Table 1 Long list

TREATMENT ANALYSIS MATRIX

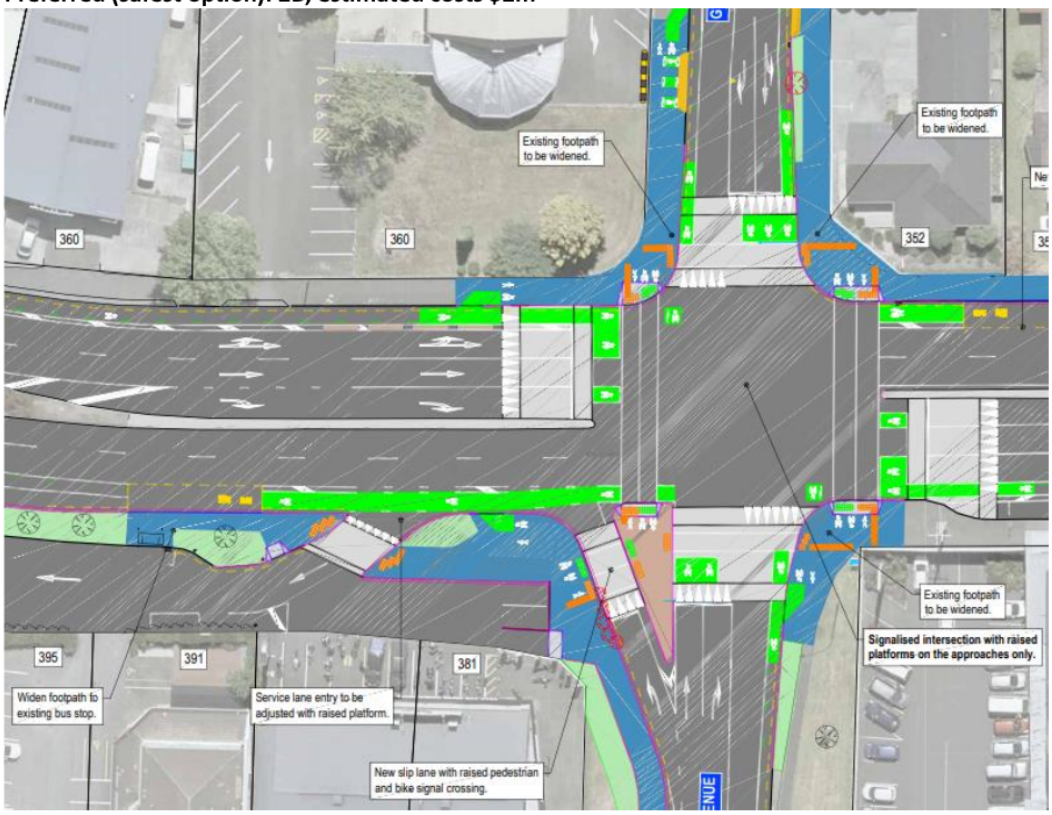
Gareth to populate for options 1A, 1B, 2A, 2B, 4

Treatment	Cost Estimate	Current Cost of Crashes (Option Reduction)	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk Score	Risk Reduction %	Risk Reduction
Existing	$ -	$ 2,582,000	No Change	No Change	No Change	No Change	No Change	No Change	172	No Change	No Change
Option 1A	$ 1,500,000	$ 361,480	14%	Minor	No Change	Minor	High Benefit	High Benefit	164	5%	8
Option 1B	$ 2,000,000	$ 413,120	16%	Moderate	Significant	Moderate	High Benefit	High Benefit	104	40%	68.5
Option 2A	$ 2,000,000	$ 361,480	14%	Minor	No Change	Minor	High Benefit	High Benefit	238	-38%	-66
Option 2B	$ 2,500,000	$ 413,120	16%	Moderate	Significant	Moderate	High Benefit	High Benefit	213	-24%	-41
Option 3 - Signal Midblock Crossing	$ 2,000,000	$ 451,850	18%	Moderate	Minor	Moderate	High Benefit	High Benefit	200	-16%	-28

OPTIONS FOR FURTHER CONSIDERATION

Based on the treatment analysis matrix, the following options are recommended:

Preferred (safest option): 2B, estimated costs $2m



This option raises the intersection to manage driver speeds. Ramps will be designed for a comfortable negotiation speed of 40 km/h (1:20 gradient). This reduces the likelihood of death or serious injury if a crash does occur while still allowing emergency vehicles to travel through with minimal delay.

This option adds the missing pedestrian crossing on the north side of Te Rapa Road, reduces crossing distances, at all crossing points, and controls vehicle speeds which all contribute to making the pedestrians experience (including access for bus passengers) safer and more comfortable.

The existing southbound bus stop will be relocated closer to the intersection. This improves access for passengers coming from the wider area. Bus stops will be kerbside, the same as the current bus stops, to minimise impacts on drivers.

This option tightens the service lane entrance and introduces a raised safety platform to encourage appropriate driver speeds within the service lane. The alignment still enables the largest vehicles to access the service lane, including newer high productivity motor vehicles HPMVs.

Changing the existing on road cycle lane on Garnett Avenue to a shared path and providing a signalised crossing for cyclists will stop drivers illegally blocking the cycle lane and provide safer access for cyclists across the intersection.

This option achieves a 40% risk reduction compared to the existing intersection layout.

Alternative (safer) option: 2A, estimated costs $1.5m
This option is the same as option 2B (above), except that the raised safety platforms are removed, except at the left turn slip lane, and the service lane entrance.

Without a raised platform, the approach speeds are not reduced. Therefore, crashes involving pedestrians, cyclists, motorcyclists, and right-angled crashes between vehicles are likely to result in death or serious injury.

This option achieves a 5% risk reduction compared to the existing intersection layout.

Project Report

Comries Road and Hukanui Road Intersection Improvements

2024/2025

Hamilton City Council
Te kaunihera o Kirikiriroa

WHERE?

The site is located at the intersection of Comries Road and Hukanui Road in Chartwell, on the south-eastern corner of Chartwell Mall. The location is shown below in Figure 1.

Figure 1: Site Location

SITE DESCRIPTION

The Comries Road and Hukanui Road intersection is located in Chartwell. Both roads are defined as 'Activity Streets' in the Hamilton One Network Framework (ONF) Classification report, dated 27 February 2024.

The intersection is adjacent to Chartwell Shopping Centre. Chartwell Shopping Centre's car park can be accessed approximately 75m north of the intersection from Hukanui Road.

Hukanui Primary School is located approximately 400m north of the intersection, via Pickering Crescent which intersects with Hukanui Road. The intersection is utilised by students in the area.

Besides the Chartwell Shopping Centre, most of the surrounding land use is residential.

WHAT IS THE PROBLEM?

The existing formation of the Comries Road and Hukanui Road intersection is a standard give-way T-intersection with no priority for either pedestrians or mobility aid users to safely cross the road.

The traffic flows during peak times also makes it difficult for vehicles to turn right out of Comries Road which add significant delays to the bus routes that use this intersection, and they are regularly unable to keep to their timetable.

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 and Hukanui Road. Hukanui Road currently has low active transport/public transport mode share and significant/serious road safety concerns.

Figure 2: Picture of bus attempting to turn right out of Comries Road with a queue of traffic behind the bus

WHY IS IT IMPORTANT TO ADDRESS THE PROBLEM?

Due to the high number of vulnerable road users, high volume of traffic, including a large number of buses, and the absence of safe crossing facilities, pedestrians make high risk, unsafe decisions when judging safe gaps in traffic. The likelihood of a vehicle vs pedestrian resulting in death or serious injury is high. During peak times traffic turning right out of Comries Road are finding it difficult to find safe gaps in traffic and drivers are making high risk turns and this delay is also affecting buses and creating significant delays for the routes that go though this intersection.

Aspects that establish the importance of this site are:

- Proximity to the Chartwell Shopping Centre, Hukanui Primary School and the residential properties that surround the intersection.
- People parking and walking for work (either by bus or at the Shopping Centre), shopping and recreational purposes.

Data from the Waka Kotahi Crash Analysis System (CAS) shows, that since 2015 there have been 25 reported crashes (1 serious, 8 minor injury and 16 non injury) resulting in a social cost of $4,178,800 at the intersection and included pedestrian crashes.

Identifying safe gaps in the continuous flow of traffic on Hukanui Road and Comries Road during peak hours is significantly challenging for vehicles making right turns movement to and from Comries Road, which is reflected in the crash statistics. Implementing a traffic signal controlled intersection will allow traffic flow, particularly right turn manoeuvres, reducing the delays for buses and allow pedestrian and active users to cross the intersection safely.

ROAD DATA

Comries Road has the following characteristics:

- Posted speed limit of 50km/h
- Two lane road with a flush median. Splits into left turn and right turn lane at the approach of the intersection

- Shoulder on northern side of road with no stopping at all times (NSAAT) broken yellow lines
- Parallel car parking located on the southern side of the road
- Uni-directional on road painted cycle lanes either side of the road
- Pedestrian footpath on either side of the road
- Pedestrian refuge/splitter island located at the intersection of Comries Road

Hukanui Road has the following characteristics:

- Posted speed limit of 50km/h
- Two lane road with a median/right turn lane
- Shoulder either side of the road with no stopping at all times (NSAAT) broken yellow lines
- No cycle lane
- Pedestrian footpath on either side of the road
- Pedestrian refuge crossing located 50m north of the intersection

There are currently six local bus routes that operate through the Comries Road and Hukanui Road intersection. These are shown below in Table 1.

Table 1: Public Transport Routes

Road Name	Bus Service	Bus Stop Location
Hukanui Road (North)	14 Claudelands 11 Fairfield RC Rototuna Circular	248 Hukanui Road and 249 Hukanui Road, located 470m north of the intersection. There is a single bus stop at 201 Hukanui Road (northbound only) which caters for route 11 and 14 only.
Hukanui Road (South)	14 Claudelands 11 Fairfield O Orbiter 21 Northern Connector 4N Flagstaff North	52 Hukanui Road and 77 Hukanui Road, located 970m south of the intersection.
Comries Road	RC Rototuna Circular 14 Claudelands 11 Fairfield O Orbiter 21 Northern Connector	124 Comries Road and 127 Comries Road, located 270m west of the intersection.

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	Traffic Count (12-hour 7am-7pm)
Hukanui Road	Activity Street (M2,P3)	13,230 (counted 24/05/25) 417 Heavy Vehicles (3%)
Comries Road	Activity Street (M3,P3)	7,923 (counted 24/05/25), 333 Heavy Vehicles (4%)

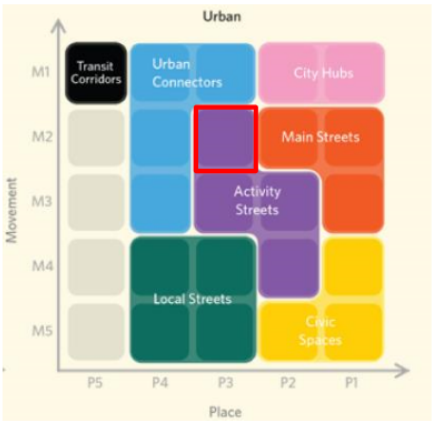


Figure 3: Hukanui Road ONF Classification

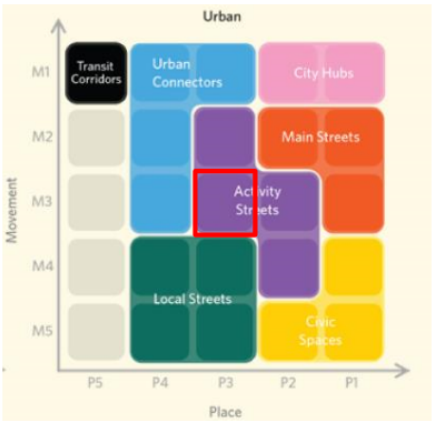


Figure 4: Comries Road ONF Classification

Both roads are defined as 'Activity Streets' 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, for a 100m radius of the intersection. There have been 25 reported crashes from this search criteria.

16 of the reported crashes were non-injury, eight were minor injury and one resulted in a serious injury. The minor injury crashes included one cyclist, while the remaining seven crashes were due to vehicle/motorcyclist driver crashes. The one serious crash involved a pedestrian who crossed Hukanui Road just north of Comries Road and was struck by a vehicle.

