

## Notice of Meeting:

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

**Date:** Tuesday 13 May 2025  
**Time:** 9:30 am  
**Meeting Room:** Council Chamber and Audio Visual Link  
**Venue:** Municipal Building, Garden Place, Hamilton

Lance Vervoort  
Chief Executive

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## Infrastructure and Transport Committee

### *Te Komiti Tuaapapa me ngaa Waka*

## OPEN AGENDA

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#### Membership

**Chairperson** Deputy Mayor Angela O'Leary  
*Heamana*

**Deputy Chairperson** Cr Tim Macindoe  
*Heamana Tuarua*

<b>Members</b>	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
	Vacancy	Maangai Norm Hill

**Quorum:** A majority of members (including vacancies)

**Meeting Frequency:** Two Monthly

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Amy Viggers  
*Mana Whakahaere*  
Governance Lead  
**5 May 2025**

Telephone: 07 838 6699  
Amy.Viggers@hcc.govt.nz  
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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*

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**1 Apologies – *Tono aroha***

**2 Confirmation of Agenda – *Whakatau raarangi take***

The Committee to confirm the agenda.

**3 Declaration of Interest – *Tauaakii whaipaaanga***

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.

# Council Report

Item 5

**Committee:** Infrastructure and Transport Committee

**Date:** 13 May 2025

**Author:** James Winston II

**Authoriser:** Michelle Hawthorne

**Position:** Governance Advisor

**Position:** Governance and Assurance Manager

**Report Name:** Confirmation of the Infrastructure and Transport Committee Open Minutes - 11 March 2025

<b>Report Status</b>	<i>Open</i>
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## Staff Recommendation - *Tuutohu-aa-kaimahi*

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

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure and Transport Committee Meeting Open Unconfirmed Minutes 11 March 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 11 March 2025 at 9:32 am.

### PRESENT

**Chairperson** Deputy Mayor Angela O’Leary  
**Heamana**

**Deputy Chairperson** Cr Tim Macindoe  
**Heamana Tuarua**

**Members** Mayor Paula Southgate  
Cr Moko Tauariki  
Cr Ewan Wilson (via audio visual link)  
Cr Louise Hutt  
Cr Andrew Bydder  
Cr Geoff Taylor  
Cr Sarah Thomson  
Cr Emma Pike  
Cr Maria Huata  
Cr Anna Casey-Cox  
Cr Maxine van Oosten  
Maangai Norm Hill

**External Presenter:** Andrew Corkill, NZ Transport Agency-Director of Regional Relationships Waikato And Bay Of Plenty  
Susan Collin, NZTA- Regional Leadership Team  
Roger Brady, NZTA- Regional Leadership Team

*The meeting was open by karakia lead by Maangai Norm Hill.*

#### 1. Apologies – *Tono aroha*

**Resolved:** (Deputy Mayor O’Leary/Cr Thomson)  
That the Infrastructure and Transport Committee accepts the apologies for absence from Cr Naidoo-Rauf and for lateness from Cr Wilson and Cr Taylor.

#### 2. Confirmation of Agenda – *Whakatau raarangi take*

**Resolved:** (Deputy Mayor O’Leary/Cr van Oosten)  
That the Infrastructure and Transport Committee confirms the agenda noting that the order of the agenda will be flexible at the request of staff.

#### 3. Declarations of Interest – *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. **Public Forum – Aatea koorero**

**R. H. Hay** spoke to Item 8 (Unsubsidised Minor Transport Improvements Programme Approval) in support of more improvements for micro- mobility residents in the Peacocke community, and suggested the inclusion of traffic calming measures to improve the safety offerings in the area

**Melissa Smith** spoke to Item 8 (Unsubsidised Minor Transport Improvements Programme Approval) in support of the suite of projects relating to cycling in the city.

**Vanessa Williams** spoke to Item 11 (Update on Parking Activity) in support of making changes to the parking policy to make it easier for the consumers in the city.

**Liam Carter** spoke to Item 8 (Speed Limit changes required by Speed Limits Rule 2024) and Item 11 (Update on Parking Activity) in opposition of changes to the Speed Limits proposed.

**Peter H Bos** spoke to Item 8 (Unsubsidised Minor Transport Improvements Programme Approval) and Item 9 (Speed Limit changes required by Speed Limits Rule 2024) in support of the minor transport improvements that would increase cycling and walking areas. S

*Written Submission were circulated to Member prior to the meeting and are attached to the minutes as Appendix 1.*

5. **Confirmation of the Infrastructure and Transport Open Minutes of 28 November 2024**

**Resolved:** (Deputy Mayor O’Leary/Cr Macindoe)

That the Infrastructure and Transport Committee confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 28 November 2024 as a true and correct record.

6. **Chair's Report 11 March 2025**

The Chair spoke to her report noting the decision making process for minor transport improvements programme..

**Resolved:** (Deputy Mayor O’Leary/ Maangai Hill )

That the Infrastructure and Transport Committee receives the report.

7. **NZ Transport Agency - Update on Activities**

Representatives from NZTA spoke to their presentation, Attached to the staff report. They responded to questions from Members concerning future funding , signalised roundabouts, congestion, improving safety and traffic camera.

**Resolved:** (Deputy Mayor O’Leary/Cr Macindoe)

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) formally thank the Andrew Corkill, the Director of Regional Relationships for Waikato/Bay of Plenty at NZ Transport Agency for his presentation to the committee.

*Cr Wilson joined the meeting (10.03 am) during the discussion of the above item. He was present when the matter was voted on.*

*Cr Taylor joined the meeting (10.05 am) during the discussion of the above item. He was present when the matter was voted on.*

Item 8 (Speed Limit changes required by Speed Limits Rule 2024) was taken after Item 10 (Thomas Road / Hukanui Road Intersection improvement options) at the request of staff.

**8. Speed Limit changes required by Speed Limits Rule 2024**

The Network & Systems Operations Manager provided an update on changes required as a result of Speed Limits Rule 2024 and the impact on two areas School zones Cobham Drive and Ruakura Road. Staff responded to questions from Members concerning cycling and walking paths, variable signs, consultation and compliance.

**Resolved:** (Cr Taylor/Deputy Mayor O’Leary)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves **Option A** as outlined in the staff report and the Draft Consultation Document (**Attachment 3** of the staff report) for on Cobham Drive (between Tristram Street and Normandy Avenue, subject to any minor amendments and feedback from this meeting, and **option B** to Lift the speed limits back to their previous (higher) level for Ruakura Road (between Wairere Drive and the future East Transport Corridor intersection);
- c) approves consultation to be completed between 17 March and 30 April 2025 in accordance with the requirements of the Speed Limits Rule 2024 utilising the ‘alternative method proposal’ including the cost benefit disclosure statement; and
- d) notes that:
  - i. the results of the consultation and verbal submissions will be presented to the 21 May 2025 Traffic, Speed Limits and Road Closures Hearings Panel meeting for deliberation and approval before seeking final approval from the Director of NZ Transport Agency;
  - ii. the following changes to speed limits listed below for schools within Hamilton City will be implemented in accordance with the Transition Requirements of the Land Transport Rule: Setting of Speed Limits 2024 and will come into effect on 28 April 2025:

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
30	Variable 30/40	Courtney Avenue	Full length
30	Variable 30/40	Aberdeen Drive	Maple Ave to #37 Aberdeen Drive
30	Variable 30/40	Thomson Avenue	Aberdeen Drive to #35 Thomson Avenue
30	Variable 30/40	Michael Avenue	Aberdeen Drive to #29 Michael Avenue
30	Variable 30/40	Bellmont Avenue	#49 Belmont Avenue to Comries Road
30	40	Bellmont Avenue	#49 Belmont Avenue to Tongariro Street
30	Variable 30/40	Lamont Street	#3 Lamont Street to Belmont Avenue
30	Variable 30/40	Freemont Street	#4 Freemont Street to Belmont Avenue
30	40	Egmont Street	#4 Egmont Street to Belmont Avenue
30	Variable 30/50	Deanwell Avenue	Collins Road to Rosalind Street
30	50	Rhonda Avenue	Collins Road to Margaret Place
30	Variable 30/50	Endeavour Avenue	#65 Endeavour Avenue to #104 Endeavour Avenue
30	Variable 30/50	Frances Street	Full length
30	Variable 30/50	Bond Street	James Street to Hamilton Boys High
30	Variable 30/50	Argyle Street	#20 Argyle Street to Hamilton Boys High
30	Variable 30/50	Armagh Street	Full length
30	Variable 30/50	Hill Street	Full length
30	Variable 30/50	Carrington Avenue	#32 Carrington Avenue to #70 Carrington Avenue
30	Variable 30/50	Vesty Avenue	#25 Vesty Avenue to Carrington Avenue
30	Variable 30/50	Gazeley Avenue	Full length

30	Variable 30/40	McCracken Avenue	Full length
30	Variable 30/50	Insoll Avenue	Tramway Road to #75 Insoll Avenue
30	Variable 30/40	Rhode Street	Full length
30	Variable 30/40	Enderley Avenue	John Street to #11A Enderley Avenue
30	40	Enderley Avenue	#11A Enderley Avenue to Peachgrove Road
30	Variable 30/50	Cunningham Road	#17 Cunningham Road to Vardon Road
30	Variable 30/50	Alanbrooke Place	Full length

- iii. no consultation is planned for the school speed limit changes in accordance with the Speed Limits Rule 2024, but staff will provide notification of the changes to the residents and work with the specific schools to ensure that the school community are aware of these changes;
- iv. co-investment from the NZ Transport Agency has been sought for implementing the school speed limit changes. If approved by NZ Transport Agency, the co-investment will release approximately \$450,000 from the Unsubsidised Minor Transport Improvements Programme ‘Green Programme’ approved at the 28 November 2024 Infrastructure and Transport Committee. Once the final value is confirmed, this will be reported to a future Infrastructure and Transport Committee;
- v. the speed limits on the State Highway network throughout the city will also be lifted back up to their previous higher values in response to the Speed Limits Rule 2024 Transition Provisions and these changes will come into effect before 1 July 2025; and
- vi. the speed limits on SH26 Morrinsville Road will be reviewed mid to late 2025 by the NZ Transport Agency with the intent of changing the speed limits on the section of SH26 within the city to the recommendations within the Fit for Purpose Business Case and resulting project being undertaken by Hamilton City.

**Cr Bydder Dissenting.**

**The meeting was adjourned 10.50 am to 11.11am during discussion of the above item.**

*Cr Wilson retired from the meeting (11.38 am) at the conclusion of the above item. He was present when the matter was voted on.*

**9. Thomas Road / Hukanui Road Intersection improvement options**

The Network & Systems Operations Manager took report as read.

**Resolved:** (Deputy Mayor O’Leary/Mayor Southgate)

That the Infrastructure and Transport Committee:

- a) receives this report;
- b) approves funding of \$50,000 be allocated in 2026/27 (year 3) of the unsubsidised Minor Transport Improvements Programme for investigation into the timing and costs associated with a proposed upgrade the intersection of Thomas Road/Hukanui Road via the installation of traffic signals, with this investigation being completed in time to inform the development of the 2027-37 Long Term Plan; and
- c) notes that:
  - i. since the opening of the Borman Road link between Horsham Downs Road and Kimbrae Drive in early December 2024, that the travel patterns in the vicinity of the Rototuna Town Centre have changed and is still in a settling phase. Ongoing monitoring of the performance of the Thomas Road/Hukanui Road intersection will be undertaken and reported back to future Infrastructure and Transport Committee meetings; and
  - ii. work will continue to understand the ongoing impacts on the transport network of growth outside the city and opportunities for gaining financial assistance for changes to the transport network required because of this growth.

**10. Unsubsidised Minor Transport Improvements Programme Approval** (Recommendation to the Finance and Monitoring Committee)

The Network & Systems Operations Manager took report as read.

**Resolved:** (Cr Thomson/Cr Taylor)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the following changes to part 2 of the Minor Transport Improvements programme of Projects estimated \$28.3million over the 2024-34 Long-Term Plan period:

	proposed treatment	Yr1 \$ ,000	Yr2 \$ ,000	Yr3 \$ ,000	3yr total	Packag	Decision Making Assessment
<b>Remove the following from the list of proposed projects for approval</b>							
Worley Place Paving OPTION #1	replacement of paved area with concrete infill of shared zone only	0	850	0	850	CBD	Yellow
Collingwood (Victoria to Anglesea)	replace footpaths with something tidier, opportunities for some trees. Coordinate with Renewals programme and pay extra over for additional pavers	0	200	1050	1250	CBD	Green*
Tristram St off road cycle path adjacent to Seddon Park	Improved facilities within the West Town Belt. Widen path to 2.5m, replace planting under trees and improve personal security	0	0	650	650	CBD	Green*
<b>total value of projects removed 2750</b>							
<b>Add the following to the list for approval</b>							
Worley Place Refresh OPTION #3 (new project)	refresh of street furniture and gardens of shared zone	0	200	0	200	CBD	Yellow

Collingwood (Victoria to <b>Alexandra</b> ) - <b>revised length</b> and additional work	replace footpaths with something tidier, opportunities for some trees. Coordinate with Renewals programme and pay extra over for additional pavers. Upgrade lighting columns in conjunction with footpath upgrades. Additional Trees - 2 minimum. Potential space in footpath	0	200	500	820	CBD	Green*
Alexandra St - <b>additional improvements in conjunction with footpath upgrade</b>	Upgrade lighting columns in Alexandra St (full length) with footpath upgrades. Additional 5 Trees in addition to that already allowed for. Investigate potential space in footpath to reduce parking impact		240	150	390	CBD	Green*
Lighting improvements in CBD ( <b>additional funding</b> )	Decorative lighting (festoon style) investigate options and determine what can be achieved. Garden Place, Civic Square, Collingwood Street and Barton Street		350		350	CBD	Green*
Barton Street angle parking and trees ( <b>new project</b> )	change to angle parking on one side of street, installation of 2 tree pits, drainage and planting			200	200	CBD	Green*
Barton Street beautification and signage ( <b>new project</b> )	Provision of planter boxes (20) for maintenance by adjacent businesses, signage at entrance to street, additional trees (4)			145	145	CBD	Green*
Savings				645	645		
<b>total value of additional projects 2750</b>							

- c) recommends that the Finance and Monitoring Committee approves an additional Opex spend of 150k year 3 of the Long-Term Plan for the purposes of CBD streetscape tidying maintenance, renewals and improvements.

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

That the Infrastructure and Transport Committee:

- receives the report
- approves part 2 of the Minor Transport Improvements programme of Projects estimated \$28.3million over the 2024-34 Long-Term Plan period as set out in **Attachment 1** to the staff report with the addition of the decision made above and with the following amendments:

	Proposed treatment	Yr1 \$,000	Yr2 \$,000	Yr3 \$,000	3yr Total	Package
<b>Remove the following from the list of proposed projects for approval</b>						
Legalising and signage for new shared paths and cycleways	formalising existing shared paths built by others (eg developments) via markings and gazetted, wayfinding signage, minor amendments to signalised facilities. Estimated 9kms of work	100	200	150	450	Community Links - Priority #1



Western Rail Trail - Southern Extension	Western rail trail extended to Dixon Road via new or widened shared paths on Kahikatea Drive, Gallagher Drive and through green spaces plus on road sections on quiet streets. Two new or improved crossings.	150	1800	0	1950	Community Links - Priority #3
<b>total value of projects removed 2400</b>						
<b>Add the following to the list for approval</b>						
Legalising and signage for new shared paths and cycleways	formalising existing shared paths built by others (eg developments) via markings and gazetting, wayfinding signage, minor amendments to signalised facilities. Estimated 9kms of work	100	150	150	400	Community Links - Priority #1
Connection Bikes on Pipes to Bader	Peacocke to Bader via new shared paths through green spaces and in berms with on road sections on quiet streets. Two new or improved crossings.	0	0	2000	2000	Community Links - Priority #6
<b>total value of additional projects 2400</b>						

c) notes that:

- i. the projects within part 2 of Minor Transport Improvements Programme which have been identified as Green (Just do it) will now be progressed;
- ii. the projects listed in part 2 of the Minor Transport Improvements Programme that have been marked as Green with an asterisk (\*) and classified as "Just Do It" projects will progress. Engagement with businesses in the Central Business District will be necessary to support the project's development. This will include gathering high-level input regarding the timing and upgrades to street furniture;
- iii. updates on progress of this engagement and project deliverables will be provided via Executive Updates;
- iv. projects categorized as "Yellow" within Part 2 of the Minor Transport Improvements Programme will proceed through the Transport Decision-Making process. Year 2 "Yellow" projects will be presented at a workshop for Elected Members prior to seeking Macroscopic approval at the Infrastructure and Transport Committee meeting scheduled for May 13, 2025;
- v. financial year 3 "Yellow" projects will be advanced in early 2026;
- vi. staff will continue to work with the NZ Transport Agency to maximise opportunities for gaining co-investment from the National Land Transport Plan for the projects approved in the Unsubsidised Minor Transport Improvements programme, and once the final value is confirmed, these will be reported to an appropriate Committee; and
- vii. due to the delays in finalising the Minor Transport Improvements Programme, staff will be recommending that funding be deferred from Year 1 into Years 2 and 4 of the 2024-34 Long Term Plan via the Finance and Monitoring Committee.

*Minutes Notes: To provide clarity **Appendix 2** of these minutes is the Updated Minor Transport Improvement Programme*

11. Update on Parking Activity

The Urban Transport Manager The Network & Systems Operations Manager took report as read. Staff responded to questions from Members concerning the parking app, warning process for fine related to Warrant of Fitness and vehicle registration, Founder’s theatre car park; sports fields parking violations and obligations for event parking.

**Resolved:** (Cr Taylor /Cr Thomson)  
That the Infrastructure and Transport Committee

- a) receives the report;
- b) requests staff to investigate short-term off street parking options on Caro St. Additionally explore on/off-street short-term parking options around the Central Business District;
- c) request staff to organise an Information Session on parking matters including those raised during the meeting such as parking fines, location of kiosks, the parking app, event parking, and off-street parking at Founders Theatre; and
- d) notes future considerations for the parking activity:
  - i. further refinement and improvements in technology offerings;
  - ii. expansion of Licence Plate Recognition (LPR) activity and corresponding data support;
  - iii. continued development and application of the Hamilton Central City Parking Management Plan to include Hamilton East and Frankton;
  - iv. considering the introduction of Demand Responsive Pricing (DRP) for off-street carparks including Garden Place carpark at different rates for certain time periods;
  - v. continued expansion of All Day Paid Parking (ADPP) areas, including Seddon Road and Old Mill Street; and
  - vi. improved data collection and overall parking management capability for central city parking with the end of free parking in July 2026.

12. Infrastructure and Assets General Managers Report

The General Manager Infrastructure and Assets provided took report as read.