Of the total crashes, 52% are related to crossing/turning crash types where drivers have failed to give way when turning out of Comries Road, which is common for a give-way t-intersection with relatively high traffic volumes. Nine crashes are related to rear end crashes and two are a result of drivers losing control. The total social costs of all reported crashes are estimated to be $4.178m.

The collision diagram is show below in Figure 5.

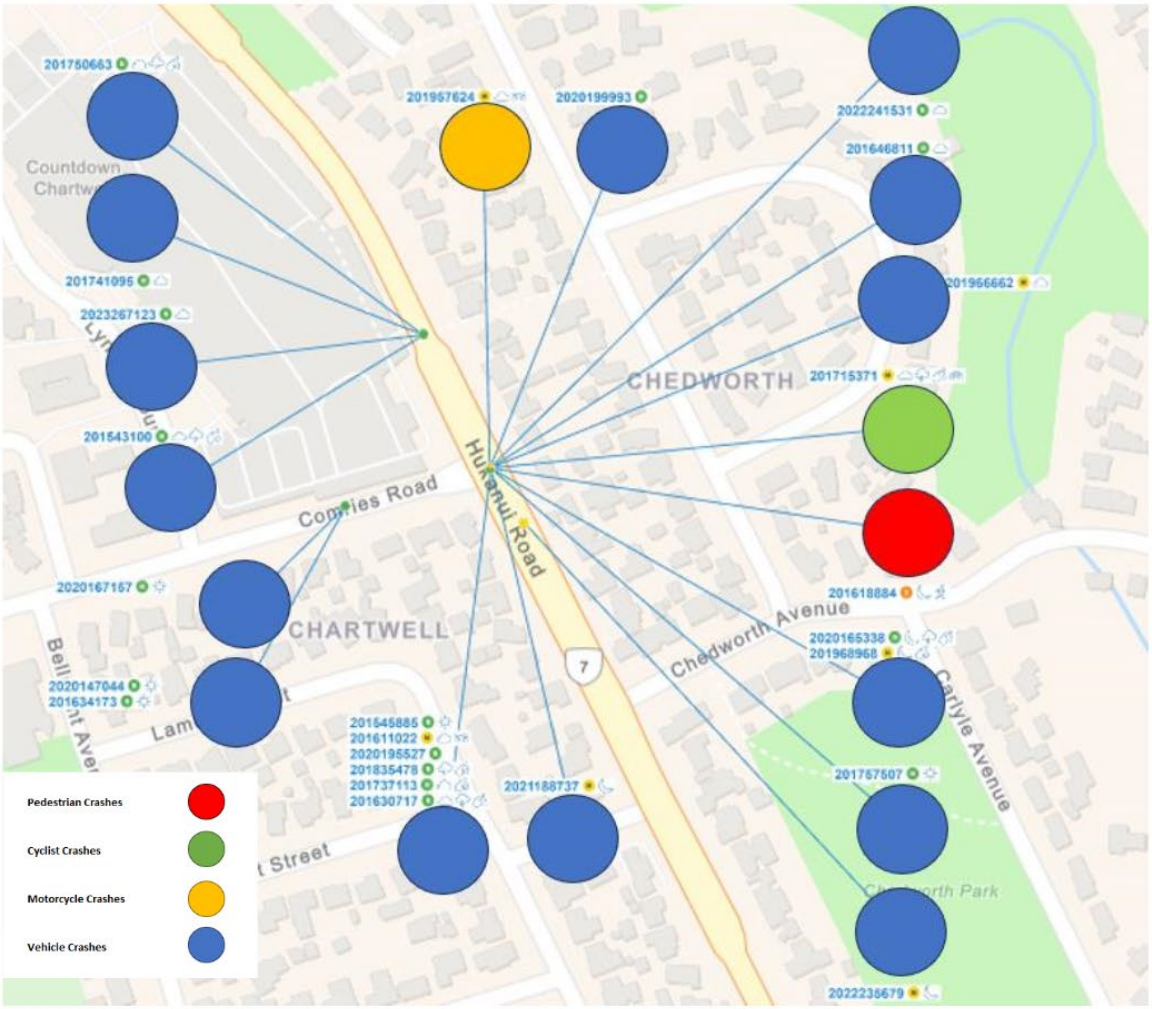


Figure 5: Collision Diagram

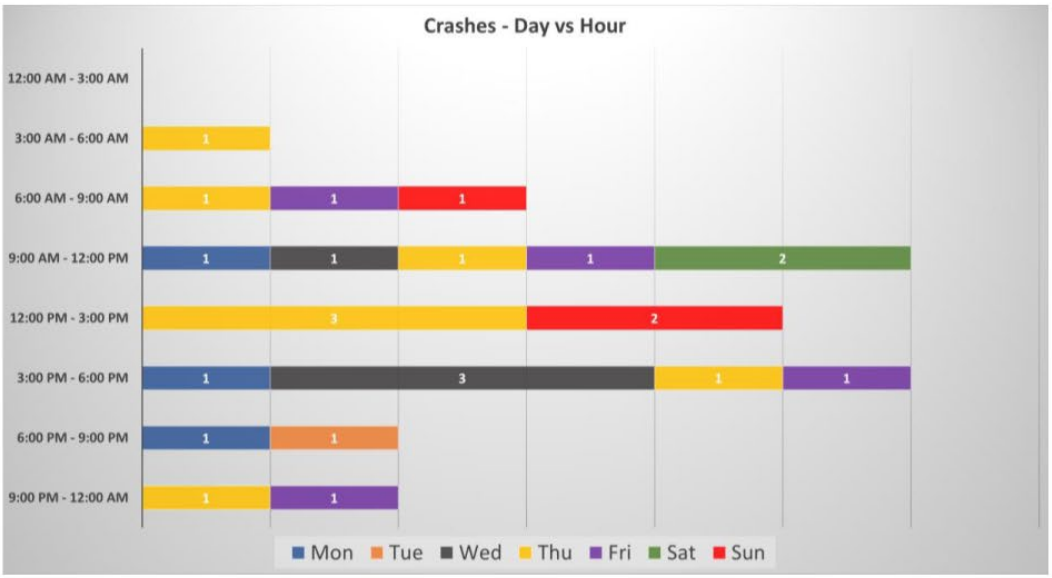


Figure 6: Crash History at Different Time Periods

PEDESTRIAN AND CYCLIST DATA

The Comries Road and Hukanui Road intersection serves many active mode users accessing the mall and school students heading northbound and southbound along Hukanui Road. Two surveys were for a 12-hour period (7am to 7pm) undertaken on:

- Tuesday 27 May 2025
- Saturday 31 May 2025

The following pedestrian and cyclist counts are summarised below in Table 3.

Table 3: Pedestrian and Cyclist Summary

Survey Date	Total Pedestrian Count (12-hr)	Total Cyclist Count (12-hr)
Tuesday 27 May 2025	237	33
Saturday 31 May 2025	294	42

An overview pedestrian and cyclist route map and summary of pedestrian and cyclist movements is summaries below in Figure 7 and Figure 8.

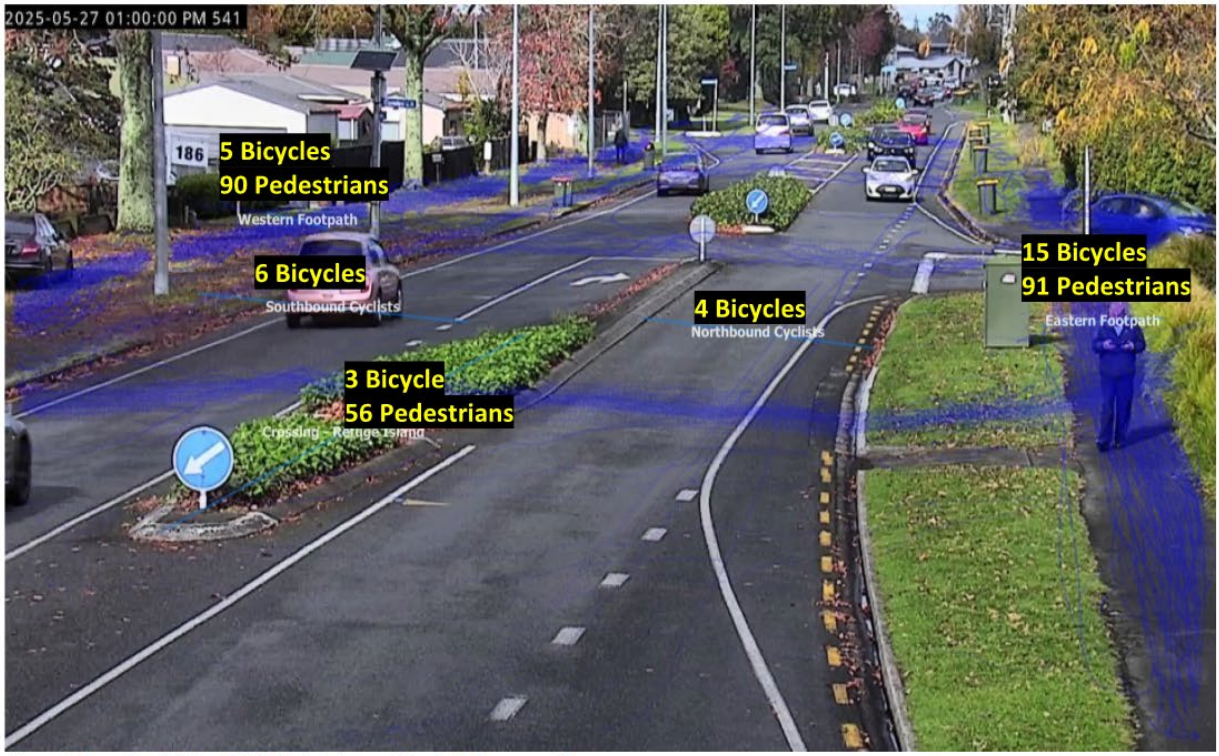


Figure 7: Tuesday 27 May 2025 Pedestrian and Cyclist Movement Summary

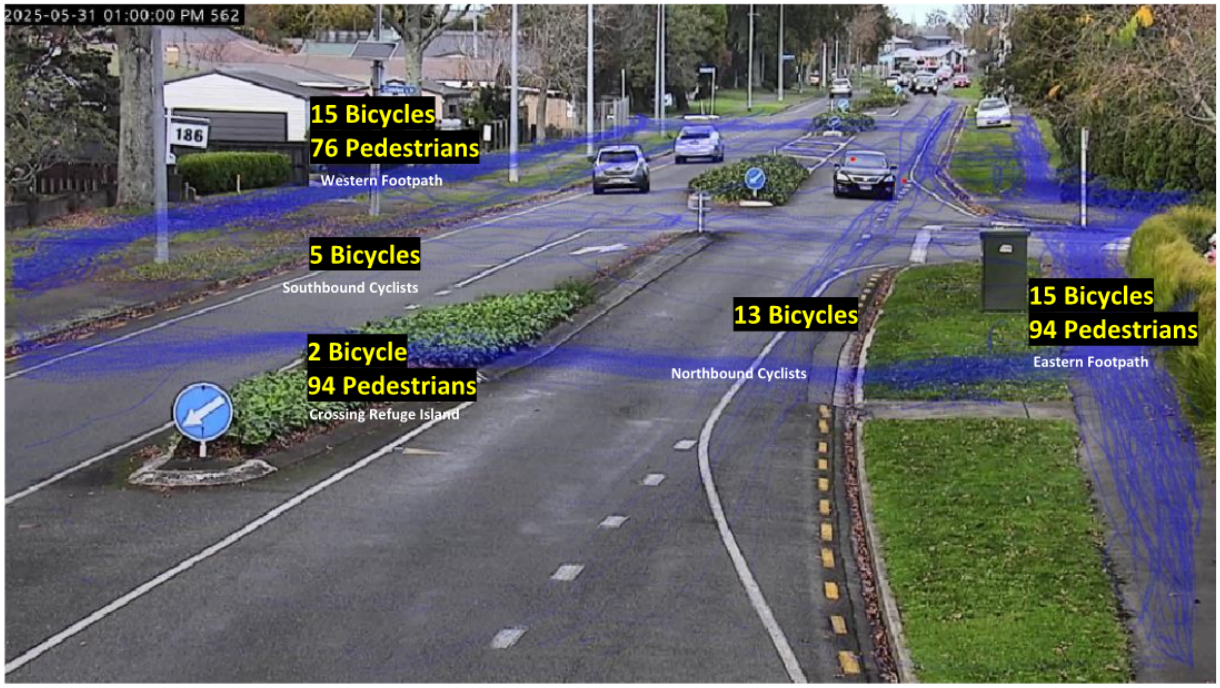


Figure 8: Saturday 31 May 2025 Pedestrian and Cyclist Movement Summary

The area was surveyed to have a high pedestrian and cyclist demand. It was surveyed that cyclists are using the footpath as opposed to cycling on the road given the lack of cycling facilities in the area.