**Resolved:** (Cr Taylor/Cr Hutt)  
That the Infrastructure and Transport Committee receives the report.

13. Resolution to Exclude the Public

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

The following motion is submitted for consideration:

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 Public Excluded	) Good reason to withhold ) information exists under ) Section 7 Local Government	Section 48(1)(a)

Minutes 28 November 2024	) Official Information and ) Meetings Act 1987 )
C2. Collins Road Bulk Wastewater Storage Construction - Reprioritisation of Wastewater Network Capacity Programmes	
C3. Pukete Wastewater Treatment Plant Inlet Facility Contract Award	

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	Section 7 (2) (h) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)
	to enable Council to carry out commercial activities without disadvantage	
	to enable Council to carry out negotiations	

**The meeting moved into the public excluded session at 12.43pm.**

**The meeting was declared closed at 12.56pm.**

**Appendix 1: Written Submission****Southwell School- Damien Mills**

**SOUTHWELL  
SCHOOL**

Tel: +64 7 855 2089  
 Fax: +64 7 855 9023  
 Email: [office@southwell.school.nz](mailto:office@southwell.school.nz)  
 Postal: PO Box 14015, Five Cross Roads  
 Hamilton 3252, New Zealand  
 Physical: 200 Peachgrove Road,  
 Hamilton, New Zealand

18th February, 2025

Hamilton City Council  
 260 Anglesea Street, Council Building  
 Hamilton 3240

Dear Members of the Hamilton City Council,

**Re: Request for a Signal Pedestrian Crossing on Peachgrove Road Outside Southwell School**

I am writing on behalf of Southwell School and the wider community of Peachgrove Road and Five Cross Roads, to formally request the installation of a pedestrian signal crossing on Peachgrove Road, directly outside Southwell School. This section of Peachgrove Road has become increasingly unsafe for our students, families, and other pedestrians who rely on safe passage across the road, particularly during school drop-off and pick-up times.

**Safety Concerns**

Currently, crossing Peachgrove Road is a daunting task for students and families, as the road is a major thoroughfare with high traffic volumes. This area is crossed several times a day by a multitude of students and parents. They are crossing to catch a bus, walk home, or meet their parents for transport. Many vehicles travel at significant speeds along this road, creating a situation where crossing becomes both difficult and dangerous. While some students and parents attempt to cross at unsignaled points, they face a high risk of being hit due to limited visibility and the unpredictable flow of traffic. At School rush hour there is rarely an opportunity to fully cross over the road, and this leads to students/parents taking risks by crossing halfway, which is very dangerous, especially when cars are also stopping in the middle of the road to turn into the School. It is frightening to watch.

In recent months, we have witnessed several "near misses" where students have narrowly avoided being struck by cars. These incidents highlight the urgent need for

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[www.southwell.school.nz](http://www.southwell.school.nz)

safety measures in the form of a dedicated signal crossing, which would allow students and families to cross with security and peace of mind.

#### **Community Impact**

The absence of a safe crossing impacts not only Southwell School but also the surrounding community. Peachgrove Road serves as a link for many residents, including schoolchildren and the elderly, all of whom would benefit from an accessible crossing. A signal crossing would also help to encourage walking and biking to school, supporting Hamilton's sustainability goals by reducing vehicle congestion and pollution in the area.

#### **Proposed Solution**

We are proposing a pedestrian-activated signal crossing be installed outside Southwell School along Peachgrove Road. This type of crossing would allow pedestrians to safely stop traffic when necessary, without causing unnecessary delays. Installing a signal crossing would demonstrate Hamilton City Council's commitment to the safety and wellbeing of our community and set a precedent for prioritizing pedestrian safety near schools and residential areas. This will have a very positive impact for the community and Southwell.

In summary, the installation of a signal crossing on Peachgrove Road outside Southwell School is crucial for protecting our students, improving community safety, and encouraging active travel. We ask that this request be given priority consideration to prevent future accidents and ensure a safe environment for all. We are concerned that these issues have been shared several times over many years and the minor improvements that have been made have not really achieved the best outcome for all.

Thank you for your attention to this matter. We welcome the opportunity to discuss this further and provide any additional information needed.

Sincerely,



Damian Mills  
Acting Headmaster

United As Southwell  
[www.southwell.school.nz](http://www.southwell.school.nz)

## Appendix 2: Update Minor Transport Improvement Programme

Part #2 Minor Transport Improvements Programme approved at 11 March 2025 Infrastructure and Transport Committee								
Loc_name	proposed treatment	Yr 1 \$,000	Yr2 \$,000	Yr3 \$,000	3yrs Total	Package	Decision Making Assessment	total for Package
Tristram pedestrian and cycle crossing at Clarence St	signalised ped crossing across Tristram St, tighten the kerblines at Clarence and improve at ped crossing facilities	0	1150		1150	CBD	Yellow	5755
Caro Street	one way, angle parking, link to pavement renewals project, narrow access at each end. minor kerblines changes work only to create approx. 10 additional carparks	0	100	350	450	CBD	Green*	
Tree Pit and Planting	remove a carpark and install treepit, catchpits, and plant area with tree, shrubs and rocks. \$30,000 per carpark/tree which can be applied to both Alexandra Street and Collingwood St projects			120	120	CBD	Green*	
Alexandra Street	replace footpaths with something tidier, opportunities for some trees. Coordinate with Renewals programme and pay extra over for additional pavers	0	250	1500	1750	CBD	Green*	
Worley Place Refresh OPTION #3 (new project)	New street furniture and gardens in shared zone	0	200	0	200	CBD	Yellow	
Collingwood (Victoria to Alexandra) - revised length and additional work	replace footpaths with something tidier, opportunities for some trees. Coordinate with Renewals programme and pay extra over for additional pavers. Upgrade lighting columns in conjunction with footpath upgrades. Additional Trees - 2 minimum. Potential space in footpath	0	200	500	820	CBD	Green*	

Alexandra St - <b>additional improvements in conjunction with footpath upgrade</b>	Upgrade lighting columns in Alexandra St (full length) with footpath upgrades. Additional 5 Trees in addition to that already allowed for. Investigate potential space in footpath to reduce parking impact		240	150	390	CBD	Green*	
Lighting improvements in CBD <b>(additional funding)</b>	Decorative lighting (festoon style) investigates options and determine what can be achieved. Garden Place, Civic Square, Collingwood Street and Barton Street		350		350	CBD	Green*	
Barton Street angle parking and trees <b>(new project)</b>	change to angle parking on one side of street, installation of 2 tree pits, drainage and planting			200	200	CBD	Green*	
Barton Street beautification and signage <b>(new project)</b>	Provision of planter boxes (20) for maintenance by adjacent businesses, signage at entrance to street, additional trees (4)			145	145	CBD	Green*	
Lighting in Garden Place/Civic Square & Knox St	Upgrade lighting in Garden Place, Worley Place shared zone and Civic Plaza. Lighting for play elements proposed in Garden Place along with decorative lighting (shadow boxes)		80		80	CBD	Green*	
Waikato Regional Theatre links to Hood St	Concrete and paving to be extended from Sapper Moore Jone to south of Museum Carpark entrance to match new footpath style in front of Waikato Regional Theatre		100		100	CBD	Green*	
Legalising and signage for new shared paths and cycleways	formalising existing shared paths built by others (e.g developments) via markings and gazetting, wayfinding signage, minor amendments to signalised facilities. Estimated 9kms of work	100	150	150	400	Community Links Priority #1	Green	4900

Item 5

Attachment 1

Nawton Quiet Route - Stage 2	improved cycle facilities including crossing facilities at key locations as second stage to existing Green Project		500	2000	2500	Community Links Priority #2	Green	
Connection Bikes on Pipes to Bader	Peacocke to Bader via new shared paths through green spaces and in berms with on road sections on quiet streets. Two new or improved crossings.	0	0	2000	2000	Community Links Priority #6	yellow	
Comries/Hukanui	Installation of traffic signals for the intersection	0	2000	0	2000	Eastern Pathways - Priority #1	yellow	7250
Peachgrove Road (between Frances St and Wilson St)	upgrade and installation of new facilities outside Boys High and Peachgrove Intermediate	100	1500	1400	3000	Eastern Pathways - Priority #2	yellow	
Peachgrove Rd - Southwell school	Signalised pedestrian crossing for Southwell across Peachgrove Rd	100	500	0	600	Eastern Pathways - Priority #3	yellow	
Peachgrove Rd/Insoll Av	upgrade to existing very small pedestrian refuge island - need to investigate more	0	0	150	150	Eastern Pathways - Priority #4	Green	
Peachgrove Rd/East St - Intersection	Safety improvements at intersection - potential options to be determined	0	1500	0	1500	Eastern Pathways - Priority #5	yellow	
Ulster/Abbotsford	solid central median island in Ulster to prevent right turns, no ped signals	0	1500	0	1500	Intersection - Priority #1	Yellow	

	proposed treatment	Yr 1 \$,000	Yr2 \$,000	Yr3 \$,000	3yrs Total	Package	Decision Making Assessment	total for Package
Ulster Street /Maeroa Road (PT improvements)	traffic signals at intersection	0	1300		1300	Intersection - priority #2	Yellow	4250
Te Rapa Rd /Garnett Ave (PT Improvements)	improvements to existing signals including new ped facilities.	0	1400	0	1400	Intersection - priority #3	Yellow	
Thomas/Hukanui (investigation only)	Investigation for improvements to signalised intersection to replace roundabout.			50	50	Intersection - Priority #4	Green	



	Feed into the 2027 LTP							
Grey St (just north of Wellington Street)	signalised pedestrian crossing outside KFC to link across to Steele Park	50	700	0	750	Pedestrian Safety Priority #1	Yellow	4400
Cambridge Road Shops (near Prescott Place)	upgrade pedestrian crossing to signals outside bump track, tightened kerblines at Prescott Place	50	700	0	750	Pedestrian Safety Priority #2	Green	
River Road (for Waikato Diocesan School)	install signalised pedestrian crossing facility	650	0	0	650	Pedestrian Safety Priority #3	Green	
Brooklyn Road	install pedestrian crossing facility e.g traffic signals	50	650	0	700	Pedestrian Safety Priority #4	Green	
Cambridge Road shops (near Masters Ave)	upgrade zebra pedestrian crossing to signals at Hillcrest Shops near Masters Ave	50	700	0	750	Pedestrian Safety priority #5	Green	
Ruakiwi/Lake Domain/Lake Rd	install a signalised crossing at existing pedestrian facility. Link to new shared path down to the lake	0	50	750	800	Pedestrian Safety Priority #6	Yellow	150
Norton/Tristram	Investigation and design only to close Norton Road and create green space	0	75		75	West Town Belt	Green	
Rostrevor/Tristram	investigation and design only traffic signals for intersection	0	75		75	West Town Belt	Green	
Claudeland's bridge seismic strengthening	Local share only. Assumes subsidy for this work via NZTA Resilience Programme which is expected to be confirmed		882		882	Resilience	Green	1432

Item 5

Attachment 1

	end of March 2025							
Stormwater Improvements	various sites where flooding occurs, and additional infrastructure is needed	150	200	200	550	Resilience	Green	
Savings	to be reassigned to OPEX via Finance Committee	645			645 Savings			
Total		1300	17052	9665	28,782	P95 Estimate of proposed funded		
	Full possible programme value	28,017						
Funding Available following 28 November					28,361			
Key: Transport Decision	Green	Just do it.						
	Green*	Will now be progressed noting that engagement with businesses will be required to support the development of the project, including providing high level input around timing and upgrades to street furniture etc. Updates on progress will be provided via Executive Updates;						
	Yellow	Project plans to be developed and discussed at EM briefing prior to seeking Macroscope approval at Infrastructure and Transport Committee						

# Council Report

Item 6

**Committee:** Infrastructure and Transport Committee

**Date:** 13 May 2025

**Author:** Martin Parkes

**Authoriser:** Andrew Parsons

**Position:** Urban Transport Manager

**Position:** General Manager  
Infrastructure and Assets

**Report Name:** Public Transport Services - Future Planning Update

**Report Status**

*Open*

## Purpose - *Take*

1. To inform the Infrastructure and Transport Committee of recent public transport planning work being undertaken by staff at Hamilton City Council and Waikato Regional Council.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
  - a) receives the report;
  - b) supports in principle the proposed future change options for the bus network in Hamilton; and
  - c) requests staff to report back on infrastructure requirements, costs, and timing to support bus network changes as part of the 2027-37 Long-Term Plan.

## Executive Summary - *Whakaraapopototanga matua*

3. Planning of future transport networks at a macro-level is a task largely undertaken in collaboration with the Future Proof partners. For land use and growth this is via the Future Development Strategy and for transport via the implementation of the recommendations from the Hamilton-Waikato Metro Spatial Plan (MSP).
4. The information and recommendations in this report align with the long-term future planning for public transport in Hamilton, builds on the collaborative work already undertaken between Hamilton City Council (HCC) and Waikato Regional Council (WRC), and is supported by HCC's transport programme as part of a city-wide programme designed to boost greater public transport use, and additionally help tackle general traffic congestion and promote economic growth.
5. Ahead of this committee meeting, the WRC bus contract Programme Board met on 16 April 2025 and the Future Proof Public Transport Subcommittee held a workshop on 5 May 2025. The Programme Board have been asked to approve and continue engagement on the bus network options.
6. This engagement has been with HCC's Infrastructure and Transport Committee, and the Future Proof Public Transport Subcommittee.

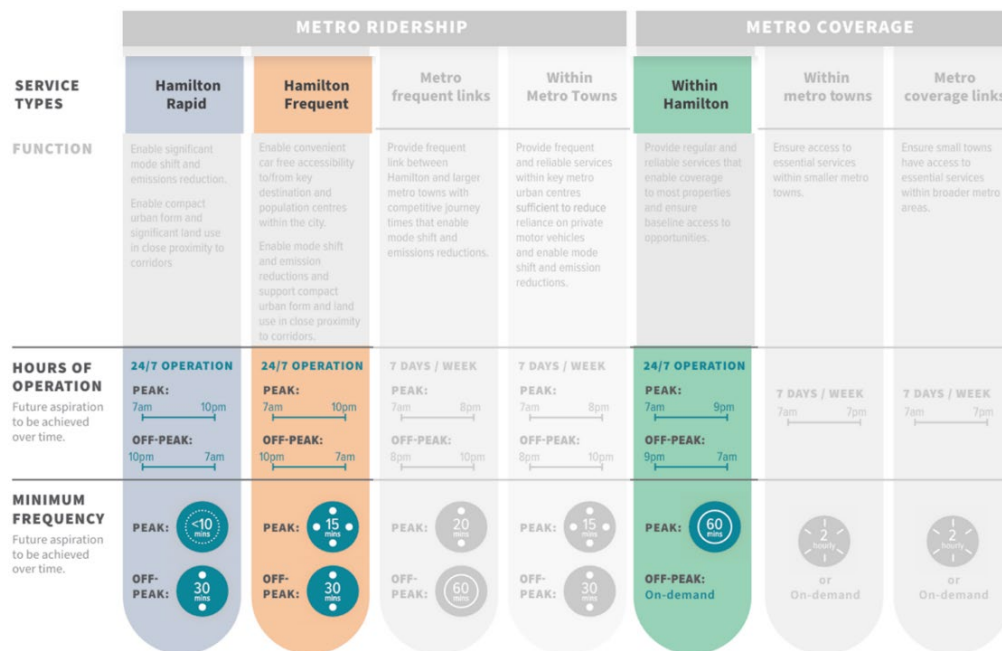
7. The purpose of this workshop on 5 May 2025 is to share with the subcommittee members emerging recommendations for bus services in the Future Proof subregion.
8. WRC staff shared thoughts on bus network planning based on the Public Transport Pathways work and recent future bus network planning work between WRC and HCC.
9. It is recommended the Infrastructure and Transport Committee support in principle the proposed future change options for the bus network in Hamilton outlined in this report.
10. It is recommended that staff report back on infrastructure requirements, costs, and timing to support bus network changes as part of the draft 2027-37 Long Term Plan.
11. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

### **Background - *Koorero whaimaarama***

12. Acknowledging the macro-level public transport planning work already undertaken, the information in this report builds on that work and takes the discussion to the next stage and examines what changes are required to improve public transport services in Hamilton over the short to medium term i.e. the next 10+ years.
13. The [Waikato Regional Public Transport Plan 2022-2032 \(RPTP\)](#) outlines several ambitious goals and strategies for improving public transport. The key points in the RPTP that relate to this report are delivering a future network for Hamilton that is designed to concentrate growth around high frequency public transport corridors e.g. Anglesea Street and Ulster Street, as well as continuously improving the public transport experience in general for Hamiltonians and visitors to the city.
14. In March and April 2025, an accelerated piece of future bus network planning work was undertaken. This was led by WRC in close collaboration with HCC transport staff. The main trigger for this work is the upcoming bus contract reviews, additionally taking into account the Public Transport Pathways work, which supports the Future Proof Vision, and the WRC Hamilton Public Transport Network Review (2024) which looked at options for improvements to Hamilton's current bus network within current operating budgets.
15. Several Waikato Region bus services have contracts due for renewal within the next three years. WRC are currently preparing for the new contracts. The contracts will be active for nine years. The contract for Hamilton will run from 1 July 2028 to 30 June 2037.
16. To help inform the Hamilton contract tendering processes, agreement needs to be reached about future bus services and routes well ahead of 1 July 2028. Also, the network review work needs to be with New Zealand Transport Agency Waka Kotahi (NZTA) sometime in advance of the start of the new contract period.
17. This enables them time to assess the network changes and potential impacts on funding requirements, which will be considered as part of the 2027-30 National Land Transport Programme (NLTP). This will include infrastructure requirements as well. It is felt this network review work has been developed in enough detail to be included in contract documents.
18. Funding for new infrastructure required to support these proposed improvements will be considered as part of Council's draft 2027-37 Long-Term Plan (LTP).
19. However, if elected members from both councils see benefits to introducing route changes ahead of the next LTP, \$1.62 million of infrastructure funding to support some changes has already been approved as part of the '*Unsubsidised Minor Transport Improvements Programme 2024-27*'. This approval was given at the Infrastructure and Transport Committee meeting on 28 November 2024.

## Discussion - *Matapaki*

20. This report is an opportunity to acknowledge the collaborative work between Waikato Regional Council (WRC) and Council. This partnership approach is bringing several benefits to the city and is helping foster a more inclusive, accessible, and sustainable transport system for Hamilton. Working together is ensuring public transport strategies align with broader regional growth plans.
21. By pooling the expertise in the public transport field, both councils are optimising funding and infrastructure opportunities, reducing duplication of work, and delivering cost-effective solutions that are helping make public transport a realistic transport choice for many more Hamiltonians.
22. Potential network changes need to consider the long-term future for public transport in Hamilton. The recent bus network planning work has reflected the city's future growth and provides an understanding from an infrastructure and design perspective what we are likely to need to cater for. However, over the early stages of the new contract period (1 July 2028 to 30 June 2037) the city is likely to see more transitional than transformational changes regarding infrastructure and operations.
23. In the short to medium term, Members will probably be asked to review proposals that involve road space reallocation and introduction of managed lanes or shared lanes rather than large scale infrastructure solutions noting that in the long-term some key transport corridors will require a heavier public transport focus which could require additional road capacity e.g. Anglesea Street as part of a future Bus Rapid Transit (BRT) network.
24. The frequency and hours of operation for different services have already been consulted on through the RTPP process. It illustrates the service levels aspired to over a period. The options for Hamilton were developed in parallel to metro and regional services that also come into Hamilton. This information has already been through an engagement process and presented to the Regional Transport Committee.

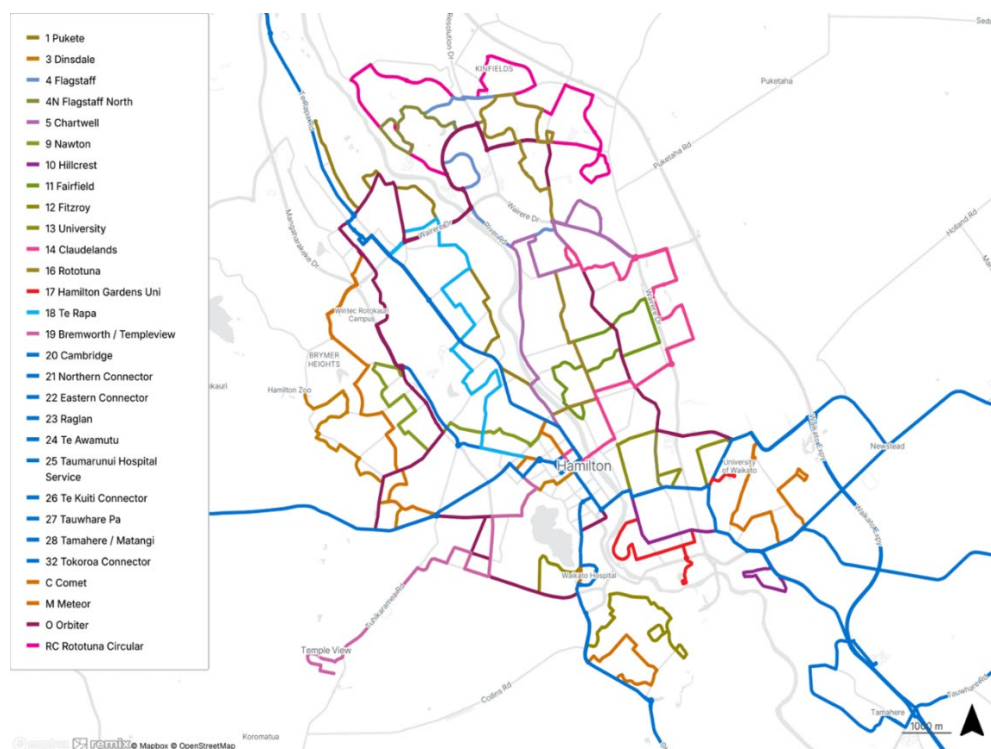


**Figure 1** : Extract Waikato Regional Public Transport Plan 2022-2032.

25. A well-designed public transport system, i.e. one that is frequent, reliable, and direct, has a whole range of benefits, both for individuals and the city. As seen with the Orbiter, Meteor, and Comet services it means less waiting, minimises detours, and makes commuting faster and more predictable.
26. A more reliable bus system allows passengers to confidently plan their day without worrying about disruptions. Also, there will be an increasing reliance on public transport as a greater number of people will find it more difficult to own and maintain a private vehicle.
27. Public transport provides a cheaper alternative for many. By shifting more people to buses, roads become less crowded, which can improve travel times for everyone, including those who choose to drive a car.

## Options

28. The public transport network options for Hamilton have been developed in three ways:
  - i. **Public Transport Pathways report:** this is a technical piece of work to support the Future Proof Vision, including bus network options through to the 2050's. This work involved a series of workshops with Future Proof Transport Working Group members in 2024.
  - ii. **Hamilton Network Review:** this is a technical piece of work undertaken by WRC with input from HCC is to assess options for improvements to Hamilton's current bus network, within current operating budgets. This work was completed as a standalone contracted project in 2024; and
  - iii. **Hamilton bus network workshops:** this was a series of workshops in March and April 2025 involving HCC and WRC staff reviewing the above work with the purpose to develop contract options for consideration – which is the main purpose of this report.
29. **Figure 2** below is the existing bus network for Hamilton. It's a mixed of coverage services and ridership services. Ridership services being the high frequency routes (Comet, Meteor and Orbiter). Excluding the subregional services, there are currently 19 services operating across Hamilton.



**Figure 2: Existing bus network for Hamilton**

29. The existing network has served the city well however is no longer is not fit for purpose for the future needs of Hamilton, particularly with the current population growth rates. Several areas of the city are impacted by general traffic congestion and the lack of a well-designed public transport system e.g. Rotoruna. These areas, and future growth areas like Peacocke, have been factored into the thinking when the options have been developed.
30. For tendering purposes, all options are to be included in the tender documents. This is so HCC and WRC can respond to actual appetite for investment through the nine-year contract period. This doesn't mean all options will necessarily be delivered or delivered within the timeframes suggested. This will all be subject to elected member decisions, affordability, and funding availability from the 2027-30 National Land Transport Programme (NLTP).
31. The options are in the table below – **Option A** Base and **Option B** Future Proof, plus Flex:

Contract year	Option name		
2028	2028_A_Base	n/a	2028_Flex
2031	2031_A_Base	2031_B_Future Proof	2031_Flex
2034	2034_A_Base	2034_B_Future Proof	2034_Flex
2036	2037_A_Base	2037_B_Future Proof	2037_Flex

32. The timings have been proposed to align with NLTP investment periods. It is easier to work within these timeframes so both councils can respond to Central Government direction on transport priorities and work towards changes as funding allows.

#### Option A Base

33. Option A Base network, shown in **Figure 3** below, was adapted from the current 2025 Hamilton network. The final proposed Option A Base network took into consideration outputs from the Public Transport Pathways technical report (2024) and the Hamilton Network Review report (2024).
34. The main change from the current 2025 network to the Option A Base is the introduction of a new Rotoruna high frequency service. However, as stated earlier in this report, if elected members from both councils see benefits of route changes or a new Rotoruna service ahead of the next LTP, HCC can support this with funding from the Unsubsidised Minor Transport Improvements Programme 2024-27 that has been set aside to deliver the necessary start-up infrastructure to support these changes.
35. Another notable change is an extension of the Comet service into Peacocke.
36. It is proposed from the start of the new Hamilton bus contract (2028) Option A Base will be in place. This option will be supported by Flex services to fill in 'corner to corner' coverage as required. If there is appetite for a more aspirational bus network then Option B Future Proof could become operative in 2031, again Flex services could continue to support whichever option is chosen.



# 2028 A Base Option

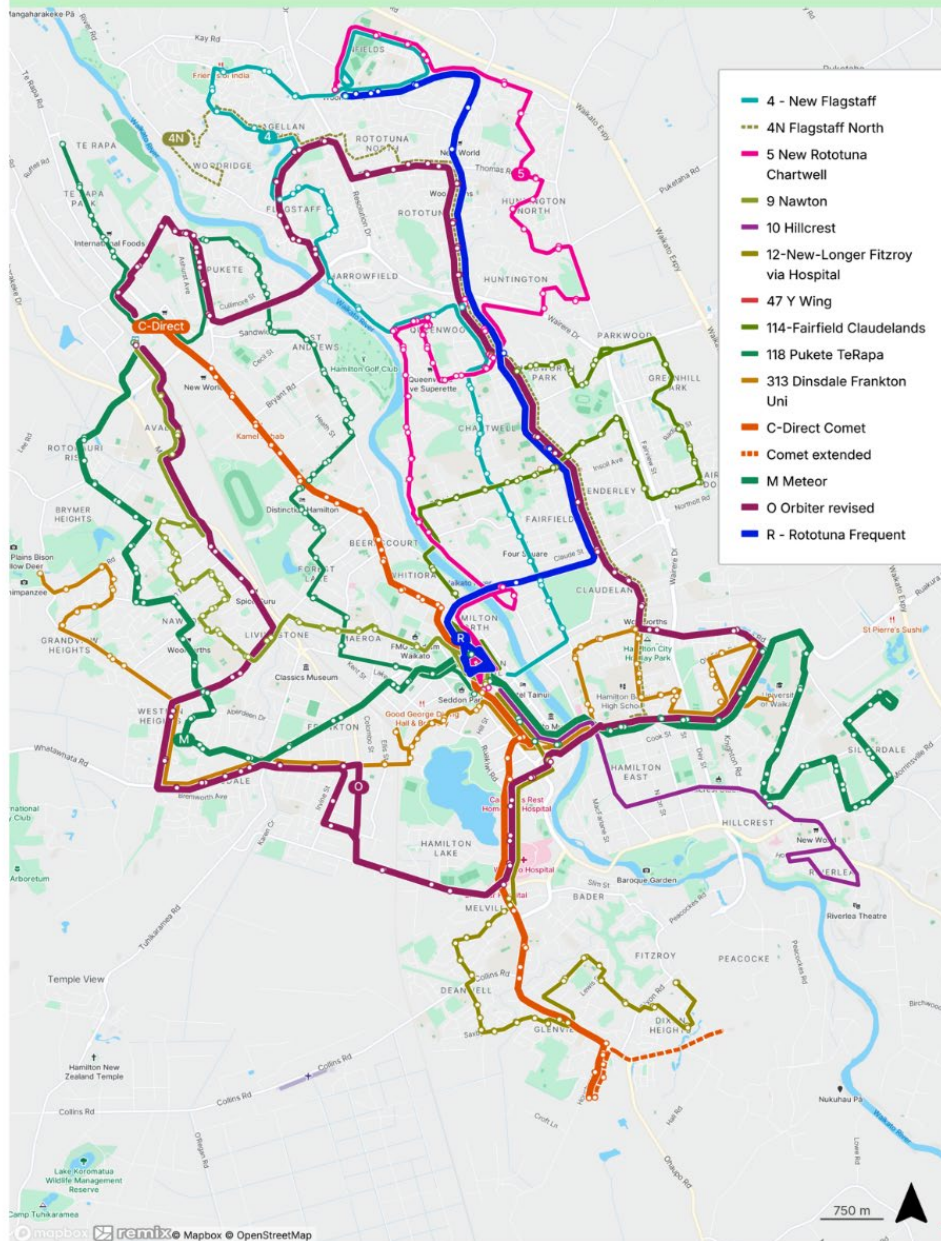


Figure 3: 2028 A Base Option

## Option B Future Proof

37. The main change in this option is the removal of the Orbiter service and it being replaced with two new services - Northern Link (Route 7) and Southern Link (Route 8).
38. Other notable changes include:
  - i. potential extension to the Comet service northwards to Te Awa Lakes development; and
  - ii. potential extension of high frequency Rototuna service southwards through Peacocke.
39. As much as possible, route details remain consistent between **Option A** Base and this option. This is to minimise infrastructure changes to bus stops, bus shelters, lighting, etc.



40. It is proposed from the start of the new Hamilton bus contract (2028) **Option B** Future Proof won't be in operation. However, if there is appetite for a more aspirational bus network then **Option B** Future Proof could become operative in 2031, 2034, or 2037. Again, Flex services would continue to support whichever direction WRC and HCC decide to choose.



**Figure 4: 2031 B Future-Proof Option**

41. Staff recommend the committee supports in principle both options (plus Flex) so they can be included in the tender documents for the new Hamilton bus contract. This does not mean all options will necessarily be delivered or delivered within the timeframes suggested. This will all be subject to Member decisions, affordability, and funding availability from the NLTP.

## Financial Considerations - *Whaiwhakaaro Puutea*

42. There are no financial decisions required for this report. Funding for infrastructure required to support improvements to the public transport services in Hamilton will be considered as part of the draft 2027-37 Long-Term Plan.
43. Funding for infrastructure to support public transport network changes ahead of the 2027-37 Long-Term Plan was approved as part of the '*Unsubsidised Minor Transport Improvements Programme 2024-27*'. At the Infrastructure and Transport Committee meeting on 28 November 2024, \$1.62 million was approved for the provision of necessary infrastructure to support bus route changes promoted by WRC as part of their network review for Hamilton.

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

44. Staff confirm there are no legal or policy considerations for the matters covered in this report.

## Climate Change Impact Statement

45. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation and have determined no adaption or emissions assessment is required.

## Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

46. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
47. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
48. The recommendations set out in this report are consistent with that purpose.

## Social

49. Easily connecting people to where they need to go and providing high quality and affordable travel choices for people of all ages and abilities will contribute directly to the social wellbeing of people and communities in Hamilton. A strong well planned public transport network ensures that people of all income levels can access education, employment, and essential services, which helps create a more inclusive society.

## Economic

50. Hamilton is the economic hub of the Waikato Region. Investing in public transport, making it more efficient and reliable supports local commerce and helps people access areas of the city they need for employment opportunities. Efficient public transport can also absorb some population growth, reducing pressure on the road network for people who use other transport modes including private cars. This will help towards the city achieving its optimal as a driver of Hamilton and New Zealand's economic prosperity.

## Environmental

51. Delivering a well-planned public transport network ensures people can access education, employment, and essential services without necessarily relying on the use of a private motor vehicle. An uptake in public transport use will directly contribute to a reduction in vehicle related carbon emissions and lessen the impact of transport related activities on the local environment.

### **Cultural**

52. Council is committed to honouring the principles of Te Tiriti o Waitangi/The Treaty of Waitangi through its relationship with Kiingitanga, Waikato-Tainui, mana whenua and Maataawaka with Kirikiriroa/Hamilton.
53. No specific cultural considerations were identified in the development of this report.

### **Risks - *Tuuraru***

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

### **Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

55. 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.
56. Given the low level of significance determined, the engagement level is low. No engagement is required.

### **Attachments - *Ngaa taapirihanga***

There are no attachments for this report.

# Council Report

**Committee:** Infrastructure and Transport Committee  
**Date:** 13 May 2025  
**Author:** Robyn Denton  
**Authoriser:** Andrew Parsons  
**Position:** Network and Systems Operations Manager  
**Position:** General Manager Infrastructure and Assets  
**Report Name:** Transport Projects Macroscopic Approvals

<b>Report Status</b>	<i>Open</i>
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## Purpose - *Take*

1. To seek macroscopic approval from the Infrastructure and Transport Committee for the following projects in accordance with the Transport Projects Decision Making Framework:
  - i. Grey Street pedestrian crossing north of Wellington Street; and
  - ii. Peachgrove Road pedestrian crossing outside Southwell School.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. 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.

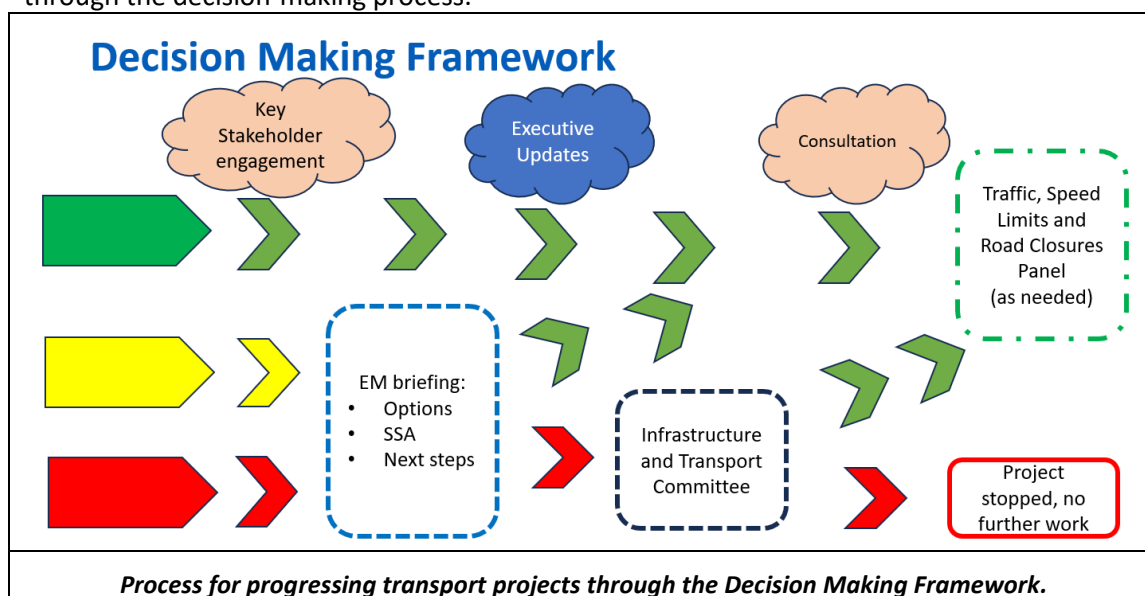
## Executive Summary - *Whakaraapopototanga matua*

3. 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 macroscopic designs for capital improvement projects.

4. 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 two projects:
  - i. Grey Street pedestrian crossing north of Wellington Street; and
  - ii. Peachgrove Road pedestrian crossing outside Southwell School.
5. An Information Session was held on [9 April 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.
6. Two options for each site were presented to the Information Session and it was the direction from Members at this session that 'Option 2 Alternative Option' was the preferred option.
7. Updates on the final detailed designs, consultation and implementation of the projects will be provided via Executive Updates.
8. 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.
9. Staff consider the matters in this report have low significance and that the recommendations comply with Council's legal requirements.

### Background - *Koorero whaimaarama*

10. 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](#).
11. The agreed process set out in the following diagram will be utilised to progress projects through the decision-making process.



12. 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.

13. It was 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.
14. 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.
15. The value of this aggregated programme is \$45,166,212 and included funding for three projects for which the Agency funding has approved resulting in a budget of \$41,041,114 being available to reallocate to approved transport projects.
16. A list of Green projects was approved at the [28 November 2024](#) Infrastructure and Transport Committee and 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 two projects:
  - i. Grey Street pedestrian crossing north of Wellington Street; and
  - ii. Peachgrove Road pedestrian crossing outside Southwell School.
17. This report sets out the work that has been completed 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.