The existing northern pedestrian refuge island is well used by active mode users. Almost all of the western and eastern footpath pedestrians used the existing refuge crossing to travel across Hukanui Road.

During the surveys, some pedestrians chose to cross Hukanui Road at the intersection (not the refuge) representing there is a demand for active mode users at the intersection.

SITE OBSERVATIONS

A site inspection was completed on 8 May 2025 during which the following observations were made:

- Driver speeds were observed on site to be high along Hukanui Road. A Radar Speed Analysis Report was undertaken on 27 May 2025 and indicated that the 85th percentile speed was 52.6km/h. Drivers turning right out of Comries Road accelerated quickly when gaps were present as traffic flows were observed to be moderate with limited gaps.
- The southern side of Comries Road had a moderate car parking demand, with approximately 50% car parking spaces unoccupied.
- Some pedestrians were observed crossing Comries Road to access the mall. This is a wide area to cross, especially on the eastbound lane where there are two traffic lanes.
- There is limited visibility for pedestrians looking right (south) when crossing using the existing pedestrian refuge island due to the presence of a hedge on the south-western corner of the intersection.
- Driver speeds were also observed to be fast for drivers turning left onto Comries Road. The carriageway is wide which enables higher driver speeds.

COMMUNITY AND PUBLIC REQUESTS

A search of the Customer Request Management (CRM) system found two results and there has been a request from Waikato Regional Council (WRC):

- **July 2022**: Customer summarised concerns of the intersection being dangerous for pedestrians. They stated that drivers turn around the intersection too quickly for pedestrians to cross and noted there is a high risk for a potential crash when they cross the road. Customer expressed concerns that the intersection is used by Hukanui Primary School students.
- **September 2020**: Customer stated that the intersection urgently needs traffic lights. The customer expressed concerns that they have observed near misses at the give way intersection. They stated this is because during peak hours drivers struggle to find a gap in traffic when turning and take chances.
- **June 2025**: Waikato Regional Council (WRC) have supported the idea for an upgrade to the Comries Road and Hukanui Road intersection. WRC stated that currently there several WRC services use this intersection, which presents notable safety concerns for drivers attempting to exit Comries Road. WRC stated that enhancements to this area would not only address these existing issues but also support the reliability of future service expansions, including potential high-frequency routes. WRC noted that this is a key intersection where there can be significant delays to numerous services particularly at peak times. WRC have had issues with the bus getting stuck in the intersection because of cars speeding up and closing the gaps not allowing the bus to continue through.

PROPSOED STAKEHOLDER ENGAGEMENT

Several stakeholders are located in close proximity to this intersection, 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 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.

The following parties have been identified for engagement:

- Chartwell Shopping Centre (and adjacent businesses in Lyndon Court): Intersection is located adjacent to the southeastern corner of the Chartwell Shopping Centre.
- Hukanui Primary School: The intersection is used by students from Hukanui Primary School.
- Residential properties on the eastern side of Hukanui Road. The project could impact how drivers access the properties adjacent to intersection.
- Residential properties on the southern side of Comries Road. The project might have an impact on the on-road parking on Comries Road.
- Comries Road and Hukanui Road are not identified key routes for Fire and Emergency NZ (FENZ) as below in Figure 9.

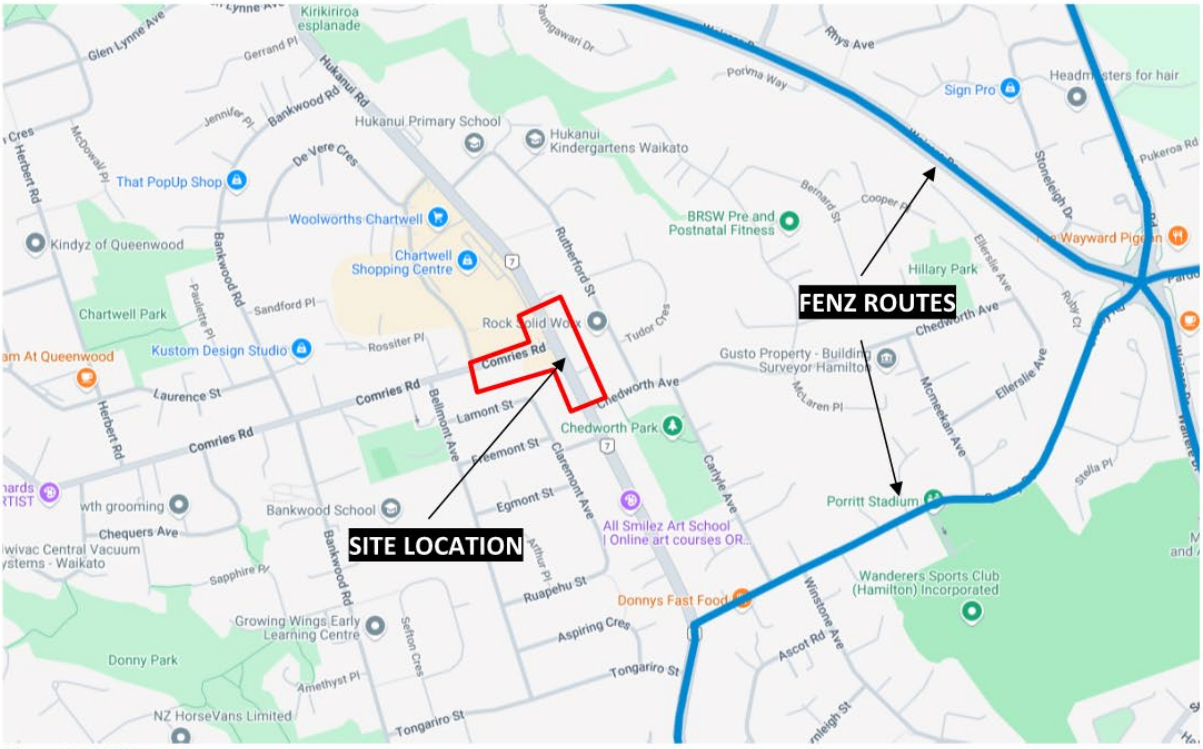


Figure 9: FENZ Routes

RECOMMENDATIONS

The Eastern Pathways School Link SSBC, prepared in 2021, recommended traffic signals at the Comries Road and Hukanui Road intersection. This was identified through a multi-criteria analysis (MCA) process and, at that time, was supported by the community and stakeholders. A signalised intersection would allow both active mode users time to cross the intersection and reduce delays for buses, as well as generally improving safety for all roads users at this intersection. A visualisation of this concept is shown below in Figure 10.

Figure 10: Visualisation of the Signalised Concept of Comries Road and Hukanui Road

In May 2023, an intersection report was prepared to provide an assessment of the above signalised intersection concept design. The intersection was modelled to assess traffic performance. This study identified that the Comries Road leg of this intersection currently operates at a poor level of service (LoS), particularly for right turn movements. The signalised concept design was assessed to improve LoS for Comries Road, especially for right turning traffic as well as decreasing the likelihood of right-angle crash types occurring. Therefore, a signalised T-intersection is recommended at this location.

There is currently no cycle lane on Hukanui Road and proposing a cycle lane here would not connect to any facility north or south along Hukanui Road. It is recommended to provide shared paths at a minimum width of 3m, and adjust kerbs where necessary, around the intersection to safely facilitate pedestrian and cyclist movements. There is an existing on-road cycle lane on Comries Road, which the shared path could tie into.

It is also recommended that the proposed signalised intersection is raised as the safest option to assist in lowering driver speeds through the intersection. The raised intersection can help reduce driver speeds to the desirable safe system threshold speed of 30km/h and the lessen the impact and severity should driver vs driver or driver vs active mode user conflict occur.

Having the proposed signalised intersection at grade is an alternative option, which is still safer than the existing intersection formation. However, the at-grade intersection will not help reduce vehicle speeds along Hukanui Road below to safe system threshold of 30km/h as effectively as a raised intersection.

The design options discussion, safe system scores and anticipated costs are summarised below in Table 4.

Table 4: Treatment Option Summary

Option	Treatment Type	Discussion	Indicative Cost Estimate
1. (Recommended)	Raised signalised intersection with kerb realignment and shared paths	Proposed raised signalised intersection to improve traffic efficiency on Comries Road and to reduce likelihood of intersection crash types occurring. The intersection is raised to help reduce driver speeds to the desirable safe system threshold speed of 30km/h. Shared paths proposed around the intersection to cater for both pedestrians and cyclists to use. Propose dual or shared crossing points on all intersection legs to cater for both pedestrians and cyclists. **Safe System Score = 149**	$2.5m
2. (Alternative)	At-grade signalised intersection with kerb realignment and shared paths	Proposed signalised intersection to improve traffic efficiency on Comries Road and to reduce likelihood of intersection crash types occurring. The intersection is at-grade which is unlikely to help reduce speeds for traffic along Hukanui Road to an acceptable safe system speed.	$2.0m

		Shared paths proposed around the intersection to cater for both pedestrians and cyclists to use. Propose dual or shared crossing points on all intersection legs to cater for both pedestrians and cyclists. **Safe System Score = 242**	
3. (Not Recommended)	Roundabout	Proposed conversion of intersection into a roundabout. Unlikely to improve bus efficiency. Insufficient space to install a roundabout for all bus movements and conflict with protected trees. Roundabout does not align with the SSBC. Will help reduce driver speeds and remove right angle crash types. High cost option. **Safe System Score = Not Assessed**	$5.0m
4. (Not Recommended)	Mid-block Crossings	Proposed mid block crossings for active mode users. Will improve connectivity for active mode users by priority crossings. Will not address bus efficiency issues. May not address speed reduction if mid block crossings are at grade. Mid block crossings do not align with the SSBC. Does not address safety concerns or remove right angle crash type. **Safe System Score = Not Assessed**	$400k

TREATMENTS CONSIDERED

An alternative intersection type, such as a roundabout, does not align with the conclusions of the SSBC and would not provide the desired outcomes for active mode users and public transport. There is also insufficient space, due to the presence of multiple protected trees in the vicinity of the site, to propose a roundabout large enough to accommodate all turning movements for buses. Therefore, a roundabout is not recommended as an option.

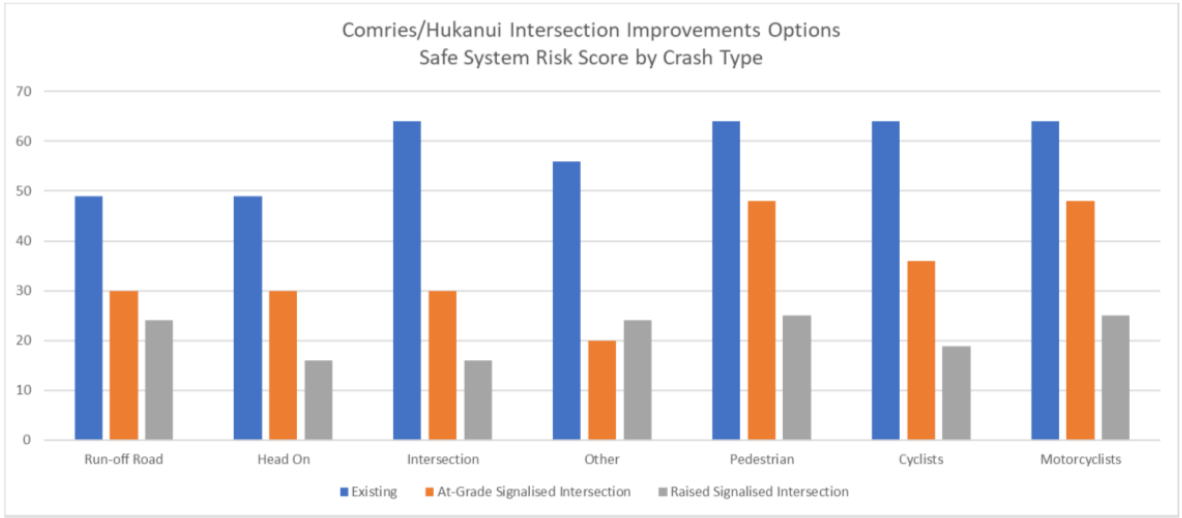
TREATMENT ANALYSIS MATRIX

Treatment	Cost Estimate	Current Cost of Crashes (Option Reduction)	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk Score	Risk Reduction %	Risk Reduction
Existing	$ -	$ 4,178,800	No Change	No Change	No Change	No Change	No Change	No Change	410	No Change	No Change
At-Grade Signalised Intersection	$ 2,000,000	$ 940,230	23%	Moderate	No Change	Moderate	High Benefit	High Benefit	242	41%	168
Raised Signalised Intersection	$ 2,500,000	$ 1,023,806	25%	Moderate	Moderate	Moderate	High Benefit	High Benefit	149	64%	261.25

Table 5 Treatment Comparison Table Mid-Block Pedestrian Crossing

Alternative Option

Preferred Option



Project Report

Tristram Street/Clarence Street – Safety Improvements – 2025/26

Hamilton City Council
Te kaunihera o Kirikiriroa

Tristram Street/Clarence Street - Safety Improvements Project

WHERE?