### **Discussion - *Matapaki***

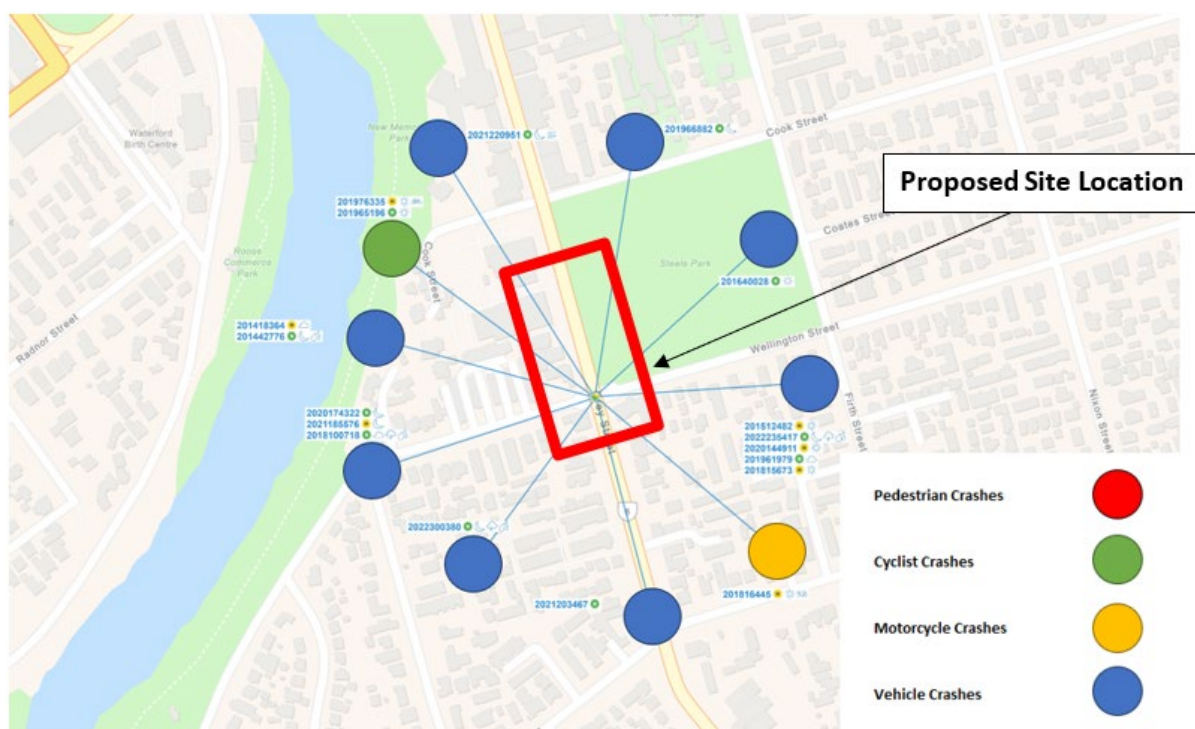
18. Macroscopic approval is being requested for the following two sites which had funding approved at the 11 March 2025 Infrastructure and Transport Committee meeting:
  - i. Grey Street pedestrian crossing north of Wellington Street; and
  - ii. Peachgrove Road pedestrian crossing outside Southwell School.

### **Grey Street pedestrian crossing north of Wellington Street**

19. The proposed location for the pedestrian crossing is on Grey Street just north of the intersection with Wellington Street and is located in Hamilton East just south of the Hamilton East shopping centre.
20. Grey Street is a busy urban connector that links to the central city via the ANZAC Parade Bridge. The intersection is used by school children accessing several nearby schools such as Sacred Heart Girls College, Marian Catholic School and Jubilee Catholic Early Childhood Centre.
21. The intersection is adjacent to Steele Park and provides a link to the Te Awa River Ride shared path and is surrounded by café's, restaurants, churches, a Freemasonry, a kindergarten, and health services.
22. Initially, the project objective was to reduce both pedestrian risk and vehicle crash severity by managing vehicle approach speeds without affecting the efficiency of the intersection. Through the process of the investigations, it was considered that whilst there was a reasonable vehicle crash history at the intersection, it did not appear in the city's high ranking unsafe intersections.

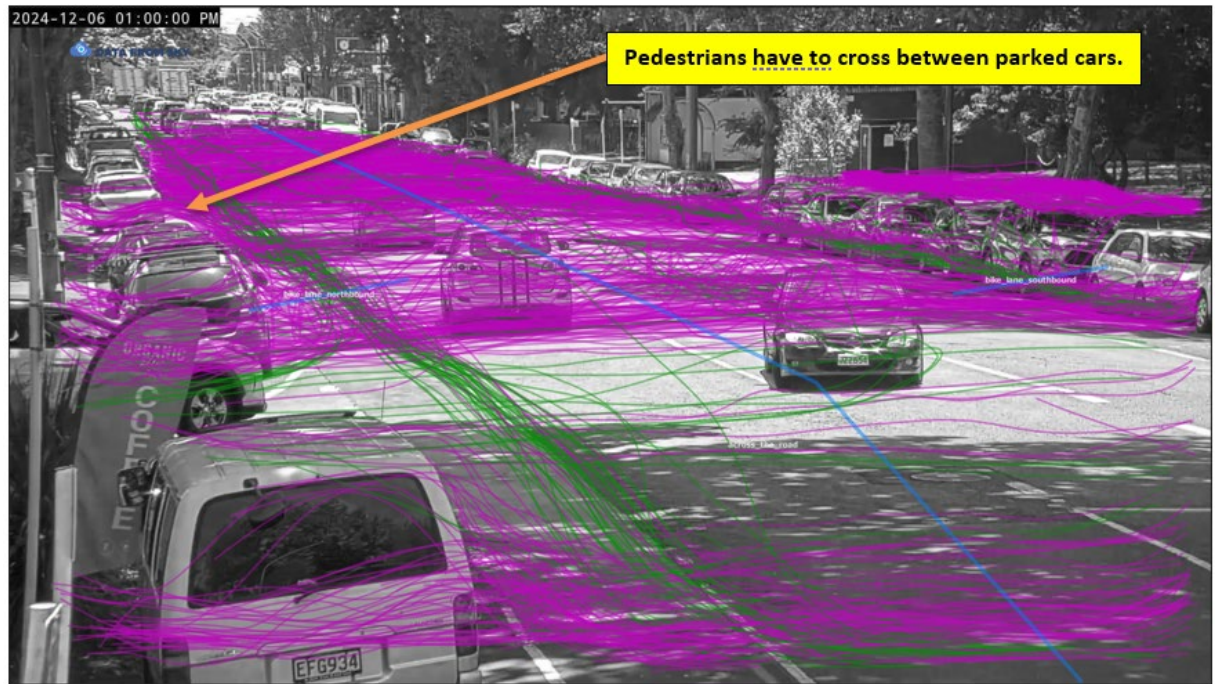


23. A review of the video recordings clearly showed very concerning safety issues of the very high pedestrian usage (both walking through the footpath and crossing the road) overall at this section of road (average of 967/day).
24. The video recordings showed a high number of vulnerable school children who access the nearby schools, having to cross between parked cars and older pedestrians crossing to access the nearby cafes, making it a two stage crossing, having to utilize the flush median as a waiting place to cross the two traffic lanes.
25. The project aims to prevent and reduce death and serious harm crashes from occurring, while also creating improved cyclist and pedestrian connectivity and safety.
26. Data from the NZ Transport Agency Crash Analysis System (CAS), shows that since 2014 there have been 18 reported crashes (7 injury and 11 non injury), resulting in a social cost of \$2.7million. One of the injury crashes involved a cyclist and one involved a motorcyclist.
27. **Figure 1** below shows the location and road users involved in the crashes:



**Figure 1: Location and type of road users involved in crashes**

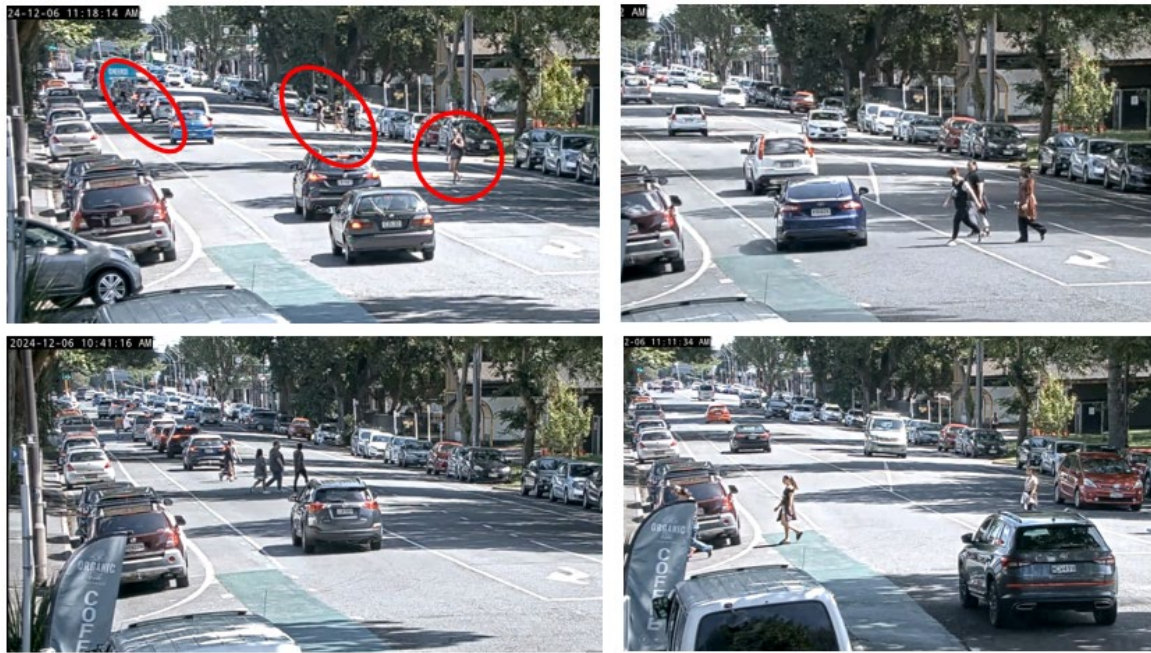
28. This is a site that has very high numbers of pedestrians and cyclists moving through:
  - i. an average of 967 pedestrians utilises this part of Grey Street on a daily basis;
  - ii. roughly 46% of pedestrians cross in the vicinity of Wellington Street, often between parked cars; and
  - iii. there is an average of 122 cyclists per day, with around 33% of them crossing Grey Street and the remainder utilising the on- road cycle paths.
29. **Figure 2** below shows the results from an onsite fixed camera that was used to monitor and gather pedestrian and cyclist movement/ behaviour data over 4 days – the Green Lines represent cyclists and the Purple Lines are pedestrians.



*Figure 2: Movement of pedestrian (purple lines) and cyclists (green lines)*

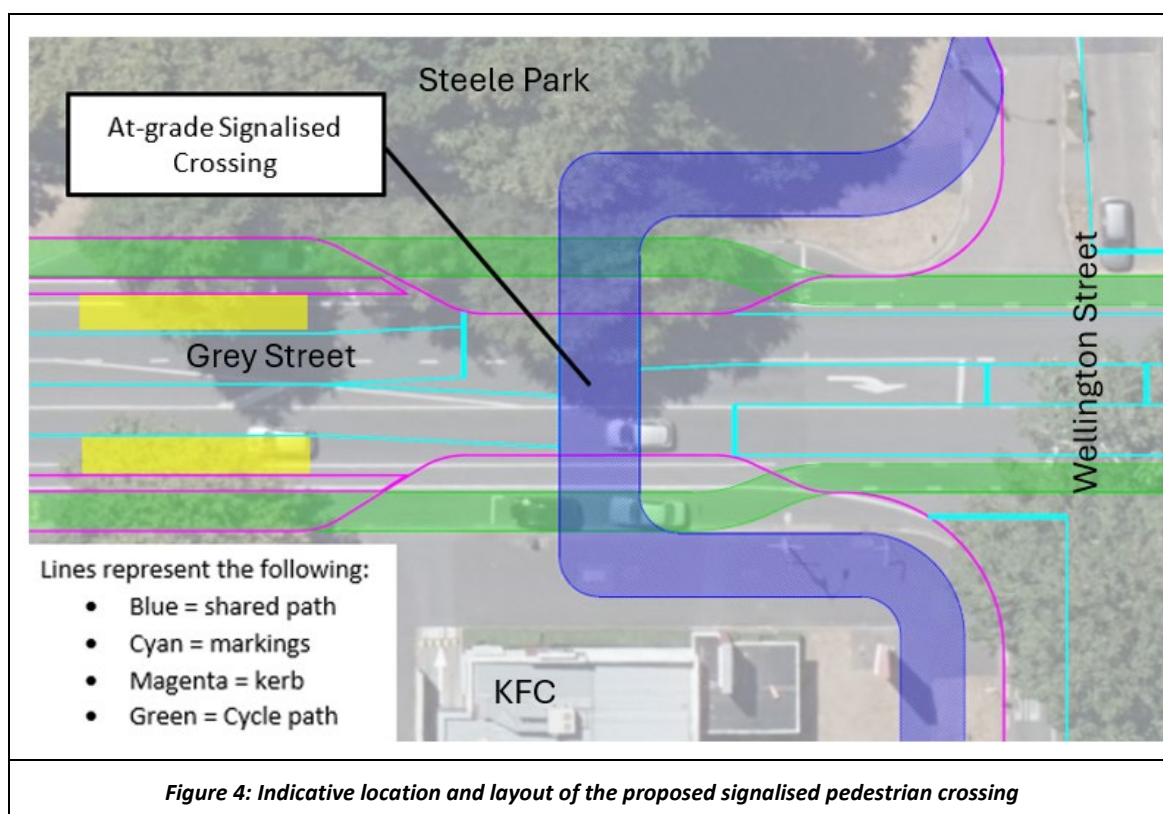
30. The following points were also made from the on- site observations:
  - i. difficult for pedestrians to cross the road as there are no formal pedestrian crossings present on Grey Street (north) and Wellington Street (west);
  - ii. tree located at the corner of Wellington Street (west) and Grey Street (south) is a constraint as the tree roots limit the space available for potential changes to the form of the intersection;
  - iii. the intersection operated well, with minimum delays off peak. Long queues were observed on peak hours; and
  - iv. sight line issues were observed for vehicles coming from Wellington Street (West) turning left on to Grey Street (North) to see on-coming vehicles from Grey Street (South) as a result of the tree location and the cars parked outside the laundromat (on south of Grey Street).
31. Community requests have been received for improvements to the intersection itself regarding the difficulty of turning in and out of Wellington Street and from people trying to cross Grey Street.
32. Several intersection options were initially considered, however, on analysis of video surveys it clearly showed that while there is vehicle crash risk, by far the highest safety risk was for crossing pedestrians.
33. With the current lack of formal pedestrian facilities in this area, pedestrians who do cross the road have to walk between the parked cars on the side of the road and stand in the central flush median / right turn bay while keeping an eye out for turning vehicles. The photos below illustrate examples of pedestrians negotiating the parked vehicles and turning traffic.





*Figure 3: Pedestrians crossing Grey Street just north of Wellington Street*

34. Given the highest risk at this location is for pedestrians, many of which are school children the focus of options considered was for a mid-block pedestrian facility located to the north of the intersection and south of the KFC entrance.
35. The following two options were considered the most appropriate for this location and number of pedestrians wanting to cross Grey Street:
  - i. **Option 1** (Safest): Signalised pedestrian crossing with kerb buildouts and raised safety platform
  - ii. **Option 2** (Alternative): Signalised pedestrian crossing with kerb buildouts but without a raised safety platform
36. Both options recommend kerb buildouts be provided on both sides of the road to enable visibility to/for pedestrians clear of parked vehicles. Provision of an off-road treatment for cyclist safety at this pinch point is also included.
37. The key point of difference between the two options is whether the crossing location has a raised safety platform included or not.
38. The direction from Elected Member briefing held on [9 April 2025](#) was that '**Option 2** Alternative Option' (without the raised safety platform) was the preferred option.
39. **Figure 4** below illustrates the approximate location and layout for the proposed signalised pedestrian crossing:



40. The P95 estimate for **Option 2** (Alternative) is \$800,000 and funding has been approved in the Minor Transport Improvements Programme for 2024-27 period.
41. It is expected that the use of the traffic signals by pedestrians will also assist in creating gaps in the traffic flow and assist the vehicles turning into and out of Wellington Street off Grey Street.
42. 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**).

#### **Peachgrove Road pedestrian crossing outside Sthwell School**

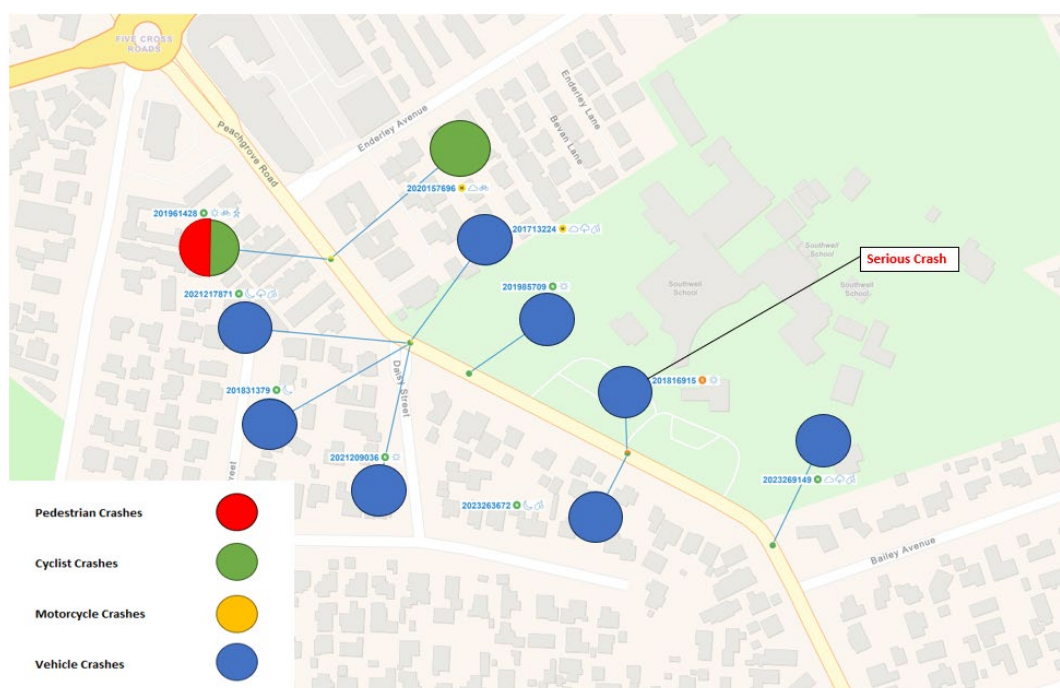
43. Peachgrove Road is a Minor Arterial Transport Corridor under the Hamilton City Operative District Plan. The immediate surrounding location is zoned as General Residential and consists of existing residential land use. Peachgrove Road has high traffic volume of 14000 (estimated as in 2021).
44. The Sthwell School is located adjacent to the proposed crossing location and has entry and exit points to their carpark either side of the crossing as shown in **Figure 5** below.



**Figure 5: Location of pedestrian crossing location and Southwell School entry/exit**

45. The school also has a pedestrian entry onto Enderley Avenue and high numbers of students are dropped off and picked up from this location on a daily basis.
46. There is a notable pedestrian movement along Peachgrove Road near Southwell School, this is a connection between Five Crossroads Road and Te Aroha Street and is part of the Eastern Pathways Schools Link route.
47. There are bus stops on Peachgrove Road outside the school which encourage pedestrian activity as people walk to catch the four bus services that run through this route including the Orbiter.
48. There is also pedestrian crossing activity to/from Southwell School but with the limited facilities in this area, the crossing occurs at multiple locations along the frontage of the school. Most pedestrians and cyclists travel in a north-south direction on Peachgrove Road.
49. There are no pedestrian priority crossing facilities in this area, with a small pedestrian refuge island located just south of the northern exit outside #201 from Southwell School.
50. The island does not have the space to safely accommodate no more than 2 pedestrians, resulting in children standing on the road/front and back of island kerbs when they cross in groups.
51. Data from the Waka Kotahi Crash Analysis System (CAS) shows a poor safety record, since 2014 there have been 10 reported crashes (1 serious, 2 minor injury and 7 non injury) for the length of the school frontage. One is an injury crash and one non injury crash involved cyclist vs pedestrian, resulting in a social cost of \$1.96million.