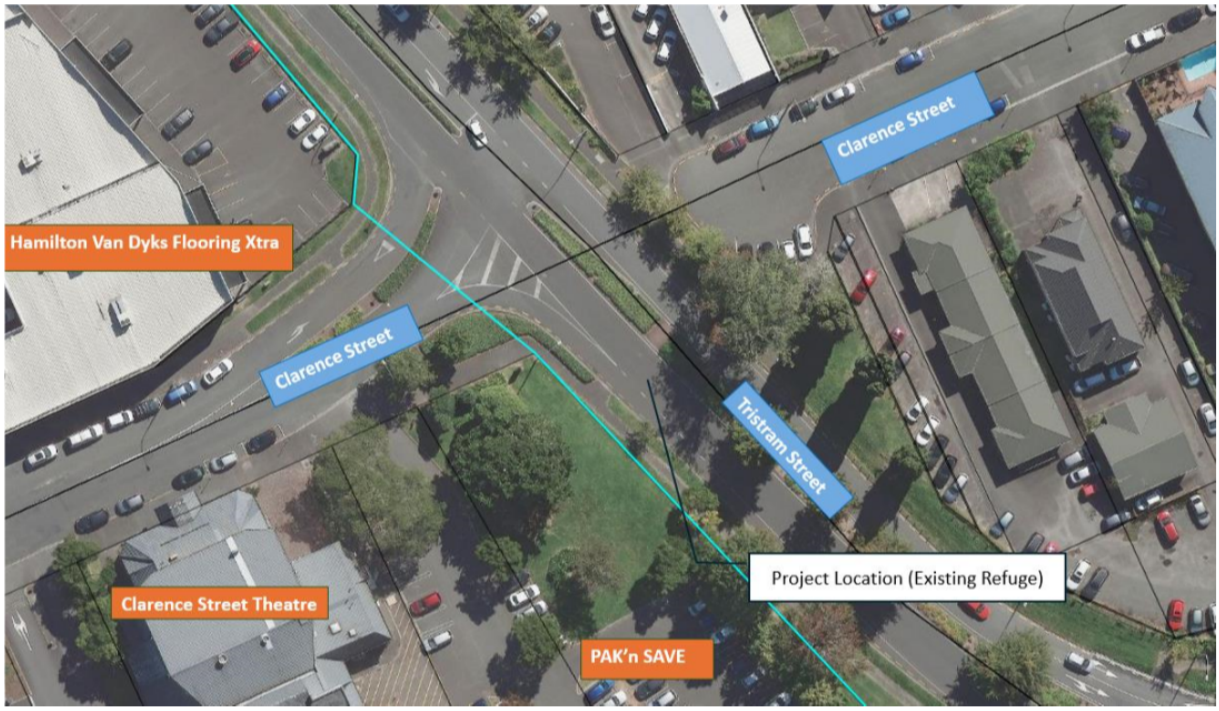


Figure 1 Site Location

SITE DISCRIPTION

Tristram Street is a Major Arterial Corridor under the Operative District Plan, with Clarence Street east being a pedestrian focused corridor and Clarence Street west being a local road. The immediate surrounding location is zoned as large format retail, and Central City land use. A mixed used development has been granted consent on the south-eastern corner of Clarence Street, consisting of commercial and residential development.

This project is seeking approval through the Unsubsidised Minor Transport Improvement programme 2024/27, with construction planned for the 2025/26 financial year. The objective of the project is to enhance overall safety and increase accessibility for people walking and cycling in the area.

WHAT'S THE PROBLEM?

From survey information, it is noted there are 506 pedestrians moving through this section of road and a recorded 164 pedestrians crossing Clarence Street, and 304 crossing Tristram Street, this includes central city workers as well as shoppers to and from Pak'nSave. The survey data also shows 67 Cyclists using the area, with 30 of them crossing Tristram Street, and one crossing Clarence Street.

There are no pedestrian or cycle priority crossing facilities in this area, with the closest facility being approx. 370m north outside the ACC building on Tristram Street.

On Tristram Street there is currently a pedestrian refuge within the central solid median at the proposed crossing location, this crossing point includes kerb cut downs. Immediately south of this is a secondary crossing point, however this one has no kerb cut downs. On Clarence Street, there is a small pedestrian refuge within a central median island.

Neither of these facilities provide pedestrians or cyclists with adequate priority or safety when crossing the road.

The high volumes of pedestrians coincide with high peak traffic, making it difficult for pedestrians to find safe gaps between traffic, resulting in high-risk decisions being made.

There is a left slip lane on Tristram Street provided for traffic turning into Clarence Street (west). Left slip lanes are not desirable in high traffic/high heavy vehicle locations, as they can often lead to a 'masking' problem. This is when larger vehicles, turning left, mask the visibility to traffic behind. Not only can this cause crashes but leads to driver hesitation. The wider slip lane also increases the width for a pedestrian or cyclists to cross the higher speed northbound traffic lanes.

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

The likelihood of a vehicle vs pedestrian crash resulting in death or serious injury is high at this location, due to the high number of people crossing the road, high volume of traffic and the absence of safe formal crossing facilities.

While data from the NZTA Waka Kotahi Crash Analysis System (CAS) shows a relatively poor safety record, it is the combination of vehicles speeds, wide traffic lanes and poor crossing facilities for pedestrians and cyclists that makes Tristram Street a barrier for these users to want to cross in this area. If Council are wanting to give road users the option to either walk or cycle from the southwestern part of the city into the Central City then improving their ability to cross at this intersection is needed.

ROAD DATA

Tristram Street is a two-lane road with solid central median with the following characteristics:

- Posted speed limit is 50km/h, the median speed is 41 km/h with an 85th%tile of 46.4km/h. The fastest recorded speed is 90.6km/hr.
- There is an existing informal crossing within the solid median island.
- The overall road width is 19m.
- A left slip lane begins 35m before the intersection.
- No cycle lanes.
- Delivery vehicles into Pak'nSave and Placemakers use this left in and out to access their respective businesses
- A 2.5m wide pedestrian footpath and 2m wide planted berm on the Pak'nSave side but no footpath on the opposite side, however there is a pedestrian accessway linking to the cul-de-sac end of Clarence Street (east).
- There is no formal pedestrian priority crossing within a 370-metres of the location.
- This is part of Fire and Emergency New Zealand rapid response network.

Clarence Street (west), is also a two-lane road, with a central island at the intersection, with the following characteristics:

- Posted Speed limit is 50km/h
- There's an existing informal crossing within the solid median island close to Tristram Street.
- The road is 17m wide at the mouth of the intersection
- No cycle lanes
- There is a 3.4m wide footpath on the Pak'nSave side, and a 1.5m wide footpath on opposite side.
- There is no formal pedestrian crossing along the length of Clarence Street 9west)

ONE NETWORK FRAMEWORK

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 Urban Connector.

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles
Tristram Street (red square)	Urban Connector (M1,P4)	18000 vpd (2025) 2% Heavy Vehicles

Clareance Street (blue square)	Local Street (M4,P3)	3800 vpd (est. 2025) 3% Heavy Vehicles

Table 1 One Network Framework & Volume of Traffic

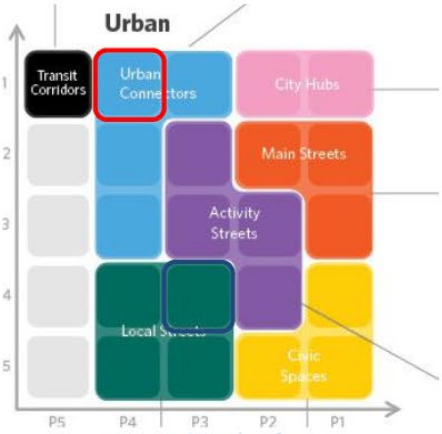


Figure 2 ONF Classification

CRASH HISTORY

Since 2014 there have been six recorded crashes, one fatal crash (motorcyclist), and five non-injury crashes.

At this location in travel speed, poor judgement resulting in loss of control/head on and rear end/obstruction crashes. Since 2014 the social cost of crashes has been $16.88M.

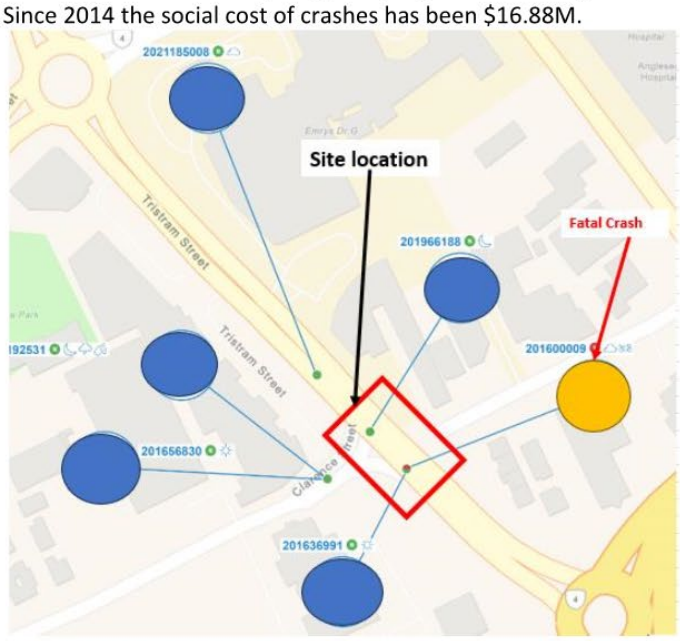


Figure 3 CAS Data – Showing Crashes (since 2014)

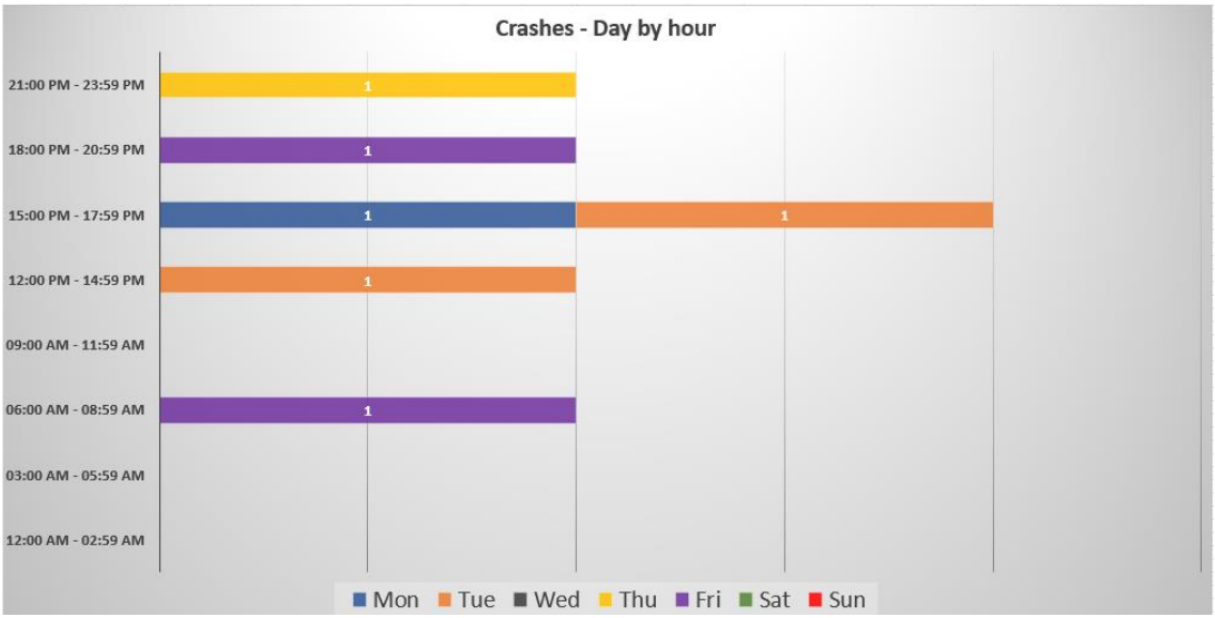


Figure 4 CAS Data – Showing crash analysis at different period during a day (since 2014)

PEDESTRIAN AND CYCLE DATA

There are notable pedestrian movements along Clarence Street and across Tristram Street, this is likely people walking, biking or scootering into the Central City from the lake area. Most pedestrians and cyclists travel in an east-west direction across Tristram Street.