**Figure 6: Location and type of road users involved in crashes**

52. A pedestrian survey on 6 March 2025 (Thursday) observed 301 pedestrians moving through this section of road and recorded 27 pedestrians crossing. Pedestrians included young school children accessing Southwell School in addition older pedestrians accessing the bus stops, shops and medical centre at Five-Cross Road.
53. The larger groups of pedestrians coincided with high peak traffic, making it difficult for pedestrians to find safe gaps between traffic, resulting in high-risk decisions.
54. The following points were also made from the on- site observations:
  - i. many students crossed Peachgrove Road near the Southwell School pedestrian access and then use the existing narrow refuge crossing located 50metres to the north;
  - ii. students often running across the road rather than using the existing refuge island specially as the bus stop is directly opposite the access gate;
  - iii. observed vehicles travelling in high speed which can lead to serious crashes;
  - iv. during peak hours it is observed that the traffic gap allowing pedestrians to cross the road is very minimal and observed people running across the lanes while crossing;
  - v. existing cutdowns at the crossing are observed to be non-wheelchair friendly due to greater footpath slope and road pavement surfacing build up; and
  - vi. students that used the narrow refuge island, were often in groups >5 which required them to stand on the kerbs or the flush median to the front and rear of the refuge.
55. Southwell School representatives spoke in support of a formal signal pedestrian crossing for the safety of their students at the [28 November 2024 Infrastructure & Transport Committee Meeting](#).
56. Customer requests have also been received from the school and residents of the area expressing concerns about pedestrian safety and the speed of vehicles travelling in this section of road.

57. The following two options were considered the most appropriate for this location and number of pedestrians wanting to cross Peachgrove Road:
- Option 1 (Safest):** Signalised pedestrian crossing with raised safety platform; and
  - Option 2 (Alternative):** Signalised pedestrian crossing without a raised safety platform
58. The key point of difference between the two options is whether the crossing location has a raised safety platform included or not.
59. The direction from Elected Member briefing held on [9 April 2025](#) was that 'Option 2 Alternative Option' (without the raised safety platform) was the preferred option.
60. Staff have completed early engagement with Southwell School to gather insights about the existing conditions. The school previously engaged with Council staff about road safety and need for a pedestrian priority crossing. The school has confirmed they are willing to work alongside Hamilton City Council with the preferred option, which may include the relocation of the student accessway onto Peachgrove Road as part of the school's carpark redevelopment.
61. The following photo illustrates the location of the proposed signalised pedestrian crossing which will be at the location of the existing pedestrian refuge crossing.



62. The P95 estimate for **Option 2 (Alternative)** work is \$750,000 and funding has been approved in the Minor Transport Improvements Programme for 2024-27 period.
63. 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**).

### Financial Considerations - *Whaiwhakaaro Puutea*

64. Funding for the proposed work is available from the 2024-34 Long-Term Plan Minor Transport Improvements budget approved at the 11 March 2025 Infrastructure and Transport Committee. NZ Transport Agency co-investment funding is **not** available for these projects.

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

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

### Climate Change Impact Statement

66. 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.
67. 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.
68. 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 vehicle.
69. 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.

### Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

70. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
71. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
72. The recommendations set out in this report are consistent with that purpose as outlined below.
73. Further opportunities for promotion of the 4 wellbeings will be undertaken as part of the development process for each of the projects as they are further developed and implemented.

### Social

74. The projects and activities outlined in this report will help provide for a connected city allowing communities to access employment, education, health, and other essential services as well as access to recreational and social opportunities.
75. The projects provide Council with an opportunity to adapt streets to better support active and safe transport needs by contributing to the creation of more safe people-friendly spaces in our towns and cities.

### Economic

76. The proposed projects provide improvements for pedestrians and people on bikes to be able to access shopping locations safely.

#### **Environmental**

77. The projects provide options for use of alternative modes of transportation and the ability for the community to traverse across and around the city in a safe way without the need for a vehicle.

#### **Cultural**

78. The project plans that will be developed for this programme of work will include how we can effectively engage with tangata whenua.

#### **Risks - *Tuuraru***

79. There are no risks identified for the recommendations made within this report.
80. If the recommendations are not approved there will be delays in the implementation of the 2024/25 programme of works and delays in receiving the NZ Transport Agency funding.

#### **Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

81. 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.
82. A specific engagement and communication plan will be developed as part of the delivery of the projects with this programme.
83. 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.

#### **Attachments**

Attachment 1 - Attachment 1: 2024-25 Grey - Wellington Pedestrian Safety Improvements - Project Report - Final

Attachment 2 - Attachment 2: 2024-25 Peachgrove Road - Southwell School Safety Improvements - Project Report - Final



# Project Report

## Grey Street Pedestrian Safety Improvement north of Wellington Street

2024/2025



**Hamilton  
City Council**  
Te kaunihera o Kirikiriroa



## Grey Street Pedestrian Safety Improvement north of Wellington Street

### WHERE?



Figure 1 Site Location

### SITE DISCRPTION

Wellington Street/ Grey Street intersection is located in Hamilton East. The intersection is near the Hamilton East Suburban and Neighbourhood Centre. Grey Street is a busy urban connector that links to the Central City via the ANZAC Parade Bridge. The intersection is used by school children accessing several nearby schools such as Sacred Heart Girls College, Marian Catholic School and Jubilee Catholic Early Childhood Centre.

The intersection is adjacent to Steele Park and provides a link to the Te Awa River Ride shared path and is surrounded by café's, restaurants, churches, a freemasonry, a kindergarten, and health services.

### WHATS THE PROBLEM?

Initially, the project objective was to reduce both pedestrian risk and vehicle crash severity by managing vehicle approach speeds without affecting the efficiency of the intersection. Through the process of the investigations, it was considered that whilst there was a reasonable vehicle crash history at the intersection, it did not appear in the City's high ranking unsafe intersections. However, a review of the video recordings clearly showed a very concerning safety issue of the very high pedestrian usage (both walking through the footpath and crossing the road) overall at this section of road (average of 967/day). The video recordings showed a high number of vulnerable school children who access the nearby schools, having to cross between parked cars and older pedestrians crossing to access the nearby cafes, making 2 stages crossings, using the flush median as a waiting place to cross the 2 traffic lanes.

## WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

Without safe crossing facilities, the likelihood of a crash involving a pedestrian (likely to be a child) is high and is likely to result in death or serious injury.

There is an existing crash history and stakeholders nearby have also expressed concerns about the intersection and crossing safety. Data from the Waka Kotahi Crash Analysis System (CAS), show that since 2014 there have been 18 reported crashes (7 injury and 11 non injury), resulting in a social cost of \$2.7M. One of the injury crashes involved a cyclist. Each day, an average of 967 pedestrians utilize this part of Grey Street, with roughly 46% crossing in the vicinity of Wellington Street, often between parked cars. The site also accommodates a considerable number of cyclists, averaging 122 per day, with around 33% of them crossing Grey Street.

## ROAD DATA

This road section has the following characteristics:

- The posted speed limit is 50km/hr on Grey Street and 40km/hr on Wellington Street, the 85<sup>th</sup>tile speed is 48km/h, 8% of vehicles exceed the speed limit.
- The overall site width boundary to boundary is 30m on Grey Street and 20m on Wellington Street.
- Wellington Street is a 2-lane road with no flush median.
- Grey Street is a 2-lane road with a flush median and right-turn bay.
- Grey Street has narrow unidirectional, un-protected cycle lanes.
- There are no cycle lanes on Wellington Street.
- There are pedestrian footpaths on all approaches.
- There are no formal pedestrian crossing facilities within the vicinity of the Wellington Street intersection.
- There is a pedestrian splitter island on Wellington Street (east) at the intersection and a refuge island on Grey Street approximately 100 m south from intersection.

There are currently two local bus routes (Bus 10: Hillcrest and Bus 17: Hamilton Garden/Uni) operating along Grey Street / Wellington Street as shown in the table below:

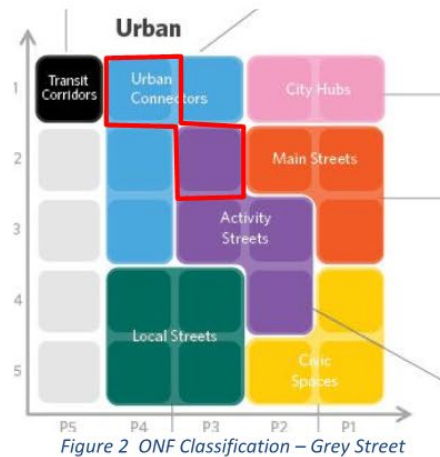
Road Name	Bus Service	Bus Stop Location
Grey Street (north)	Bus 10 & Bus 17	Two bus stops; Approximately 40 m (northbound) and 125 m (southbound) from the intersection.
Grey Street (south)	Bus 10	Approximately 40 m south of the intersection. This stop is utilised by the University bus service.
Wellington Street (west)	Bus 17	3 Bus stops; Approximately 35 m from the intersection (westbound) and 2 bus stops approximately 170 m from the intersection (westbound & eastbound).

Table 1 Public Transport Routes

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:

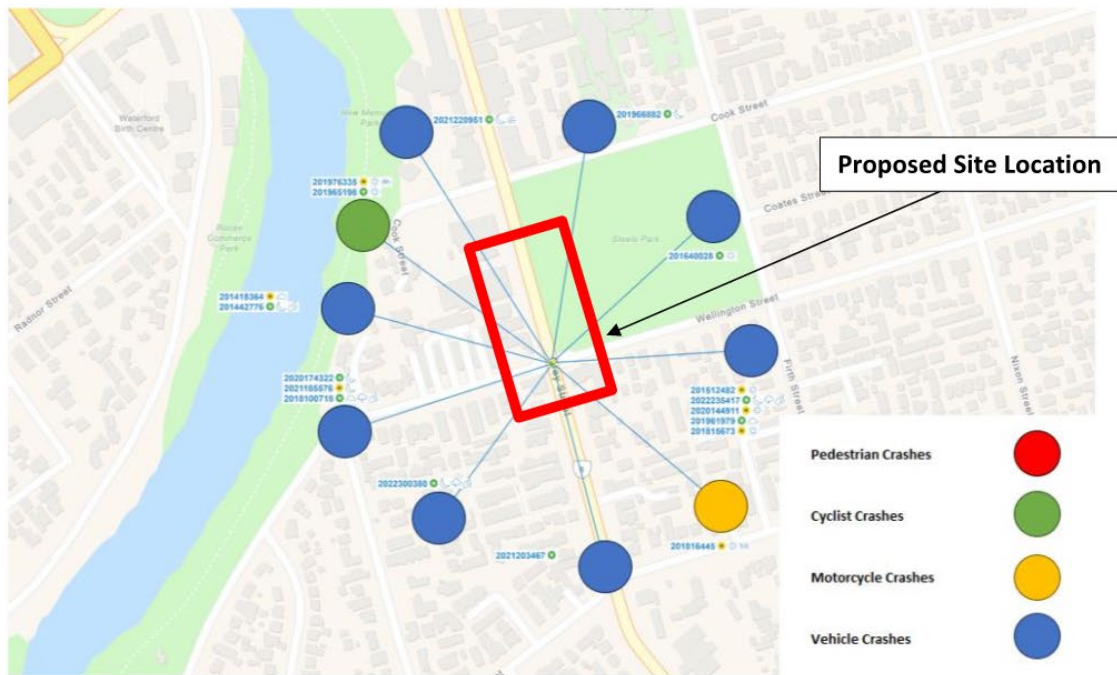
Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles
Grey Street (north)	Activity Street (M2,P3)	15,000 (est.2023), 5% Heavy
Grey Street (south)	Urban Connector (M1,P4)	16,100 (est.2023), 5% Heavy
Wellington Street (west)	Urban Connector (M3,P4)	3,900 (est.2021), 1% Heavy
Wellington Street (east)	Local Street (M4,P4)	1,700 (est.2021), 4% Heavy

Table 2 One Network Framework & Volume of Traffic



**CRASH HISTORY**  
Since 2014 there have been eighteen recorded crashes within the proposed project area, including one cyclist crash. Seven of these crashes were minor injury crashes and eleven non-injury crashes.

This investigation aims to reduce right-angled crashes, in particular the failure to give way/ stop which was the highest contributing crash factor. The social cost of these crashes has been \$2.7M. Historic crash data indicates a trend of rear end/obstruction 11% and Crossing/turning crashes 89% at the intersection. 89% of all crashes had “failed to give way or stop” as one of the crash factors.



For the minor injury crash involving the cyclist, the cyclist was travelling north along Grey Street while the private vehicle was travelling south along Grey Street. The private vehicle failed to give way to the cyclist when they were about to turn right into Wellington Street and crashed into the cyclist.



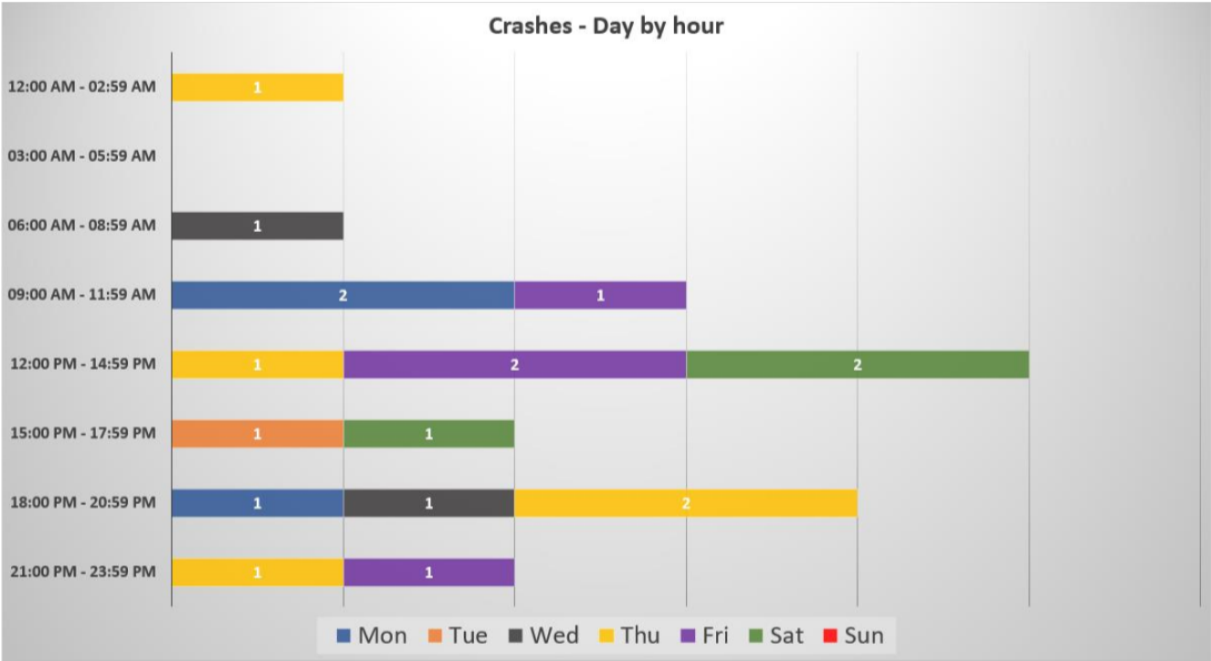


Figure 4 CAS Data – Showing crash analysis at different period during a day (since 2014)

PEDESTRIAN & CYCLIST DATA

There are notable pedestrian links along Wellington Street, Cook Street, Firth Street as they provide a connection to Grey Street, Clyde Street and to Steele Park. There are bus stops along Grey Street, Wellington Street, which encourage pedestrian movements.

There are strong pedestrian desire lines to cross north-south and east-west at the Wellington Street / Grey Street Intersection (Refer Figure 5) due to the existing shops i.e. KFC and the Café. Pedestrians and cyclists are mainly seen crossing north-south along Wellington Street due to the shops along Grey Street and due to the Anzac Parade Bridge, which is the closest east-west connection over the Waikato River to the City Centre/ Hamilton Central. The on-street parking along Grey Street and Wellington Street on both sides of the road also generate foot traffic crossing the road.

There are on-road cycle lanes along Grey Street, Clyde Street and along some parts of Galloway Street.

An onsite fixed camera was used to monitor and gather pedestrian and cyclist movement/ behaviour data. The average number of pedestrians in the area over 4 days in a 12hr period is 967 and on average 46% cross the Grey Street in the vicinity of Wellington Street. The average number of cyclists in the area over 4 days in a 12hr period is 122 and on average 33% cross the Grey Street in the vicinity of Wellington Street. (Refer Table 3).

Counts of the number of pedestrians and cyclist at the intersection are summarised below:

Date and Time	Pedestrians complete count	Pedestrian Crossing Grey Street	Cyclist complete count	Cyclist Crossing Grey Street	Total Pedestrian and Cyclist
4 <sup>th</sup> December 2024 (Wednesday)	982	452	129	42	1111
5 <sup>th</sup> December 2024 (Thursday)	944	388	151	38	1095
6 <sup>th</sup> December 2024 (Friday)	983	541	114	44	1097
7 <sup>th</sup> December 2024 (Saturday)	958	421	95	35	1053

Table 3 Pedestrian and cyclist Volume

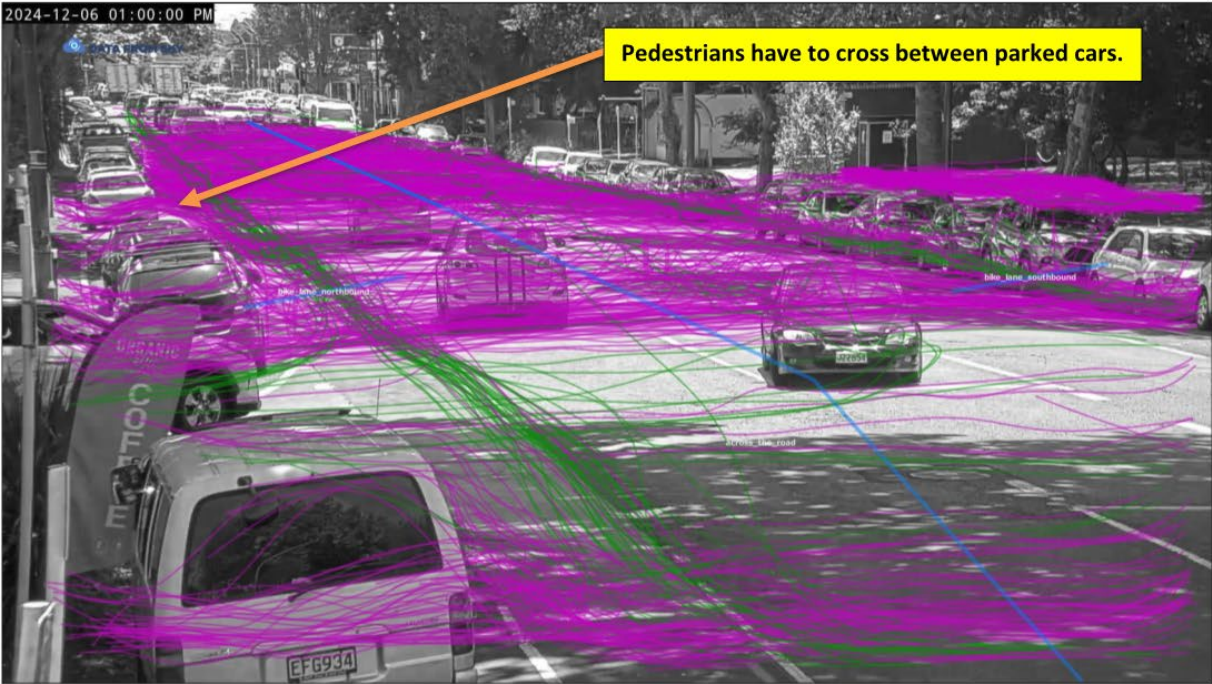


Figure 5 Survey Locations showing desire lines (06/12/2024) (Purple = Pedestrians, Green = Cyclists)

**OBSERVATIONS**

A site inspection was completed on 07<sup>th</sup> November 2024 during which the following observations were made:

- Difficult for pedestrians to cross the road as there are no formal pedestrian crossings present on Grey Street (north) and Wellington Street (west).



Figure 6 On-Site Camera (Photos)



- The tree located at the corner of Wellington Street (west) and Grey Street (south) is a constraint as the tree roots limit the space available for potential changes to the form of the intersection.
- The intersection operated well with minimum delays off peak. Long queues observed on peak hours.
- Sight line issues observed for vehicles coming from Wellington Street (West) turning left on to Grey Street (North) to see on-coming vehicles from Grey Street (South) because of the tree and the cars parked outside laundromat (on south of Grey Street).

## 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:

- May 2024: Request for priority crossing at this location because of vehicles turning right from Grey Street north to Wellington Street (west) not giving way for pedestrians crossing Wellington Street and mentioned near miss experience.
- June 2022: Request for safer intersection project.
- December 2020: Request for a crossing facility at the intersection because existing crossings are further away.
- September 2020: Customer concern regarding multiple incidents noticed where vehicles turning right from Wellington Street (East) onto Grey Street (North) not giving way for oncoming traffic on Grey Street.

## STAKEHOLDERS ENGAGEMENT

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

No engagement has been completed to date pending the/ completion of the decision-making framework process.

The following parties have been identified for engagement:

- Marian Catholic School, Jubilee Catholic ECC & Sacred Hearts Girl's College to gather insights about the existing intersection. These schools were selected as they are within walking distance of the intersection, they have previously engaged with Council staff about road safety, and students from these schools have a noticeable presence at the intersection based on data collection and site observations.
- Waimarie: Hamilton East Community House as they are within walking distance of the intersection.
- Proposed location has bus stops nearby and Waikato Regional Council will be engaged at the early stage.
- Proposed project might have minor impact on the on-road parking at the Grey Street businesses will be engaged at the early stage.
- 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.

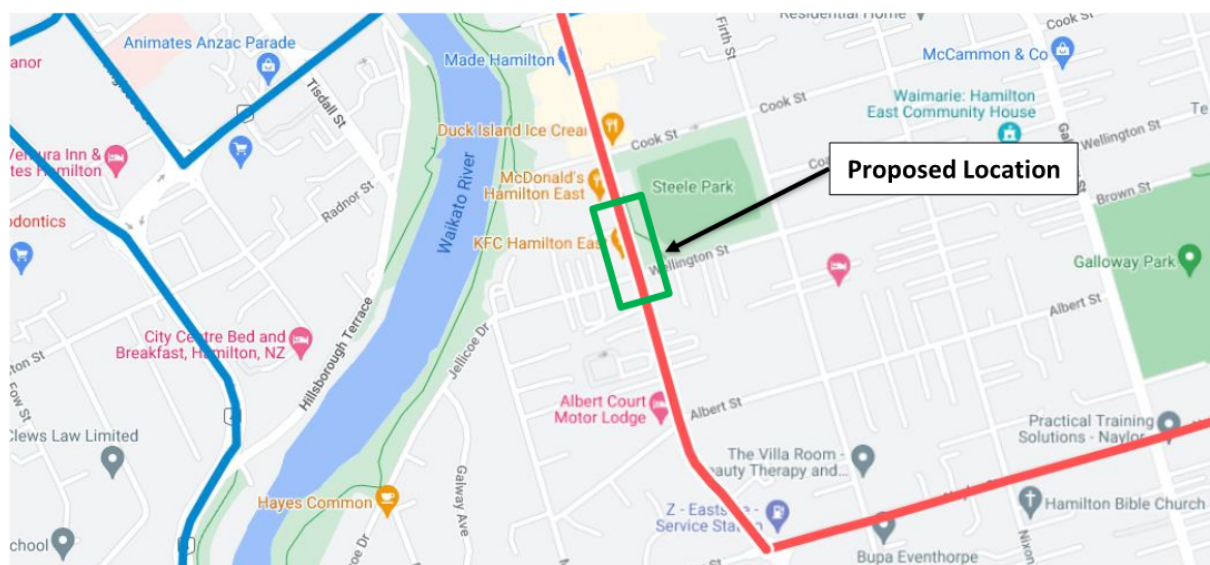


Figure 7 Aerial showing FENZ Route at the proposed location in Green

## RECOMMENDATIONS

Several intersection options were initially considered, however, on analysis of video surveys it clearly showed that while there is vehicle crash risk, by far the highest safety risk was for crossing pedestrians of which a significant portion are school children, crossing between parked cars, hidden from oncoming vehicles. These observations have been reinforced by stakeholders, who have also voiced concern.

Multiple alternatives were evaluated to improve traffic flow and speed-related concerns at the intersection including:

- raised platforms with a cost estimate exceeding \$1 million, which included kerb extensions and formal crossings.
- Signalised intersection, both with and without raised platforms, with cost estimates ranging from \$1.5 million to \$2.4 million.
- Converting the intersection into a roundabout, with and without raised platforms, has cost estimates between \$3.1 million and \$3.5 million.

All proposed improvements will feature pedestrian crossings on all four legs at the intersection. However, after analysing crash types and comparing them with the HCC high-risk intersection rankings, it was determined that these intersection enhancements would not be a cost-effective solution. Given the concentrated area where pedestrians face the highest risk, a mid-block crossing emerged as the most suitable approach to effectively address the primary issue identified.

As a result, five options (A – E) were considered for a mid-block pedestrian crossing. Impacts on traffic were considered and peak time traffic flows could be impacted when large numbers of school children are crossing un-controlled in groups (platooning). Therefore, a controlled crossing (as opposed to a zebra) would be most favourable. Cyclist safety will be incorporated into the design and is recommended that taking them off road at this pinch point location is recommended. Traffic signals will result in gaps in the traffic flows & assist with vehicle movements in & out safely.

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

### **Recommended Safest Option: Raised signalised crossing with kerb build outs.**

A mid-block signalised pedestrian crossing, located to the north of the intersection and south of the KFC Entrance near to the location in the figure below. The crossing would be on a raised safety platform with 1:20 ramp grades to balance safety of pedestrians and vehicle transition. Kerb buildouts will be provided both sides to enable visibility for



pedestrians away from parked vehicle and off-road treatment for cyclist safety at this pinch point. Estimated cost of \$900k.

**Alternative Option: At-grade signalised crossing with kerb build outs.**

As preferred option, but without raised safety platform. With this option, vehicle speed is not addressed, and some risk remains should a crash occur which involves car vs pedestrian and may result in death or serious harm. Estimated cost of \$800k.



Figure 8 On-Site Camera (Photos) showing pedestrian crossing near the proposed location (Red)

**TREATMENT CONSIDERATIONS**

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

Treatment	Type	Discussion	Cost <sup>1</sup>
1.	Raised Signalised intersection with kerb realignment	<ul style="list-style-type: none"><li>Raised signalised crossing with kerb build outs with varying approach and departure ramps (As per FENZ engagement) between the intersection and the exist (drive through) from KFC to accommodate safe pedestrian priority crossings and access friendly for sensitive path users (i.e., elderly, vision and mobility impaired, and pedestrians under 12 years of age).</li><li><b>Safe Systems Assessment Score - 260</b></li></ul>	\$900k
2.	At-Grade Signalised crossing with kerb build outs	<ul style="list-style-type: none"><li>At-Grade Signalised crossing will be installed on grey street between the intersection and the exist (drive through) from KFC.</li><li>Lack of raised platform will not help achieve speed reduction component at this intersection.</li></ul> <b>Safe Systems Assessment Score - 326</b>	\$800k

Table 4 Long List Treatment table

<sup>1</sup> These are concept level estimates (P95) include 30% contingencies.

## TREATMENT ANALYSIS MATRIX

Treatment	Cost Estimate	Social Cost of Crashes	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk	Risk Reduction %	Risk Reduction
Existing	\$ -	\$ 2,684,200	No Change	No Change	No Change	No Change	No Change	No Change	260	No Change	0
Option H Raised signalised crossing and reduce crossing distance with kerb build outs	\$ 900,000	\$ 1,878,940	50%	Moderate	Moderate	Moderate	Medium Benefit	High Benefit	192	26%	68
At grade zebra crossing with kerb build outs to reduce crossing distance	\$ 450,000	\$ 2,442,622	20%	Moderate	Minor	Moderate	High Benefit	High Benefit	244	6%	16
Raised zebra crossing with kerb build outs to reduce crossing distance	\$ 500,000	\$ 2,388,938	22%	Moderate	Moderate	Moderate	High Benefit	High Benefit	209	20%	51
Informal crossing with kerb build-outs to reduce crossing distance	\$ 200,000	\$ 2,442,622	20%	Minor	No Change	Moderate	No Change	Low Benefit	244	6%	16
Otion J At Grade Signalised Crossing	\$ 800,000	\$ 2,013,150	45%	Moderate	Minor	Moderate	Medium Benefit	High Benefit	228	12%	32

Table 5 Treatment Comparison Table Mid-Block Pedestrian Crossing

Preferred Option

Alternative Option

## OPTIONS FOR FURTHER CONSIDERATION

Based on the treatment analysis matrix:

**Preferred Safest Option H: Raised signalised pedestrian crossing with kerb buildouts** Estimated costs \$900k (P95 including 30% contingency).

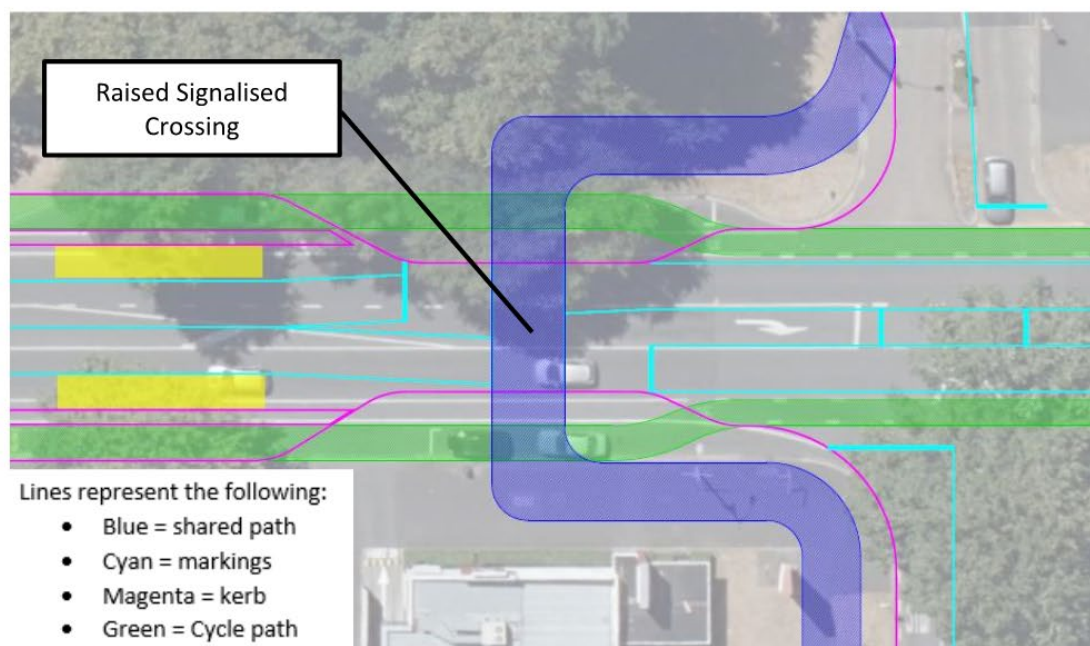


Figure 9 Preferred Option – Signalised Crossing on RSP with kerb buildouts

There is clearly high-risk for pedestrians, many are school children, and the recommended option is a mid-block signalised pedestrian crossing, located to the north of the intersection and south of the KFC Entrance near to the location in the figure below. The crossing has an RSP with 1:20 ramp grades to balance safety of pedestrians (reduce speeds) and vehicle transition (transition speed 40km/h). Kerb buildouts will be provided both sides that enable visibility to/for pedestrians, away from parked vehicles and consideration of off-road treatment for cyclist safety at this pinch point.

**Alternative Option J: At-grade signalised pedestrian crossing with kerb buildouts** Estimated costs \$800k (P95 including 30% contingency).

As preferred option, without RSP. However, without RSP, the approach and transition speeds are not reduced, as a result there is some risk, and pedestrian crash severity is likely to result in death or serious harm.

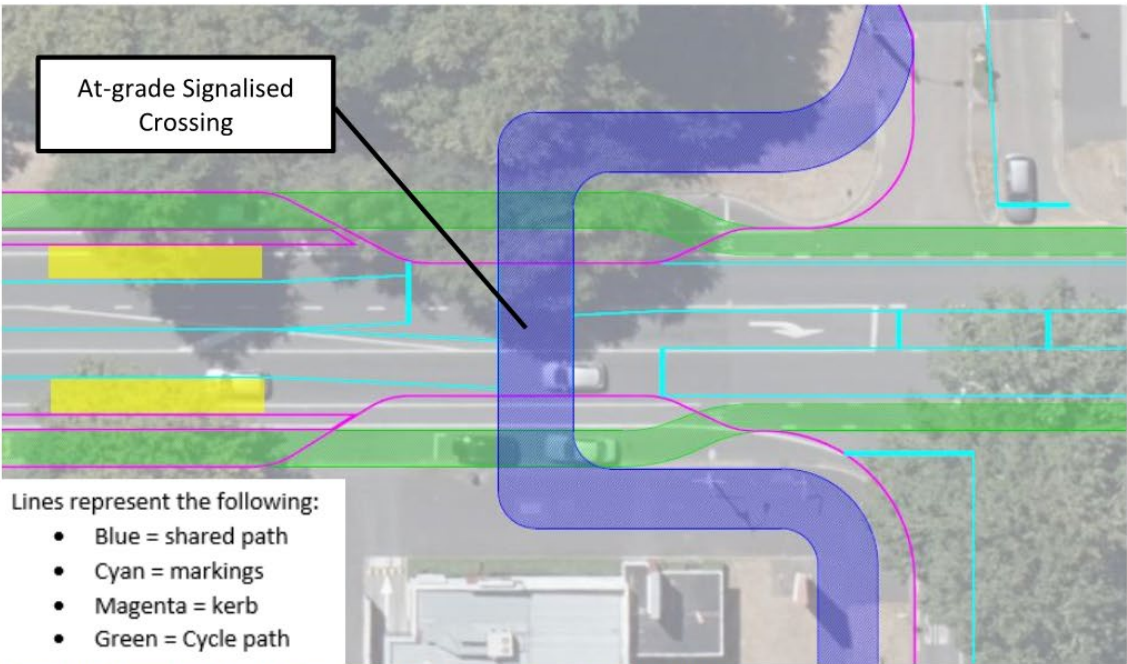


Figure 10 Preferred Option – At-grade signalised pedestrian crossing with kerb buildouts



# Project Report

## Peachgrove Road - Southwell School Safety Improvements

2024/2025



**Hamilton  
City Council**  
Te kaunihera o Kirikiriroa

## Peachgrove Road - Southwell School Safety Improvements Project

### WHERE?



Figure 1 Site Location

### SITE DISCRPTION

Peachgrove Road is a Minor Arterial Transport Corridor under Operative District Plan. The immediate surrounding location is zoned as General Residential and consists of existing residential land use. The Southwell School is located adjacent to the proposed crossing location. Peachgrove Road has high traffic volume of 14000 (est.) according to 2021 mobile roads data.

The project is approved in the part 2 Unsubsidised Minor Transport Improvement programme 2024/25. The objectives of these projects are to enhance the overall safety and increase accessibility for all road users.

### WHATS THE PROBLEM?

There are 301 pedestrians moving through this section of road and recorded 27 pedestrians crossing, this includes vulnerable School children accessing Southwell School, who cross this busy road in addition older pedestrians accessing the bus stops and medical centre.

There are no pedestrian priority crossing facilities in this area, with a small pedestrian refuge island located just south of the northern exit outside #201 from Southwell School. Particularly high number of pedestrians in groups, leading to pedestrians (including School children in groups) using the existing central island as a waiting place. This island does not have the space to safely accommodate no more than 2 pedestrians, resulting in children standing on the road/front and back of island kerbs when they cross in gaps.

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.

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

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

Data from the Waka Kotahi Crash Analysis System (CAS) shows a poor safety record, since 2014 there have been 10 reported crashes (1 serious, 2 minor injury and 7 non injury) for the length of the school frontage. One is an injury crash and one non injury crash involved cyclist vs pedestrian, resulting in a social cost of \$1.96M.

ROAD DATA

The Peachgrove Road is 2 lane traffic with central median has the following characteristics:

- Posted speed limit is 50km/h on Peachgrove Road, the 85th%tile is 50.76km/h, the fastest recorded speed is 100.08km/hr, 18% of vehicles travel above 50km/hr.
- There is an existing informal crossing with median refuge island, which is only suitable enough to safely accommodate 2 people at a time.
- The overall road width is 12.8m.
- Peachgrove Road is a 2-lane road with flush median.
- Peachgrove Road has no dedicated cycle lanes.
- There is 2m pedestrian footpath and 1.5m berm on residential side and 3m footpath on school frontage.
- There is no formal pedestrian priority crossing within a 200-meter radius of the proposed location.
- This is part of the over-dimension heavy vehicle route.
- Southwell School fronts Peachgrove Road with a secondary access onto Enderley Avenue.
- Southwell School is a private school with current role of 653 students (2024/25).