An onsite fixed camera was used to monitor and gather pedestrian and cyclist movement/behaviour data.
Counts of the number of pedestrians and cyclist are summarised below:

Road name	Date and Time 7am to 7pm	Pedestrians moving through site	Pedestrian Crossing	Cyclist moving through site	Cyclist Crossing	Total Pedestrian and Cyclist
Clarence Street	1 May 2025 (Thursday)	58	106	1	0	**165**
Tristram Street	1 May 2025 (Thursday)	106	304	13	30	**453**

Table 2 Pedestrian and cyclist Volume

Due to the planted median on Tristram Street, there are two clear crossing locations. Of the two crossing locations (a) and (b) the number of people crossing is almost equal.

Crossing location	Number of people crossing (peds and cyclists)	% of people crossing
Northern Crossing (a)	166	49.7%
Southern Crossing (b)	168	50.3%

Table 3 Pedestrian and Cyclists crossing on Tristram Street

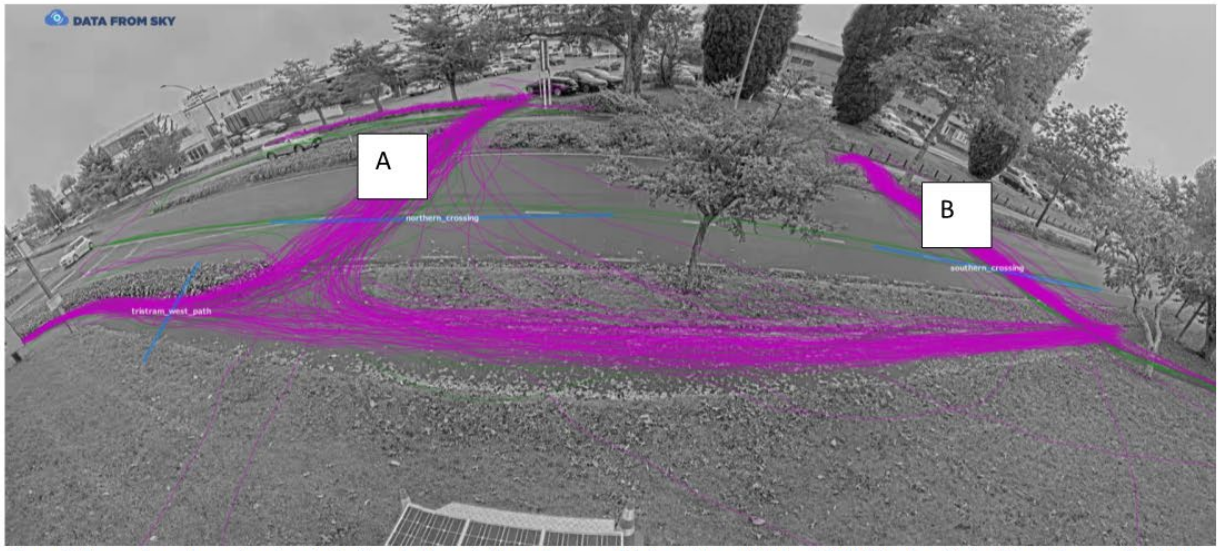


Figure 5 Survey Locations showing desire lines in the existing refuge, on Tristram Street (1 May 2025) (Purple = Pedestrians, Green = Cyclists)

On Clarence Street, there are two relatively clear crossing locations. However, there is a clear crossing preference.

Clarence Street Crossing location	Number of people crossing (peds and cyclists)	% of people crossing
Eastern Crossing (a)	106	64.2%
Western Crossing (b)	59	35.8%

Table 4 Pedestrians and Cyclists crossing Clarence Street

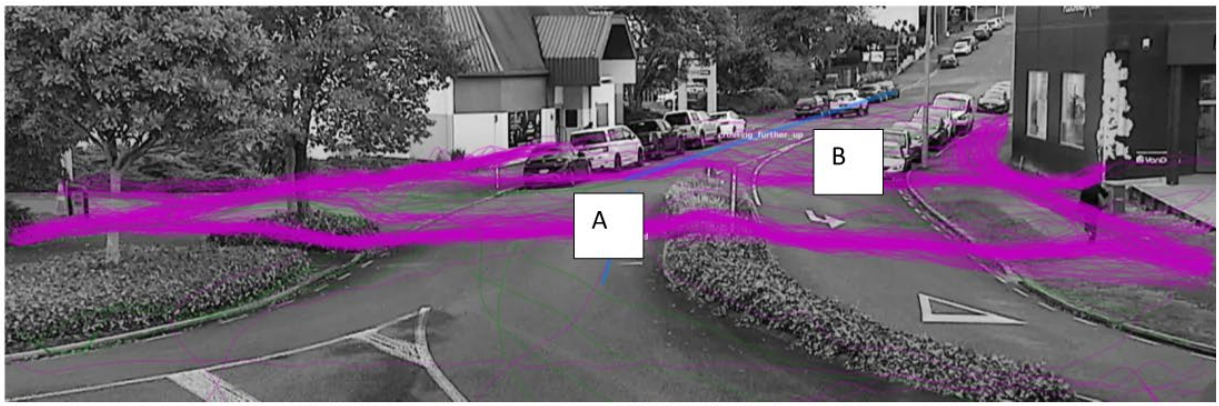


Figure 6 Survey Locations showing desire lines on Clarence Steet (1may 2025) (Purple = Pedestrians, Green = Cyclists)

OBSERVATIONS

A site inspection was completed on Wednesday 30 April 2025 and a "Pathways" © camera was installed to record pedestrian, cyclists and vehicle movements, during which the following observations were made:

- Many people cross Tristram Street, at both the northern and southern crossing, with no formal protection. Choosing high risk decisions often running across the road, when a gap in traffic becomes available.
- People are crossing from the direction they are coming from, for example people coming from Pak'nSave are crossing at the southern crossing point, whereas those who are coming from Clarence Street are crossing at the northern crossing point.
- The left slip lane causes masking when a truck is turning into Clarence Street from Tristram Street

	
Scooter user crossing Tristram Street	Pedestrain waiting to cross the Tristram Street
	
Mobility chair user crossing Tristram Street	Traffic turning out of Clarence Street

Figure 7 Site Photos - Observations

- Observed vehicles travelling at relatively high speed (particularly northbound) which can lead to serious crashes,
- The existing cutdowns at the crossing are observed to be non-wheelchair friendly due to tree roots under the pavement, on the western side.

COMMUNITY AND PUBLIC FEEDBACK

This project was part of the Transport Choices (CERF) Programme. It was given macroscope approval by the Infrastructure & Transport Committee on 7 March 2023. Consultation with key stakeholders resulted in feedback from FENZ stating a preference for an at-grade crossing facility. Community feedback, received in late July 2023, was fully supportive of the project.

Customer Request Management (CRM) System has shown the following customer requests are generally about pedestrian crossing requirements:

- November 2022: Resident requested a crossing location and new footpath across Tristram Street.
- August 2020: Request for improved cutdown across Tristram Street, from the Clarence Street parking area to the Central City. They find it very hazardous.
- December 2017: Customer has suggested a pedestrian crossing outside of the Clarence Street theatre.

STAKEHOLDER ENGAGEMENT

Through the Transport Choices (CERF) Programme, consultation was undertaken with the community, this included Pak'nSave, Pacemakers and the Big Box retail on the north-western corner. All these businesses had very little feedback at the time, however, there was good discussion with both Pak'nSave and Placemakers around their delivery times, which allowed us to plan and prepare for an appropriate construction window. For this project, staff will re-engage with the community again before designs are completed.

Tristram Street is on a strategic FENZ response route, they will be a key stakeholder during consultation.

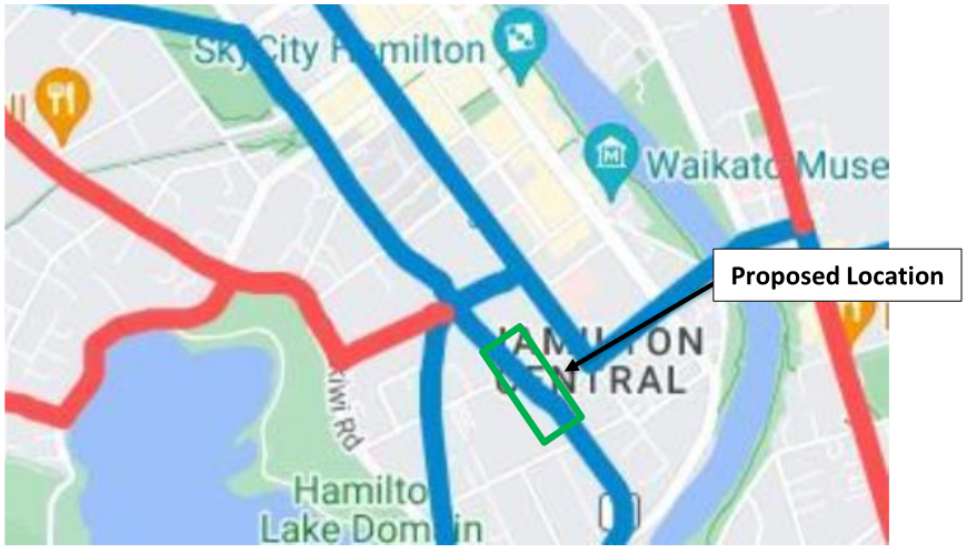


Figure 8 Aerial showing FENZ Route in blue and the proposed location in green rectangle.

ENGAGEMENT PLAN

The stakeholders near this location include private businesses, shops and residential areas. 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 work 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 Pak'nSave and local shops. A dedicated two -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.

SITE LIMITATIONS

Along Tristram Street there are two clear crossing locations. Whilst both crossing locations are desirable, trees along the eastern side limit the location of the crossing and the ability to install a safe path connection. As part of the design the southern crossing would be removed to encourage all pedestrians and cyclists to cross at the northern location.

LINKS TO OTHER PLANS AND PROJECTS

This crossing is a key link in the Biking and Micromobility Network Plan for cyclist travelling from the hospital area into the Central City. It is forecast this route will carry a significantly high number of cyclists and scooters between the two employment areas once safe and well-connected infrastructure is in place.