There are currently five local bus routes operating along Peachgrove Road as shown in the table below:

Road Name	Bus Service	Bus Stop Location
Peachgrove Road (north)	Bus 21, Bus 23, 4N and Orbiter	Outside 200 Peachgrove Road (Outside Southwell School)
Peachgrove Road (south)	Bus 21, Bus 24, 4N and Orbiter	Outside 199 Peachgrove Road (Opposite Southwell School)

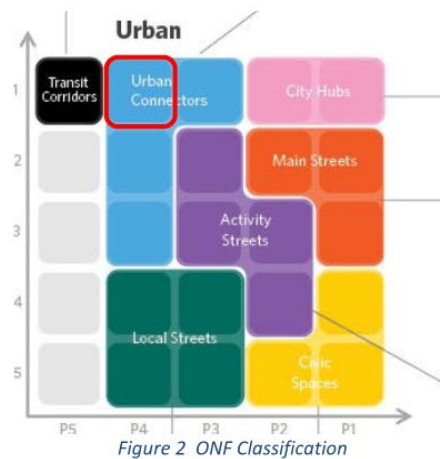
Table 1 Public Transport Routes

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
Peachgrove Road	Urban Connector (M1,P4)	14,000 (est.2023), 5% Heavy Vehicles

Table 2 One Network Framework & Volume of Traffic





CRASH HISTORY

Since 2014 there have been ten recorded crashes, one Serious crash, two Minor injury crashes and seven non-injury crashes, included cyclist vs pedestrian.

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 \$1.96M.

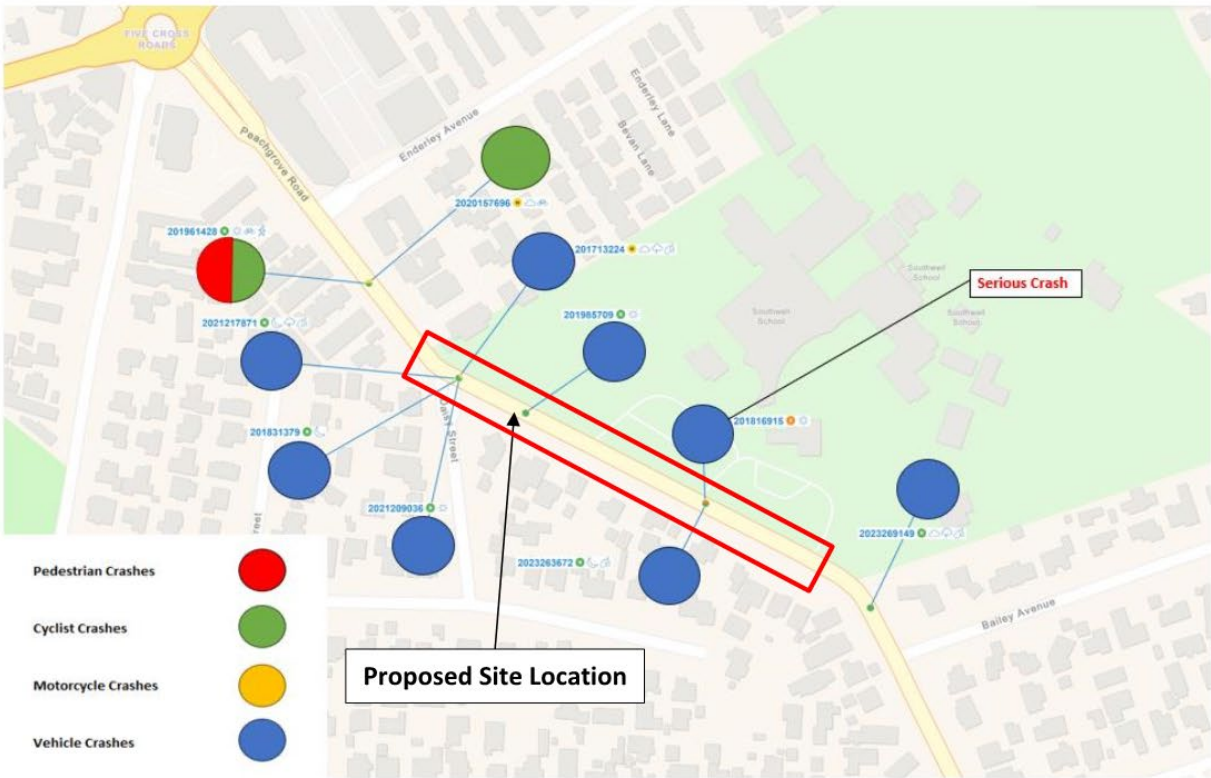


Figure 3 CAS Data – Showing Crashes (since 2014)

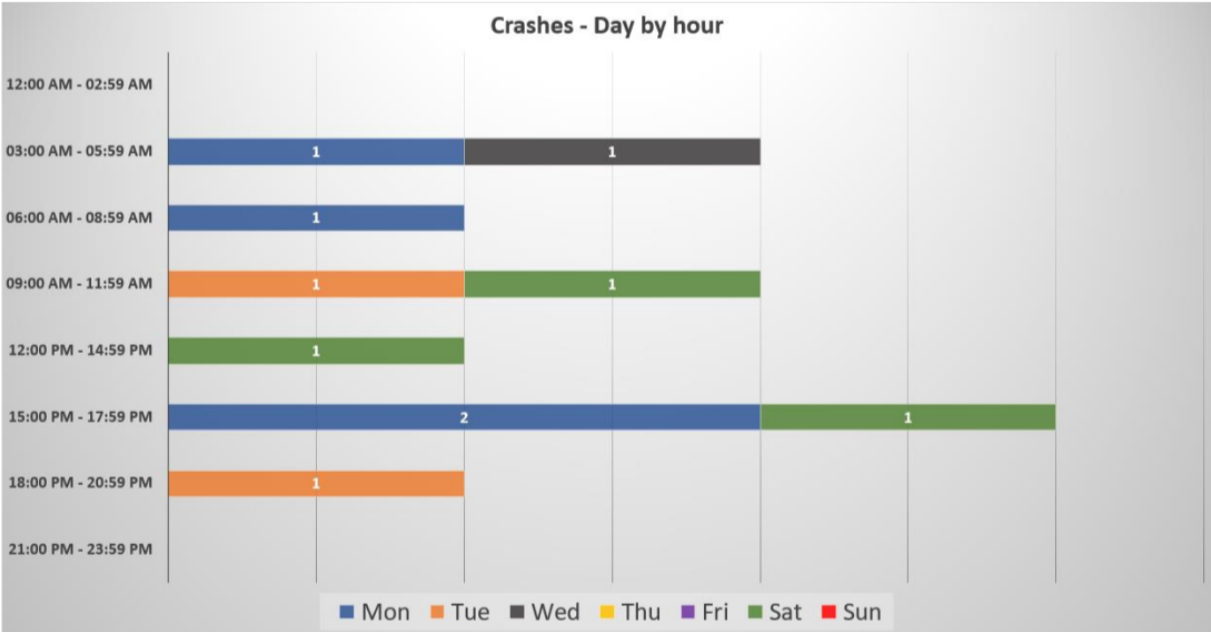


Figure 4 CAS Data – Showing crash analysis at different period during a day (since 2014)

PEDESTRIAN DATA

There is notable pedestrian movement along Peachgrove Road near Southwell School, this is connection between Five Crossroads and Te Aroha Street and is part of the Eastern Pathways Schools Link route. There are bus stops along Peachgrove Road, which encourage pedestrian activity and there is significant pedestrian crossing activity to/from Southwell School. Most pedestrians and cyclists travel in a north-south direction on Peachgrove Road.

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:

Date and Time 7am to 7pm	Pedestrians moving through site	Pedestrian Crossing Peachgrove Road	Cyclist moving through site	Cyclist Crossing Peachgrove Road	Total Pedestrian and Cyclist
6 <sup>th</sup> March 2025 (Thursday)	301	27	199	7	500

Table 3 Pedestrian and cyclist Volume

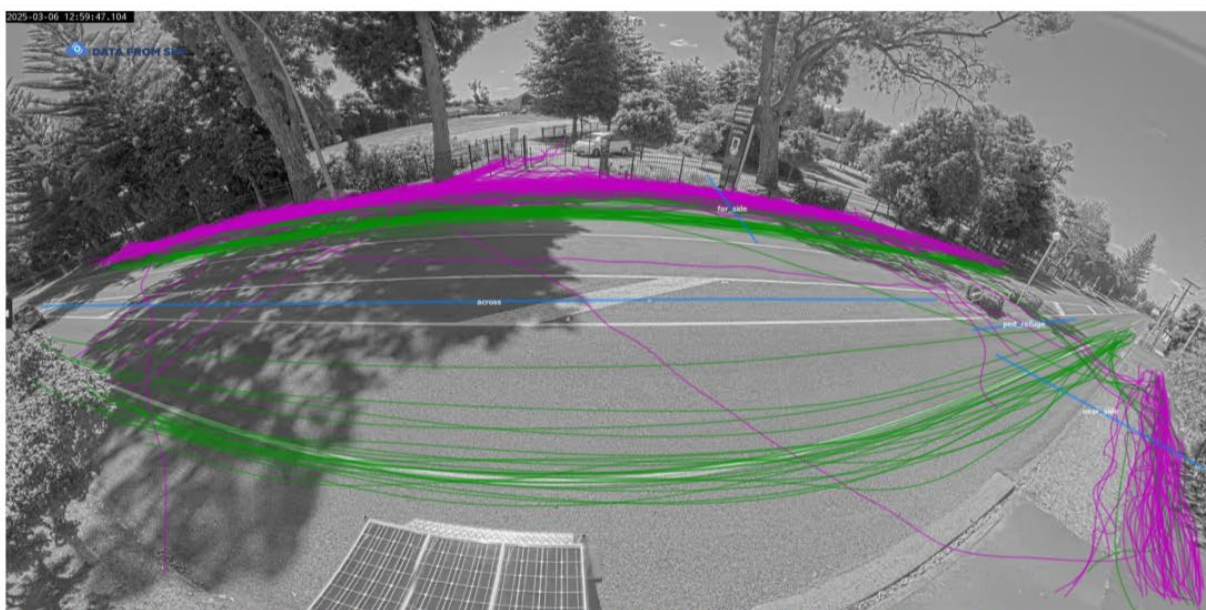


Figure 5 Survey Locations showing desire lines in the existing refuge (06/03/2025) (Purple = Pedestrians, Green = Cyclists)

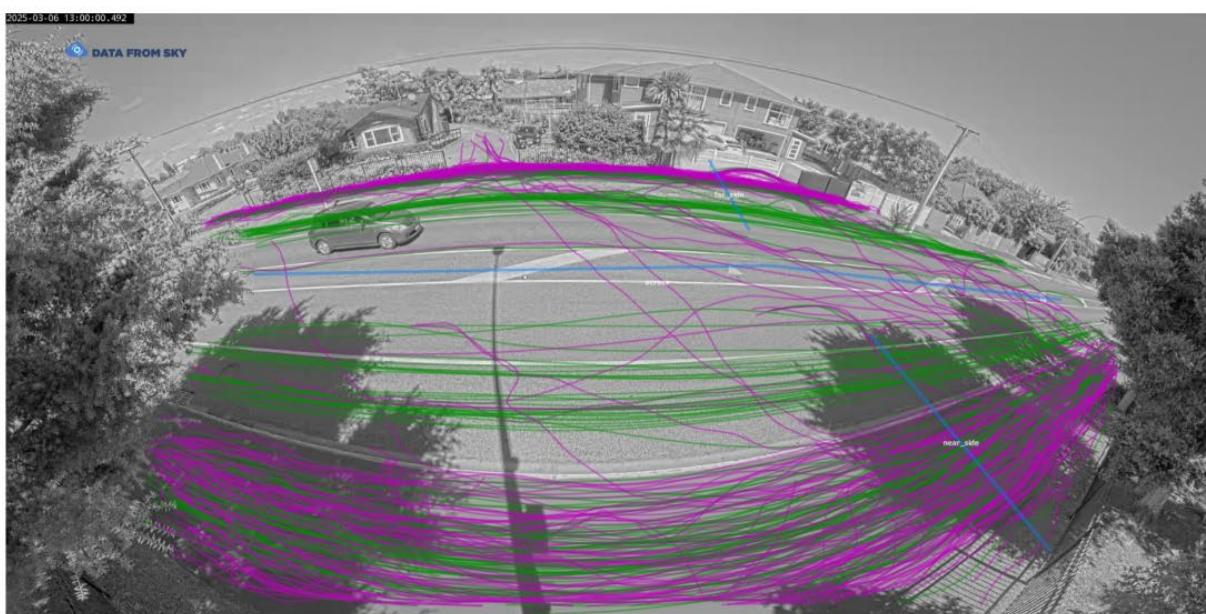


Figure 6 Survey Locations showing desire lines outside #197 Peachgrove Road (06/03/2025) (Purple = Pedestrians, Green = Cyclists)

### OBSERVATIONS

A site inspection was completed on 12<sup>th</sup> March 2025 and a “Pathways” © camera was installed to record pedestrian, cyclists and vehicle movements, during which the following observations were made:

- Many students crossed Peachgrove Road near the School pedestrian access and then use the existing narrow refuge crossing located 50m to the north. Choosing high risk decisions often running across the road, over walking the extra distance, especially as the bus stop is directly opposite the access gate.





Figure 7 Site Photos - Observations

- Observed vehicles travelling in high speed which can lead to serious crashes.
- During peak hours it is observed that the traffic gap allowing pedestrians to cross the road is very minimal and observed people running across the lanes while crossing.
- Existing cutdowns at the crossing are observed to be non-wheelchair friendly due to greater footpath slope and road pavement surfacing build up.
- Students that used the narrow refuge island, were often in groups >5 which required them to stand on the kerbs or the flush median to the front and rear of the refuge.

## COMMUNITY AND PUBLIC FEEDBACK

Southwell School expressed interest for a formal signal pedestrian crossing for the safety of their students and this was presented to the Infrastructure & Transport Committee on 28<sup>th</sup> November 2024. School made an official submission to Elected Members of Hamilton City Council for a signal crossing on 18<sup>th</sup> February 2025.

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

- August 2024: Southwell School contacted HCC Staff stating that the Peachgrove Road area outside Southwell School is becoming increasingly dangerous for students crossing at this location.
- March 2020: Request for the School zone to be extended from current location by 1-2 streets over because the person believes there is a danger to children crossing the street. Speed of vehicles was mentioned as the greatest concern.
- March 2018: Request regarding the speed of cars along Peachgrove Road, especially outside of Southwell School is observed to be a lot greater than what is expected. They have also mentioned that it was observed vehicles speeding during School peak hours.

## STAKEHOLDERS ENGAGEMENT

Staff have completed early engagement with Southwell School to gather insights about the existing conditions. School previously engaged with Council staff about road safety and need for a pedestrian priority crossing. The school has confirmed they are willing to work alongside HCC with the preferred option, which may include the relocation of the student accessway onto Peachgrove Road as part of their carpark redevelopment.

The proposed location has bus stops nearby and Waikato Regional Council will be engaged at the early stage with the proposal. No changes to the bus stop locations are proposed.

Peachgrove Road is not a key route for Fire and Emergency NZ (FENZ) as shown below:

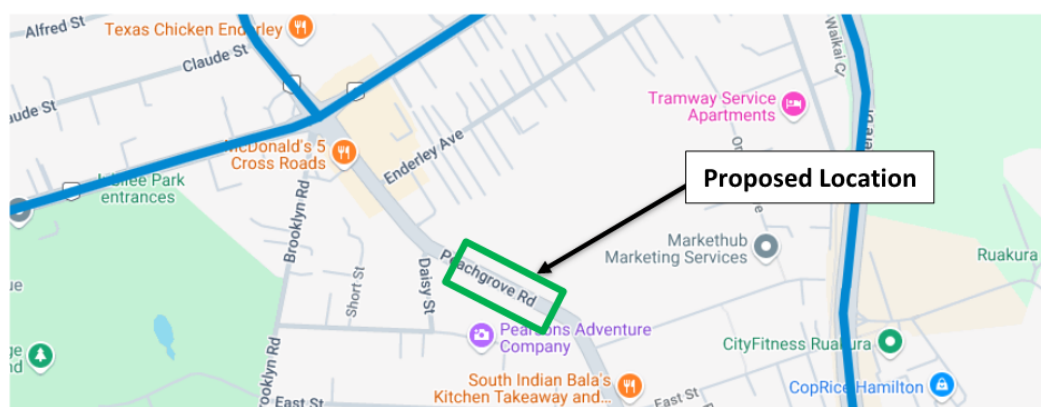


Figure 8 Aerial showing FENZ Route in blue and the proposed location in green rectangle.

## ENGAGEMENT PLAN

The stakeholders near this location include educational institutions, shops and residential areas. We will ensure effective and transparent communication with the primary stakeholders, especially the school. 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 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

**Preferred Safest Option: Raised signalised pedestrian crossing** Estimated costs \$900k (P95 including 30% contingency).

This option has an estimated social crash cost saving \$547,855 and a safe systems score of 287.

**Alternative Option: At-grade signalised pedestrian crossing** Estimated costs \$750k (P95 including 30% contingency).

As preferred option, without raised safety platform. This option has an estimated social crash cost saving \$508,011 and a safe systems score of 309.

TREATMENT CONSIDERATIONS

Four long-list 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	Discussion	Cost <sup>1</sup>
A	Upgrade Existing Mid-Block Informal crossing on Raised Safety Platform	Upgrade the existing Mid-Block Informal crossing on Raised Safety Platform, with kerb buildouts to provide visibility to/for crossing pedestrians and reduced crossing length and thus reduce traffic delays. Raised Safety Platform with 1:20 grade ramps. Median Refuge Island width will be increased in width, through traveling cyclist consideration will be required at the kerb build outs	\$500k
B	Mid-Block Zebra crossing with Raised Safety Platform	Mid-Block Zebra Crossing, located at the existing informal crossing with kerb buildouts to provide visibility to/for crossing pedestrians and reduced crossing length and thus reduce traffic delays. Raised Safety Platform with 1:20 grade ramps. Median Refuge Island will be removed as part of this option, through traveling cyclist consideration will be required at the kerb build outs	\$550k
C	At-Grade Mid-Block Signalised Pedestrian Crossing	Mid-Block Crossing, located at the existing informal. Refuge Island will be removed as part of this option.	\$750k
D	Mid-Block Signalised Pedestrian Cross with Raised safety platform	Mid-Block Crossing, located at the existing informal. Raised Safety Platform with 1:20 grade ramps. Refuge Island will be removed as part of this option.	\$900k

Table 4 Long List Treatment table

<sup>1</sup> These are concept level estimates (P95) include 30% contingencies.