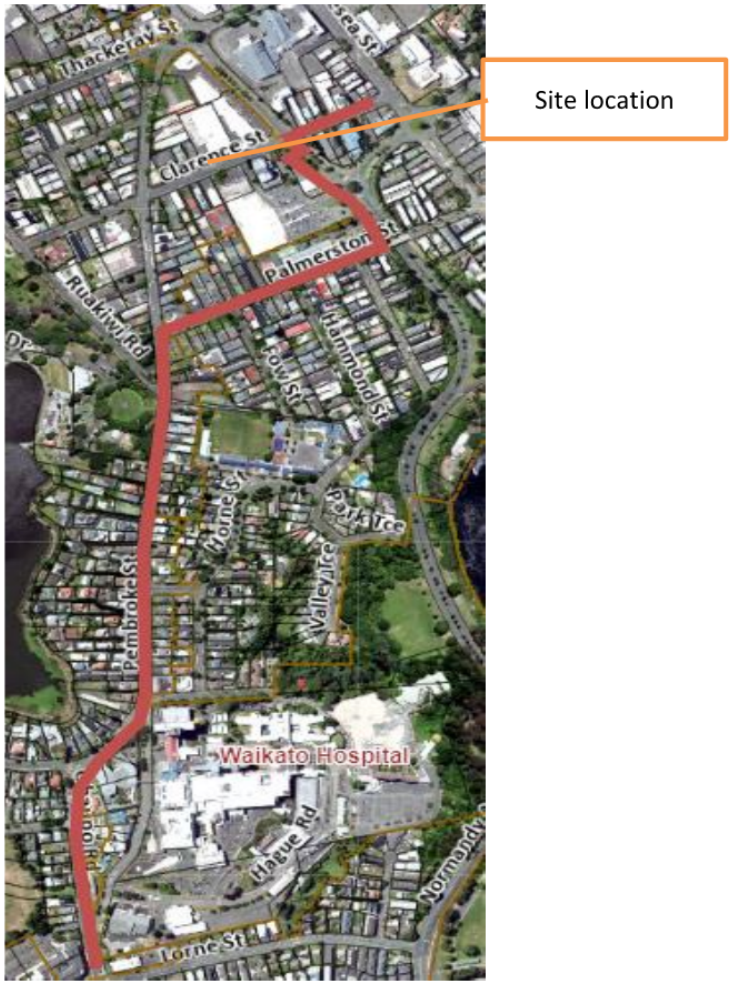


Figure 9 – Hospital to city centre Biking and Micromobility route

TREATMENT CONSIDERATIONS

Two options were developed Vehicle/Pedestrian Safety and pedestrian/ cyclist accessibility levels.

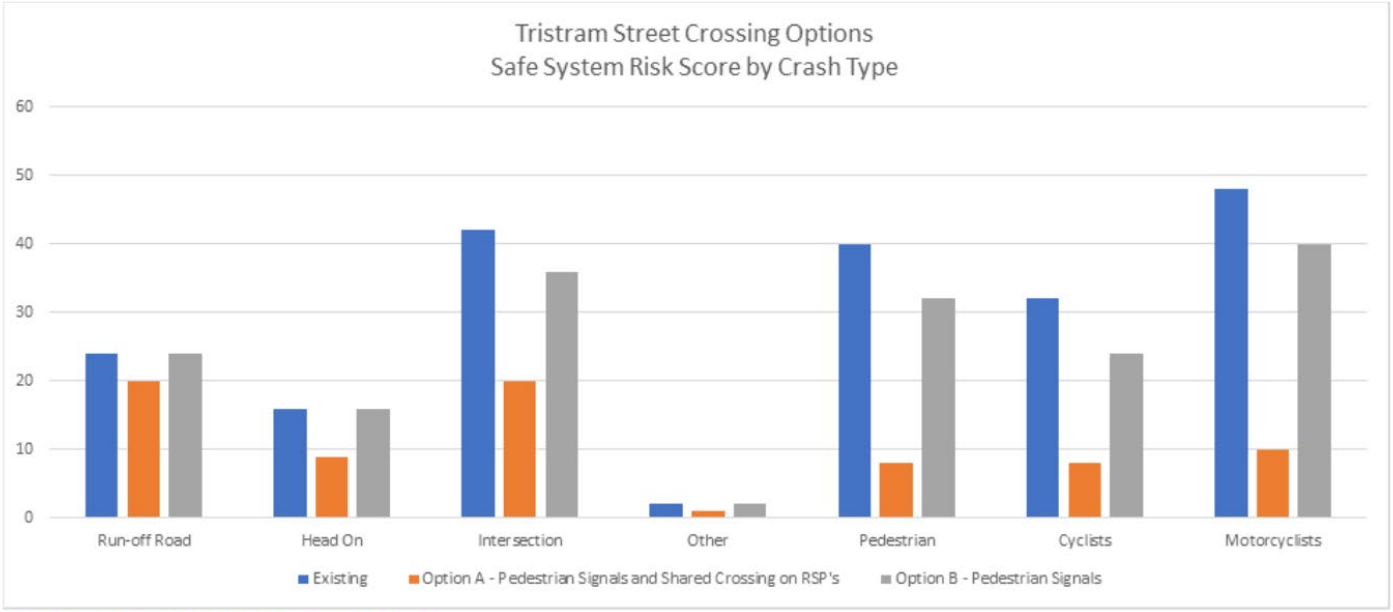
The following tables detail treatment options and matrix scoring for the options.

Treatment	Type	Inclusions	Cost[1]
A	Raised signalised pedestrian crossing across Tristram street and a raised dual Zebra	• Raised signalised crossing for both pedestrians and cyclists, through a single stage crossing. • A Raised dual- zebra crossing on Clarence Street	$1.58M

[1] These are concept level estimates (P95) include 30% contingencies.

	crossing across Clarence Street	• A large island to re-in force the left turn only out of Clarence Street • A buildout to remove the left slip lane.	
B	At-grade signalised pedestrian crossing across Tristram Street and improved kerb cut down crossing across Clarence Street	• An at grade crossing for both pedestrians and cyclists, with a single stage crossing • A non-priority crossing across Clarence Street. This will include new cut downs, a wider island and tactile pavers • A buildout to the remove the left slip lane.	$1.17M

Table 5 Long List Treatment table



TREATMENT ANALYSIS MATRIX

Figure 10 Treatment Comparison Table Mid-Block Pedestrian Crossing

Treatment	Cost Estimate	Current Cost of Crashes (Option Reduction)	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk Score	Risk Reduction %	Risk Reduction
Existing	$ -	$ 16,879,400	No Change	No Change	No Change	No Change	No Change	No Change	204	No Change	No Change
Option A - Pedestrian Signals and Shared Crossing on RSP's	$ 1,580,000	$ 1,687,940	10%	Moderate	Moderate	Moderate	Medium Benefit	High Benefit	76	63%	128
Option B - Pedestrian Signals	$ 1,170,000	$ 759,573	5%	Moderate	Minor	Moderate	Medium Benefit	High Benefit	174	15%	30

Figure 11 Safe Systems Risk Score – note the lower score indicates better safety.

RECOMMENDED OPTION

Preferred Safest Option - Raised signalised pedestrian crossing across Tristram Street and a raised dual crossing across Clarence Street Estimated costs $1.58M (P95 including 30% contingency).

On Tristram Street the crossing is currently proposed at the location of the northern pedestrian refuge island, this provides the best and easiest connection to the cul-de-sac head of Clarence Street (East). The crossing has a Raised Safety Platform with 1:20 ramp grades to balance safety of pedestrians and cyclists (reduce speeds) and vehicle transition (transition speed 40km/h).
This also include the build out to remove the left slip lane, therefore shortening the crossing distance for both pedestrians and cyclists, as well as shortening the 'run time' for the signals when a pedestrian is crossing.
On Clarence Street, this provides a raised dual crossing to allow a safe crossing for pedestrians and cyclists, this will also be installed on 1:20 ramps. This option has an estimated social crash cost saving $1,687,900 and a safe systems score of 76.

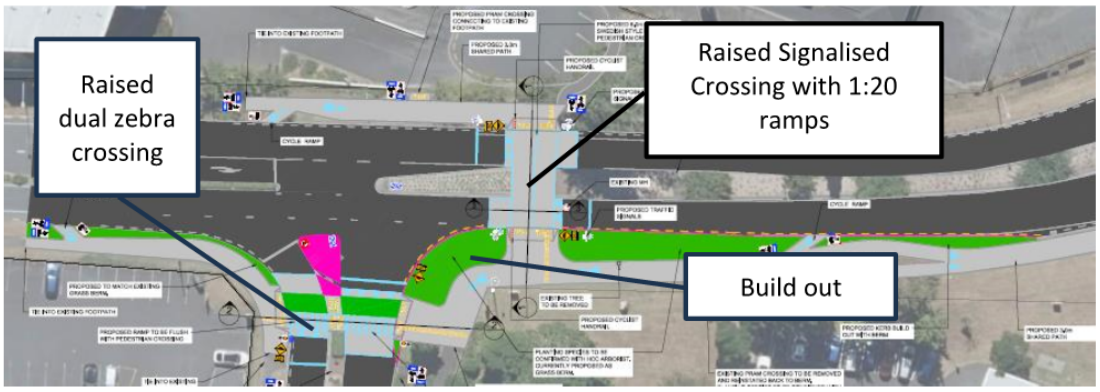


Figure 12 Preferred Option – Signalised Crossing on Raised Safety Platform, a duel RSP and a build out

Alternative Safer Option: At-grade signalised pedestrian crossing across Tristram Street and improved kerb cut down crossing across Clarence Street Estimated costs $1.15M (P95 including 30% contingency).

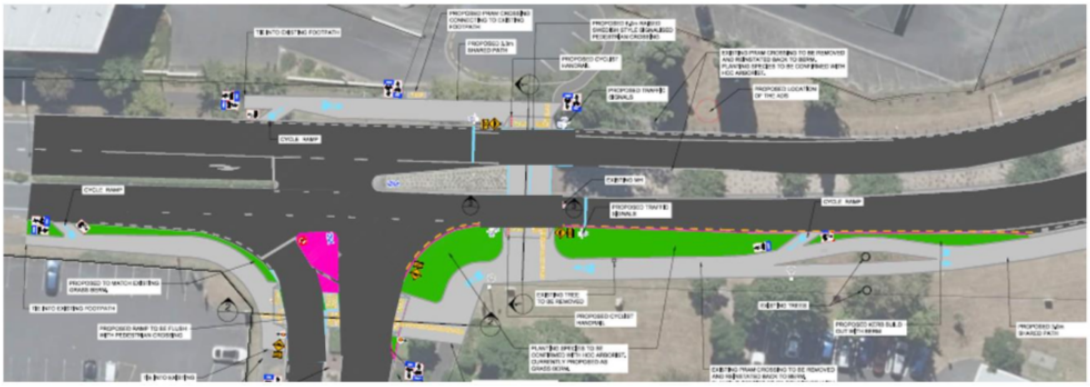


Figure 13 Alternative Option: At-grade signalised pedestrian

This option removes the raised safety platform on Tristram Street and the raised dual crossing on Clarence Street. However, without raised safety platforms, the approach and transition speeds, especially on Tristram Street, are not reduced to a survivable pedestrian impact speed. As a result, there is risk, that any

crash involving a pedestrian is likely to result in death or serious harm. This option also includes the build out, to reduce the crossing distance, and to shorten the 'run time' of the crossing phase.

On Clarence Street, this option removed the dual zebra and RSP, and provide new cut downs, and tactiles for visually impaired users. This option has an estimated social crash cost saving $759,600 and a safe systems score of 174

A1tem 7

Council Report

Committee: Infrastructure and Transport Committee
Date: 24 July 2025

Author: Andrew Parsons
Authoriser: Andrew Parsons

Position: General Manager Infrastructure and Assets
Position: General Manager Infrastructure and Assets

Report Name: Infrastructure and Assets General Managers Report

Report Status	*Open*

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on strategic infrastructure and transport matters that need to be brought to Member's attention, but which do not necessitate a decision.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Infrastructure and Transport Committee Members on matters contained within the plans, strategies and activities for which this Committee and the relevant General Manager has responsibility over.
4. The following updates are included in this report:
    i. Regional Transport Committee Update;
    ii. Future Proof Public Transport Subcommittee Update;
    iii. Draft National Infrastructure Plan Feedback;
    iv. Southern Wastewater Treatment Plant Update;
    v. Bus Shelter Lighting Update;
    vi. Waste Management and Minimisation Plan 2024 – 2030 Update;
    vii. Ruakura Eastern Transport Update ; and
    viii. Rotokauri Greenway and Transport Arterial Update.
5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

Discussion – Matapaki

Regional Transport Committee (RTC) Update

6. The Committee last met on 9 June 2025. The link to previous agenda and minutes can be found here. Agenda items included:

7. The next scheduled meeting is 8 September 2025.

Future Proof Public Transport Sub Committee Update

8. The last meeting of the Subcommittee was 16 May 2025 and the link to the agenda and minutes can be found here. Agenda items included:

9. The next scheduled meeting is 15 August 2025.

Draft National Infrastructure Plan Feedback

10. A draft National Infrastructure Plan (Te Waihanga – the New Zealand Infrastructure Commission) has been released for feedback. The document outlines a 30-year vision to address the country's pressing infrastructure challenges. It acknowledges that while New Zealand spends more per capita on infrastructure than many high-income countries, it ranks poorly in terms of value for money. The Plan proposes a strategic shift toward smarter investment, prioritising maintenance and renewals, improving planning and coordination, and ensuring infrastructure funding is both affordable and sustainable. It includes 19 key recommendations across four focus areas: funding, regulatory reform, maintenance-first approaches, and right-sizing new investments.

11. Staff previously gave feedback on 'Testing our Thinking on an Enduring National Infrastructure Plan, November 2024' Here. We currently have a number of large projects listed in the draft Plan, including wastewater bulk storage, water network improvements, upgrading and expanding the Pukete Wastewater Treatment Plant (WWTP), Southern Metro WWTP, and the Ruakura Eastern Transport Corridor.

12. The Southern Wastewater Treatment Plant, and the Ruakura Eastern Corridor projects have additional recognition in the draft plan having been endorsed as "Nationally Significant" in the Infrastructure Priority Projects List.

13. Release of the draft Plan presents an opportunity to influence national infrastructure direction. In addition to commenting on what the Plan recommends, Councils are able to provide feedback on the Plan's priorities, especially where they intersect with regional infrastructure needs such as water services, transport, and resilience planning. Submissions can be made via an online feedback form or through more detailed written submissions, with the consultation period open until 6 August 2025. Staff consider that this is an important opportunity to advocate for local priorities, highlight implementation challenges, and ensure alignment between national strategy and regional and local infrastructure planning. A written staff feedback submission will be drafted and circulated prior to being submitted.

14. Staff understand that Upper North Island Strategic Alliance (UNISA) will also be submitting on the plan and will keep a watching brief on their submission and any submission made by Future Proof partners.

Southern Wastewater Treatment Plant Update

15. On 17 April 2025 Hamilton City Council (HCC) awarded the contract for Master Planning, Concept Design and Consenting the new Wastewater Treatment Plant to Beca. Following a mihi whakatau beside the river hosted by mana whenua representatives from the Project's Kaitiaki Roopuu in May, these initial few months have been spent preparing the Project Plan, Programme and quality management documentation for the two-year programme to lodge the designation and wastewater discharge consent to the Waikato River for the new Plant.

16. Landowner engagement has now commenced following interest from nearby neighbours. Council and Beca have been phoning and meeting the 20 immediately adjacent neighbours and providing letters to approximately 80 additional landowners in the vicinity of the site. Council's website now includes a dedicated page to the project. Southern Wastewater Treatment Plant Project Stakeholder and Engagement Plan is currently being finalised to step out the engagement programme with partners, stakeholders, landowners and the general public over the next 2 years.

17. Waipaa District Council, Waikato District Council, and Waikato Tainui as Project Partners have been briefed on the project progress and stakeholder engagement. An 'all-in' Project induction is being held 10 July to key HCC staff and Project Partners followed by a site visit, hosted by Hamilton City Council and Mana Whenua.

18. The next 4 months will include completing the critical background review phase including confirmation of the land use and growth demand assumptions on which the planning, design and staging of the Plant will be based. This will also include the development of the proposed consenting strategy. Options include taking a traditional consenting approach, Direct Referral to the Environment Court, and revisiting a referral to the Fast Track Approval process.

Bus Shelter Lighting Update

19. Over the last 12 months, staff have included solar lighting as a standard feature in all new bus shelters installed across the transport network. 45 new shelters have solar lighting. Installing lighting in bus shelters is a positive move as it enhances safety, security, and accessibility for passengers, particularly during nighttime or low-light conditions. Lighting in shelters can help deter crime, make it easier for passengers to be seen by approaching bus drivers, and creates a more welcoming and comfortable environment. Also, adequate lighting makes it easier for passengers to see the bus stop, navigate the area, and safely board and alight the bus. By making bus stops safer and more inviting, it will encourage more people to utilise Hamilton's bus services. For these types of installations, solar powered lighting makes the most sense from practical and cost perspectives.

20. A couple of recent examples below:

Image 1: Outside Shearer's Music Shop (opposite the Hamilton Transport Centre)

Image 2: Outside 123 Knighton Road (near University of Waikato Campus)

Waste Management and Minimisation Plan 2024 – 2030 Update

21. On 2 May 2024, the Infrastructure and Transport Committee approved the 2024 – 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para (WMMP).

22. The WMMP is Council's strategy to ensure that the requirements of the Waste Minimisation Act 2008 (WMA), to promote effective and efficient waste management and minimisation within the city, is met.

23. Our vision is "Hamilton Kirikiriroa is leading the way towards a low-waste city."

24. The WMMP outlines seven focus areas, and 31 actions that set out the Council's strategy and targets for managing and minimising waste generated by households, businesses, and industries in Hamilton.

25. Key achievements in the first year of the 2024 – 2030 WMMP are:

    i. The 2024 Hamilton City Council Contestable Waste Minimisation Fund of $50,000 resulted in 11 successful sustainable projects. The aim of the fund is to support waste minimisation projects that encourage community participating and education and lead to long-term waste minimisation action and behaviour change. Supporting projects with this aim will help to reduce waste to landfill and help achieve the vision and outcomes of the WMMP.

    ii. Outside of the contestable fund, we provided financial support via the Government Waste Levy to Sentinel Homes, to repurpose construction waste into cabins, which not only reduces landfill pressure, but also creates tangible community assets. This is a great example of circular economy thinking in action and resulted in an 84% diversion rate across eight constructions sites, setting a remarkable benchmark in sustainable building. We also provided funding via the Waste Levy for the Waste Xpert app that tracks and measures diverted construction waste, providing real-time progress, standardise reporting, and build trust among stakeholders. This shows how local government can play a proactive role in innovation and accountability.

    iii. The 2025 Hamilton City Council Contestable Waste Minimisation Fund was increased to $100,000 through the 2024-34 Long Term Plan. We received 34 applications requesting $326,000 in funding. The Application Assessment Panel recommended awarding a total of $100,000 to 22 applicants. These projects will be delivered during 2025/26.

    iv. The Education Team engaged directly with 4,918 individuals in 2024/25, supporting community understanding and action in waste reduction and responsible recycling. Their outreach continues to drive behaviour change and strengthen local commitment to sustainable waste practices.

26. The Resource Recovery team continues to empower and support initiatives that algin with the Waste Hierarchy, backing innovative ideas that reduce, reuse, or repurpose materials before they enter the waste stream. These projects serve as practical models of circularity in action, inspiring broader change across the community.

27. **Attachment 1** provides an additional update on progress we have made against our seven focus areas and 31 actions as specified in the WMMP.

Ruakura Eastern Transport Corridor Update

28. The Infrastructure and Transport Committee approved the macroscope of the Eastern Transport Corridor (ETC) at its meeting of 26 September 2024 *for the purposes of advancing discussions on a potential delivery funding plan*. The recommended macroscope comprises of:

    i. earthworks and stormwater management for four lane construction;

    ii. four lane railway overbridge;

    iii. four traffic lanes from Ruakura Road to Fifth Avenue;

    iv. four traffic lanes for Fifth Avenue Extension;

    v. two traffic lanes from Fifth Avenue to connect to Webb Drive; and

    vi. includes walking and cycling facilities;

29. Confirmation of the macroscope allowed for a detailed business case to be completed and submitted to New Zealand Transport Agency (NZTA) for endorsement in support of an application for subsidy support for the pre-implementation (design and consenting) phase of the project. The design phase of the project over the next 12 months will allow a better understanding of risk, scope and cost that will underpin a delivery funding plan.

30. NZTA have confirmed a $2.1million National Land Transport Fund share of the total pre-implementation phase cost of $4.1million. They have placed a condition subsequent on the funding approval that requires a Multi-Party Funding Agreement aligned with its policy prior to seeking implementation (construction) funding, which is consistent with Councils resolution in approving the macroscope.

31. The NZTA endorsed detailed business case has confirmed the following;

    i. the preferred option aligns with Councils approved macroscope and has a benefit to cost ratio of 6.7;

    ii. the P50 construction cost estimate (excluding land) is $133.0million (in $2024); and

    iii. the P95 construction cost estimate (excluding land) is $184.0million (in $2024)

32. The ETC project was submitted to the NZ Infrastructure Commission (Te Waihanga) as part of the new Infrastructure Priorities Programme (IPP). The Commission is not a funding agency, but it has an independent role to advise government on infrastructure matters to help lift the countries performance and improve wellbeing.

33. The Commission has instigated the IPP to assist the public sector by undertaking independent expert reviews of submitted projects to assess readiness for funding. The application of the IPP overtime will give central government decision makers the information needed to robustly prioritise large projects.

34. The Commission has endorsed the ETC, as 1 of 3 projects out of 44 submitted in the first round of applications, as a national infrastructure priority that is investment ready. The IPP is included in the draft National Infrastructure Plan which is currently out for consultation.

35. Work is about to commence on the design and staff will report to the appropriate Committee early in 2026 with information sufficient to seek direction on a delivery funding plan.

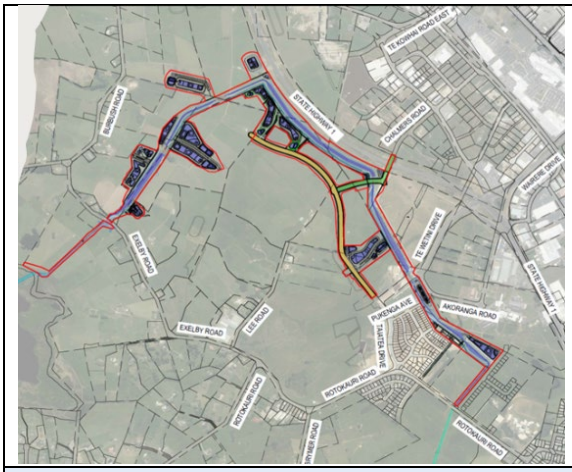
Rotokauri Greenway and Transport Arterial

36. In May 2022 Council agreed to enter into an agreement with Hounsell Holdings Ltd (HHL) for the design and consenting of the significant Greenway stormwater conveyance channel between Lake Waiwhakareke and Lake Rotokauri required to develop Rotokauri stage 1.

37. Council then approved at its meeting of 14 December 2023 to enter into a number of separate but inter-related agreements to work in partnership with Hounsell Holdings Ltd (Hounsell) and a number of other landowners for the physical delivery of the Greenway and delegated approval to the Chief Executive to conclude all negotiations and to execute the agreements. All agreements have now been executed.

38. The Greenway agreement with Hounsell will see the delivery of the Greenway over a 5-year period commencing this construction season. The Greenway is defined by 6 separate catchment basins with construction commencing from north to south with the southernmost basin at Te Wetini Drive forecast for completion in October 2030.

39. One of the agreements is to fund an upsize of infrastructure being provided by Hounsell as part of their land development to ensure that it can accommodate growth in the wider Rotokauri Stage 1 area. In particular this includes the Rotokauri transport arterial from Te Wetini Drive northwards to Chalmers Road and to the Hounsell northern property boundary as shown below.



Greenway (with arterial shown)

Transport Arterial

40. The Greenway project design and consenting is nearing completion, and physical delivery is about to commence. Council and Hounsell have been working closely with mana whenua for a northern end start in October 2025 of enabling works to relocate fences, remove trees and to create ecological habitats as required by consent conditions. The main construction work for the northern basins will start in January 2026 with the installation of a new Exelby Road culvert.

41. Major earthworks and erosion control measures will be the priority activity planned for summer months. This will help create a stable dry ground suitable for final landscaping, planting and installation of other amenity infrastructure including pathways to follow at later stages to match housing delivery.

42. A community engagement plan has been prepared to keep all stakeholders and the community aligned and informed including over any disruption likely to be caused by the work.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

43. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.

Risks - *Tuuraru*

103. There are no known risks associated with the decisions required for this matter.

Strategic Considerations - *Whaiwhakaaro-aa- rautaki*

104. Everything we do is aimed at improving the wellbeing of Hamiltonians. Council has been working alongside our community to understand what people in our city want the future of Hamilton Kirikiriroa to look like as represented by our five priorities.

105. The promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future is expressed through Council's key strategies.

106. The proposed recommendation will align with Council key documents, as identified in the Governance Structure, in the following ways.

Significance and Engagement Policy	Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report have a low level of significance, and no engagement is required.
Our Climate Future Te Pae Tawhiti o Kirikiriroa	Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - 2024 - 2030 Waste Management and Mininsation Plan - Action Plan Update.

Attachment 1: 2024 – 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para (WMMP) – Action Plan Updates

Our vision: "Hamilton Kirikiriroa is leading the way towards a low-waste city."

Our performance targets:

- At least 45% of the waste collected via the council kerbside rubbish and recycling service will be diverted from landfill. Result: 45.9%
- At least 40% of the waste collected at our facilities, such as libraries and event venues, will be diverted from landfill. Result: 40.48%
- At least 14% of total volumes of construction and demolition materials is diverted from landfill at our Lincoln Street Resource Recovery Centre. Result: 12.59%
- Each year we will divert a minimum of 14.5 million kg of waste from going to landfill at Council operated waste sorting and processing facilities. Result: 12,733,000 kgs

Focus area one: Further reduce the amount of organic waste going to landfill				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
1. Collaborating with businesses and organisations to reduce food waste by providing education, grants and other forms of support (minimum of one project per year).	Waste levy	Ongoing	Cross Council engagement working with business solutions using the Carbon Cycle bins. Montana Catering have Carbon Cycle bins at H3 and spread the compost across the grounds.	Ongoing
2. Enable community and local composting initiatives by providing education, grants and other forms of support (minimum of one project per year).	Waste levy	Ongoing	Sharing Tronpost with the community annually. A give back system to share food scraps from Hamilton kerbside collection made into compost. Working with Para Kore and schools to access compost bins through the Waste Minimisation contestable fund.	Ongoing
3. Implement and incentivise initiatives to encourage household food waste reduction, composting, and use of the kerbside food scraps service.	Waste levy	Years 1 – 3	Love Food Hate Waste campaign had good engagement internally and externally. We ran a competition and some short surveys internally which received positive feedback. Eternally we joined the National campaign which had digital billboards and online advertising.	In progress

Focus area two: Ongoing efforts to reduce construction and demolition waste				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
4. Continue to work internally and with industry to reduce construction and demolition waste through the supply chain, from design through to deconstruction (minimum of one project per year).	Waste levy Rates	Ongoing	Sentinel Homes and Waste Xpert project resulted in 84% construction waste diversion. Both parties have presented to the Waicon networking group and the Central North Island Council group showcasing what is happening in Hamilton City, and what is possible. Queenwood Developments worked with Purpose Fill to measure what waste was diverted from a multi-unit dwelling and provided a step-by-step guide of how waste was managed on site. Total waste diverted was 63.9%. This case study will be shared on our website. Relationship developed with Dr Terri-Ann Berry from the Environmental Innovation Centre and training session run on 26June 2025.	Ongoing
5. Council educates on, and enforces, the existing Waste Management and Minimisation Bylaw (2019) to ensure site waste plans are implemented and reported on, and that waste reduction is a consideration of design.	Waste levy Rates	Years 1 – 3	Builders Breakfast engagement. Waicon networking group includes all the large construction companies in Hamilton and a variety of other providers in the Hamilton construction industry. Training to the sector by Dr Terri-Ann Berry covering sustainability in construction sector; C&D waste management; plastic waste in construction; challenges, impacts, and reduction opportunities; on-site waste separation; and operational approaches and common challenges faced during implementation.	In progress
6. Increase construction and demolition waste recovery by completing a feasibility study to understand the flow of materials in the city and implement identified local opportunities and solutions.	Waste levy Rates Partnerships	Years 1 – 3	Feasibility study scheduled for 2025/26.	To be completed

Focus area three: Support the move to a circular economy				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
7. Develop a circular economy plan for Hamilton that maps material flows for the city, identifies best practice, engages local industry, identifies gaps, and builds capability.	Waste levy	Years 3 – 6	The team continue to look for opportunities to develop a plan. There is some cross-Council work in the early stages of development. This project will identify future opportunities for Hamilton and our neighbouring Councils. This is currently funded by Waikato Regional Council.	To be completed
8. Provide grants, education or other kinds of support to foster circular economy innovation and initiatives (minimum of one project per year).	Waste levy	Ongoing	As above, the circular economy infrastructure project will bring some opportunities to our team. Other projects are currently being scoped such as the Resource Wise Project which will work initially with ten businesses.	To be completed
9. Include waste reduction and circular economy priorities in Council procurement processes and contracts.	Waste levy Rates	Years 1 – 3	The team continue to support the internal behaviours of the Council Staff. We are building relationships with the Procurement team and Project Managers to ensure waste minimisation is at the start of the conversation as opposed to an add-on at the end.	In progress

Focus area four: Recover more from waste streams				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
10. Council engages and educates our people. We are role models to other organisations in reducing waste across our facilities and our council run events.	Waste levy	Ongoing	The Resource Recovery Team have engaged with 4,918 customers over the 12 months to June 2025. This was an increase from 1,334 in the previous 12 months, a 269% increase.	Ongoing
11. Enable the growth of an accessible and easy to use network of community resource recovery hubs and circular projects for reusing, repairing, repurposing, recycling, the sharing economy and avoiding waste.	Waste levy Rates Partnerships	Years 1 – 6	We are in the early scoping phase of the Hamilton Resource Recovery network and we have employed a Resource Recovery Waste Minimisation Officer to lead this piece of work.	In progress

Focus area four: Recover more from waste streams				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
12. Review our current education and behaviour change activities and develop an accessible and effective programme that meets the needs of our diverse city and is delivered in collaboration with others.	Waste levy	Years 1 – 3	We have had a second Educator join our team and we continue to fine tune our programme and delivery. We are continuing to reach large numbers of customers, with a 269% increase over the past 12 months. We will conduct a review of the program we offer.	In progress
13. Educate our community on the correct use of kerbside rubbish and recycling services, including any national legislative requirements e.g. standardisation of accepted materials.	Waste levy Rates Partnerships	Ongoing	We have hosted a fortnightly education session at Te Whare o Te Ata to offer quiet education services to customers who have had bins removed due to ongoing non-compliance. Customers who attend these sessions get their fines waivered and bins returned for free. The Operations team are monitoring bin tags (orange and red) given out and we have recently introduced a green sticker "well done" system, which has had some encouraging engagement and media coverage.	Ongoing
14. Support event organisers to implement waste reduction at events and waste plans (as required by the Waste Management and Minimisation Bylaw (2019)).	Waste levy/ Partnerships/ User pays	Ongoing	We engaged Para Kore to support behaviour at internal events such as Your Neighbourhood. We redeveloped the Event Waste guide that will go onto the website and some training opportunities will be provided to the customers who host events at Hamilton City Council owned sites.	Ongoing
15. Effective management and increased diversion of targeted waste streams in Hamilton. E.g. hazardous waste, electronic waste, batteries, tyres, textile waste, medical waste, nappies, construction and demolition.	Waste levy	Years 1 – 3	The Resource Recovery team funded a Waste Audit for H3 to assess potential waste diversion options last year and we are now working with H3 to develop diversion opportunities. Introduction of Tyrewise scheme at Lincoln Street Resource Recovery Centre from 1 July 2025. The team are exploring diversion options for batteries.	In progress

Focus area four: Recover more from waste streams				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
16. Continue with our current contestable Waste Minimisation Fund and investigate options to develop and enhance.	Waste levy	Ongoing	The 2024 fund allocated $50,000 to 11 sustainable projects that were completed during 2024/25. The team will visit some completed projects to showcase their successes. The 2025 fund received 34 applications requesting $326,000. The fund was increased to $100,000 through the 2024-34 Long Term Plan and this was awarded to 22 projects that will be delivered during 2025/26.	Ongoing

Focus area five: Adapt to changing lifestyles and ways of living				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
17. Work within Council and with relevant developers, designers, planners and consultants to incorporate effective and efficient waste reduction approaches into the design, and use of commercial and residential developments.	Waste levy Rates User pays	Years 1 – 3	Through the Waicon networking group and through the Sustainability networking group we are connecting with stakeholders to explore opportunities.	In progress
18. Improve the accessibility of waste reduction options in the central city and areas of increased housing intensification.	Waste levy Rates	Years 1 – 3	This piece of work is yet to be undertaken.	To be completed
19. Influence and empower Hamiltonians to understand the impacts of their disposable consumption and take responsibility for their choices.	Waste levy Rates	Ongoing	This piece of work is yet to be undertaken.	To be completed

Focus area six: Shaping national direction on waste and resource recovery				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
20. Advocate for and engage in national change that reduces waste and supports a circular economy. E.g. product stewardship and the Container Deposit Scheme.	Waste levy Rates	Ongoing	We have explored options for a container return scheme type trial. This is very expensive and will need other Councils and Ministry for the Environment support, and other co-funding options. We would need to collaborate with other councils to have success with this work.	Ongoing
21. Consider and respond to Government legislative changes, guidelines or policies. This includes the outcome of the review of the Waste Minimisation Act 2008 and Litter Act 1979, and any relevant data and licensing requirements.	Waste levy Rates	Ongoing	In May 2025 the Resource Recovery team provided feedback to the Ministry for the Environment on potential changes to the Waste Minimisation Act 2008 and the Litter Act 1979, which was circulated to Elected Members for their review and contribution.	Ongoing
22. Support relevant regional and national initiatives such as Love Food Hate Waste and Ministry for Environment Circular Construction Programme.	Waste levy Rates	Ongoing	The Resource Recovery Team ran a very successful Love Food Hate Waste Campaign in March 2025.	Ongoing

Focus area seven: Regulatory and council management				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
23. Investigate and implement the most relevant approach for disaster waste management in Hamilton.	Waste levy Rates	Ongoing	The Resource Recovery Team continue to engage with Enviro NZ and developing a disaster waste plan is a priority for 2025/2026.	Ongoing
24. Conduct kerbside rubbish and recycling audits and community surveys as required	Waste levy Rates	Ongoing	As part of Plastic Free July, the team are conducting a takeaway coffee cup audit of the Municipal Building.	Ongoing
25. Review the Waste Management and Minimisation Plan 2024 – 2030.	Waste levy Rates	Years 3 – 6	This piece of work is yet to be undertaken.	To be completed

Focus area seven: Regulatory and council management				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
26. Conduct a review of the current Waste Management and Minimisation Bylaw (2019) within the statutory time frame, to ensure it remains fit for purpose.	Waste levy Rates	Years 3 – 6	This piece of work is yet to be undertaken.	To be completed
27. Monitor and report on our contracted waste services including rubbish and recycling collection data from the kerbside.	Waste levy Rates	Ongoing	Monitored through our monthly contract meetings and contract KPI reporting.	Ongoing
28. Undertake enforcement actions under the Waste Management and Minimisation Bylaw (2019) and other appropriate legislation as required.	Waste levy Rates	Ongoing	Kerbside contamination inspections issuing orange and red tags and a three-strike system for contaminated yellow recycling bins. Discussion with property managers and Kainga Ora where tenants continually misuse bins. Recycling Right workshops introduced at Te Whare o te Ata to support people doing the right thing and return confiscated bins free of charge for attending the workshop.	Ongoing
29. Consider and respond to Government legislative changes associated with closed landfills.	Waste levy Rates	Ongoing	In May 2025 the Resource Recovery team provided feedback to the Ministry for the Environment on potential changes to the Waste Minimisation Act 2008 and the Litter Act 1979, which was circulated to Elected Members for their review and contribution.	Ongoing
30. Effectively manage illegal dumping and littering with education and enforcement.	Waste levy Rates	Ongoing	2,872 illegal dumping instances notified to Council and 153 infringement notices issued over the 12 months to May 2025. “No illegal dumping” signage installed in hot spot areas to deter behaviour. Recycling Right workshops introduced at Te Whare o te Ata.	Ongoing

Focus area seven: Regulatory and council management				
Action	**Funding source**	**Timeframe**	**2024/25 Progress**	**Status**
31. Regularly review the effectiveness of waste related programmes including site waste plans and event waste plans	Waste levy Rates	Ongoing	82 event waste plans over the 12 months to May 2025 were reviewed by the team and advice provided The team continue to work with contractors to share information and encourage the use of site waste plans, but not regulated at this stage.	Ongoing

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Committee Unconfirmed Public Excluded Minutes 13 May 2025 C2. Bus Shelter Advertising Contract C3. Minor Transport Improvements Contract Award C4. Disposal of Sewage Sludge - Variation and Extension to Contract C5. Te Anau Pump Station Diversion Contract Award	) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987)	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)
Item C3.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)
Item C4.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information	Section 7 (2) (b) (ii)
Item C5.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)