## 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	\$ -	\$ 1,992,200	No Change	No Change	No Change	No Change	No Change	No Change	331	No Change	No Change
Uncontrolled Crossing on RSP 1:20	\$ 500,000	\$ 39,844	2%	Minor	Moderate	Moderate	Low Benefit	Medium Benefit	316	5%	15
Zebra Crossing on RSP 1:20	\$ 550,000	\$ 9,961	1%	Moderate	Moderate	Moderate	High Benefit	High Benefit	309	7%	22
Signalised Crossing on RSP 1:20	\$ 900,000	\$ 547,855	28%	Moderate	Moderate	Moderate	Medium Benefit	High Benefit	287	13%	44
At-Grade Signalised Crossing	\$ 750,000	\$ 508,011	26%	Moderate	Minor	Moderate	Medium Benefit	High Benefit	309	7%	22

Figure 9 Treatment Comparison Table Mid-Block Pedestrian Crossing

Preferred Option

Alternative Option

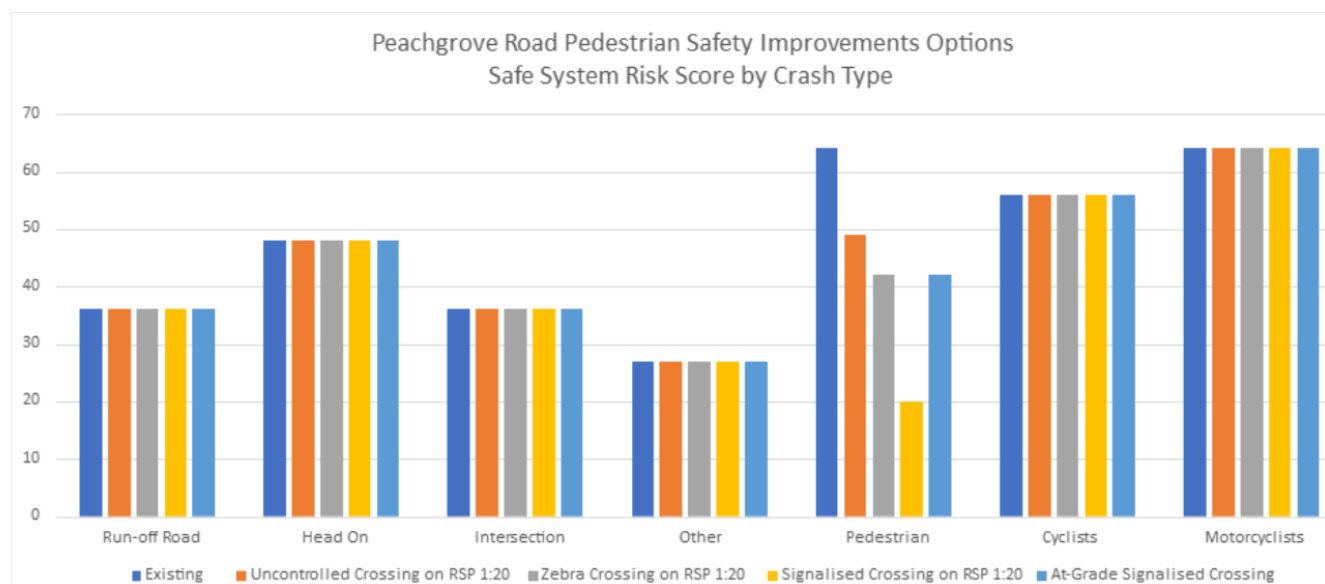


Figure 10 Safe Systems Risk Score – note the lower score indicates better safety.



## RECOMMENDED OPTION

**Preferred Safest Option: Raised signalised pedestrian crossing** Estimated costs \$900k (P95 including 30% contingency).

Crossing is currently proposed at the location of the existing pedestrian refuge island. It is understood that the school plans future upgrades to the internal layout of parking and access, location of the crossing point will be important so that the school student entry/exit is adjacent and liaison with the school will be necessary. The crossing has a Raised Safety Platform with 1:20 ramp grades to balance safety of pedestrians (reduce speeds) and vehicle transition (transition speed 40km/h). This option has an estimated social crash cost saving \$547,855 and a safe systems score of 287.



Figure 11 Preferred Option – Signalised Crossing on Raised Safety Platform.

**Alternative Option: At-grade signalised pedestrian crossing** Estimated costs \$750k (P95 including 30% contingency).



Figure 12 Alternative Option: At-grade signalised pedestrian

Crossing is currently proposed at the location of the existing pedestrian refuge island. Same as preferred option but without Raised Safety Platform. However, without Raised Safety Platform, the approach and transition speeds 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 has an estimated social crash cost saving \$508,011 and a safe systems score of 309.

This project would be 100% locally funded via Part 2 Unsubsidised Minor Transport Improvements Programme.

# Council Report

**Committee:** Infrastructure and Transport Committee  
**Date:** 13 May 2025  
**Author:** Jonathon Brooke  
**Authoriser:** Andrew Parsons  
**Position:** Infrastructure Acceleration Fund - Programme Manager  
**Position:** General Manager Infrastructure and Assets  
**Report Name:** Infrastructure Acceleration Fund (IAF) Reservoir and Pump Station - Macroscopic Design Approval

<b>Report Status</b>	<i>Open</i>
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## Purpose - *Take*

- To seek approval from the Infrastructure and Transport Committee for the macroscopic designs for the new Central City reservoir and pump station.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Infrastructure and Transport Committee:
  - receives the report;
  - approves of the macroscopic design (**attachment 1** of the staff report) for the Infrastructure Acceleration Fund Reservoir and Pump Station; and
  - 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.

## Executive Summary - *Whakaraapopototanga matua*

- In November 2022, Hamilton City Council formalised a non-repayable grant of \$150.6 million with Kaainga Ora for specific projects subject to completion with agreed timeframes. Subsequently, as part of the 2024-34 Long-Term Plan (LTP), Council sought an amendment to the schedule of projects to remove the Central Business District (CBD) bridge and introduce new bulkwater reticulation, including a further \$17.1 million for additional programme contingency that is separate to the non-repayable grant.
- The Infrastructure Acceleration Fund (IAF) Reservoir and Pump Station project is one of the grant-funded projects and will provide drinking and firefighting water, to meet the needs of the central city population to at least the year 2041. The reservoir provides around 25 megalitres of water storage and is expected to be located near the existing reservoir on Ruakiwi Road.
- A second 25 megalitre reservoir will be needed in the future (around 2040) to continue to supply the growing CBD with potable water. Council will undertake the planning work for both reservoirs but only construct one reservoir under the Agreement.



6. As part of the IAF funding agreement, Council is contractually bound to deliver the first IAF reservoir by 31 January 2029.
7. Design contracts are in place and well underway, with background investigation works completed, to inform the macroscope of the IAF reservoir and pump station.
8. The macroscope has been created from the concept design, which responds to the pre-community engagement, operational constraints, and Elected Member feedback.
9. Staff recommend the macroscope as presented in **Attachment 1** be adopted, and that design, consenting, and designation be progressed on this basis.
10. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of recommendation(s) in this report.

### **Background - *Koorero whaimaarama***

11. At the [5 October 2022 Extraordinary Council meeting](#) it was resolved to enter into an agreement with Kaainga Ora that provides a non-repayable grant (\$150.6million) from the IAF for specific projects subject to completion within agreed timeframes (amongst other conditions). The intention of the Infrastructure Acceleration Fund Agreement (the Agreement) is to fund infrastructure projects that will help unlock residential housing in the central city.
12. In November 2022, Hamilton City Council formalised the Agreement to help unlock around 4000 new homes in the city centre of Hamilton.
13. During a briefing (18 October 2023), staff presented on key assumptions and procurement approaches for the IAF reservoir project, with the intention of maximising confidence of delivering within the contracted budget and timeframes and thereby securing the whole grant.
14. At the [9 November 2023 Infrastructure and Transport Committee](#) the committee resolved to procure the design and construction teams using an Early Contractor Involvement approach within certain design constraints set out in the resolution.
15. The reservoir volume has been maximised to 25 megalitres which will be achieved within the Agreement's cost envelope and timeframe in accordance with the resolution.
16. At the [9 November 2023 Infrastructure and Transport Committee](#), the report included that 1% of the construction budget for the Reservoir project is ring fenced to contribute towards delivering the intent of He Pou Manawa Koorero (Pillar of History) and another 1% of the construction budget for delivering above the minimum required Broader Outcomes as described in Council's Social Procurement Policy.
17. After consultation during the LTP process, Council directed staff to explore a variation to the Agreement to reprioritise grant funding from the Active Modes River crossing to Bulk Water Reticulation. This variation was sought to provide more efficient water supply from the reservoir into the central city. Kaainga Ora received the Ministerial sign off for this variation to proceed in late 2024, with the Agreement officially varied in February 2025.
18. The change also included \$17.1 million in the approved LTP for additional programme contingency which is separate to the non-repayable \$150.6 million grant.
19. An Information Session was held 5 February 2025 where the 'blank canvas' concept design of the reservoir and valve chamber were shared. Suggestions on the community use of these facilities were provided by the Elected Members to assist with the pre-community engagement sessions.

20. Pre-community engagement was undertaken between February and March 2025, via two 'Open days at the Lake'. The 'Have your say' webpage was also opened and received 94 submissions. The Insights report is included as **Attachment 2**.

### Discussion - *Matapaki*

21. The Infrastructure Acceleration Fund (IAF) Reservoir Project Team has undertaken an investigation into a preferred site for the reservoir, along with potential locations for an associated booster pump station. This location assessment involved a list of 30 possible sites located between the existing Waioara Water Treatment Plant (WTP) and the existing Ruakiwi Road reservoir (RRR). Each site was assessed in terms of land ownership status, site area (size), site elevation, proximity to the bulk water network, proximity to the WTP, relative energy use (a key resilience and operational consideration), proximity to the Central City, and underlying site geology.
22. The long list of 30 sites was then short listed to six sites that were evaluated with Multi Criteria Analysis (MCA). The short list MCA analysis identified that the existing Ruakiwi Road site ranked first for the location for the new reservoirs due to its:
- i. proximity to the Central City;
  - ii. highest elevation, resulting in the best energy efficiency;
  - iii. greater resilience; and
  - iv. proximity to the existing reservoir (allowing a better transition from old to new infrastructure).
23. Based on the short list MCA recommendation, the project team has progressed investigation and concept design work for the Ruakiwi Road reservoir site.
24. A second reservoir may be needed around 2040 to continue to supply the growing CBD with potable water. Current population growth predictions and modelling suggest that this reservoir will also need to be sized at 25 megalitres. Council will undertake the planning work for both reservoirs at this time but only construct one reservoir under the Agreement. The second reservoir design and construction timing will be decided via good asset management practice through a decision by the proposed Water Council Controlled Organisation (Waters CCO).
25. The intended approach is to designate sufficient land to accommodate both 25 megalitre reservoirs plus all ancillary structures at the Ruakiwi Road site as part of one application package, via Notice of Requirement lodgement later this year.
26. The designation will include all the land needed for construction and operational purposes over both reservoirs, even though the second reservoir is not needed until approximately 2040.
27. The designation will require that 14,810 m<sup>2</sup> of land is changed from Recreation Reserve to Water Reservoir Designation. This will involve two main processes. The first is a Notice of Requirement for a Designation, which will be submitted to the Council. The second process is a Reserve Reclassification, which staff will request to initiate during the Community and Natural Environment Committee meeting on June 5, 2025.
28. It is proposed to run both processes separately but public consultation concurrently with a view to completing them both by mid-2026.
29. The two processes need to be completed independently because there are different decision makers for each process. The Designation will be decided by an independent commissioner, and the Reserve Act Reclassification will be decided by Elected Members. The public consultation will be run concurrently to allow cohesive messaging to the public.



30. The booster pump station needs to be located in close proximity to the potential reservoir site. Council has taken advantage of a property sale and secured a site on Clarence Street for the booster pump station.
31. A high-level overview plan of the Ruakiwi Road reservoir site and the Clarence Street sites, along with the sketched outline of the two reservoirs and the designation footprint, has been included as **Attachment 1** to this report.
32. In order to deliver on the programme milestones set out in the Agreement, Council needs to construct and deliver the assets specified in the agreement as Practically Complete by 31 January 2029.
33. The four key components of the IAF Reservoir and pump station macroscope design approval are:
  - i. **Reservoirs:** 2 x 25 megalitre 60 metre diameter circular water reservoirs to be located at 18 Ruakiwi Road. Development of each reservoir is to be staged with the first 25 megalitre reservoir to be delivered by 31 January 2029 and the second reservoir to be delivered circa 2040;
  - ii. **Valve chamber:** 430m<sup>2</sup> valve chamber located at the site, near the new reservoirs, to support the operation of the reservoirs;
  - iii. **Ancillary pipelines:** includes scour discharge pipeline to Lake Rotoroa and connections to the three waters systems from the site; and
  - iv. **Booster pump station:** A booster pump station to be located at 139 Clarence Street on land already purchased by Council for the project.

### Financial Considerations - *Whaiwhakaaro Puutea*

34. The total budget provision to complete this project is \$86,093,522, which is funded through the 2024-34 Long-Term Plan and will be reimbursed by the IAF Agreement up to \$86,093,522.
35. The IAF Agreement fully funds \$150.6million.
36. \$4,688,628 has been spent on the IAF reservoir to March 2025, with \$2,410,625 reimbursed by Kaainga Ora with another claim of \$1,900,654 to be submitted by 30 May 2025.

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

37. Staff confirm that these matters comply with the Council's legal and policy requirements.

### Climate Change Impact Statement

38. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
39. An adaptation assessment has been undertaken and the project adequately responds to climate change risk
40. An emissions assessment has been undertaken and the project increases greenhouse gas emissions, but this can be mitigated by:
  - i. incorporating renewable energy sources in the design of the new structures;
  - ii. re-purposing existing infrastructure as far as reasonably practicable;
  - iii. undertaking an energy assessment to select the most energy efficient site for pumping energy (use gravity as much as possible); and
  - iv. sizing the reservoir to reduce demand 'peaking' factors to optimise operational energy use.

## Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

41. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
42. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below. The recommendations set out in this report are consistent with that purpose.

### Social

43. As more people live and work in the Central City, Council need to make sure the benefits of living in Hamilton Kirikiriroa grow alongside the new homes and businesses. A key consideration for growth and reducing emissions is ensuring that growth is available close to places where people can access their daily needs, and this project will facilitate growth in the Central City.

### Economic

44. Delivery of infrastructure in key growth areas like the Central City will contribute to economic wellbeing through residential and commercial construction activities creating opportunities for existing and prospective businesses to expand or establish operations creating investment and employment opportunities due to more people living in the vicinity.

### Environmental

45. Staff recognise the loss of landscaping that this new infrastructure will create. Ensuring that additional landscaping is planted as part of this construction will ensure that the community will continue to thrive by having access to sufficient potable water, a new paved entrance point and paved path to the lake, and a new diverse natural landscape.

### Cultural

46. Staff continue to work closely with the Kaitiaki Roopuu members (Waikato-Tainui, Te Haa o te Whenua o Kirikiriroa and Ngaati Wairere), on incorporating cultural symbolism story telling into the project and incorporating cultural narrative into wayfinding and placemaking. Celebrating the cultural identity of the area will be appropriate and consistent with He Pou Manawa Ora. Kaitiaki Roopuu members will continue to provide advice and direction on these matters.
47. 1% of the construction budget for the Reservoir project is ring fenced to contribute towards delivering the intent of He Pou Manawa Koorero (Pillar of History) and another 1% of the construction budget for delivering above the minimum required Broader Outcomes as described in Council's Social Procurement Policy.

### Risks - *Tuuraru*

48. There are no known risks associated with the decisions required in this report.
49. Staff have evaluated the reservoir and pump station delivery against Council's adopted risk appetite for the most relevant Strategic risks and found that consideration against Strategic Risk 5 – Failure to Deliver Growth Outcomes is required.

50. Council's overall risk appetite for the above risk and their relevance IAF reservoir and pump station is summarised below:

RISK	Risk Appetite	Excerpts from risk statement	Relevance to IAF reservoir and pump station
<b>SR5: Failure to Deliver Growth Outcomes</b>	Neutral	Step-changes in growth requirements or demand or consequences of growth means Council can't deliver expected growth outcomes resulting in increased costs and the perception that growth delivers negative outcomes for the community.	As the Central City is a key strategic growth area this project is a key deliverable to ensure that the 4,000 additional houses for 10,000 people are adequately serviced with water supply and have sufficient firefighting coverage.

### **Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

51. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of recommendation(s) in this report.
52. Community views and preferences are already known to the Council through pre community engagement run between 18 February to 18 March 2025.
53. The Hamilton Waikato Hospital has previously expressed project endorsement via a letter of support.
54. Community pre-engagement will assist staff with the applications to designate and reclassify some of the current reserve land needed to build the reservoirs under the Resource Management Act 1991 and Reserves Act 1977 processes.
55. 94 responses in total were received from the community pre-engagement, with comments indicating good support for the project and many seeing no impact of their use of the space.
56. Obstructed view was the highest perceived negative impact. Staff have adjusted the reservoir layouts to maintain the viewing shaft between the existing reservoir and proposed reservoirs.
57. Art/mural/colourful décor and a viewing platform were the two most common suggestions for mitigation the perceived negative impact.
58. There is a statutory requirement to consult as per legislation outlined below.

### **Attachments - *Ngaa taapirihanga***

Attachment 1 - IAF Reservoir and pump station design Macroscopic

Attachment 2 - IAF Reservoir Community Insights Report





legend:

- Proposed Reservoirs
- Designation A67 Water Reservoir (Ruakiwi Road)
- Valve Chamber (proposed)
- Existing Legal Boundaries
- New Designation area (proposed final)
- Stormwater and clean water scour pipe (proposed - public)

Description of Macroscopic

The proposal is for completion of the Stage 1 Central City Reservoir to be located at 18 Ruakiwi Road, south of the existing Ruakiwi Road Reservoir. A pump station will also be required located at 139 Clarence Street, with infrastructure connecting the two sites to operate efficiently. The works are consistent with the scope included within the Infrastructure Acceleration Fund bid submission and agreed upon with Kāinga Ora.

The proposal provides for construction of:  
a) **Reservoir:** 2x25 megalitres water reservoir to be located at 18 Ruakiwi Road, south of the existing Ruakiwi Road Reservoir.  
b) **Valve chamber:** 430m2 valve chamber located at the site, between the IAF reservoir and future reservoir, to support the operation of the reservoirs.  
c) **Ancillary pipelines:** includes clean water scour discharge pipeline to Lake Rotorua and connections to public three water systems from the site.  
d) **Booster pump station:** A booster pump station to be located at 139 Clarence Street on land already purchased by Council for the project.

Notice of Requirement is programmed to be lodged mid 2025 to secure a designation on the site. Procurement for physical works is programmed to commence in mid to late 2025 via early contractor involvement. Construction starting mid 2026. Completion of works is expected January 2029 aligning with the Kāinga Ora agreement.

Opportunities/Threats:

**Opportunities:**  
**Cultural Connections:**  
Tangata Whenua are involved in project planning and opportunities for cultural symbolism to be incorporated within the works.  
**Pedestrian Linkage:**  
Pedestrian linkages from Ruakiwi Road to the lake can be readily accommodated within the project to provide improved access from this site to the lake.  
**Future Proofing:**  
Designating both reservoirs provides the forward thinking to allow the second reservoir a simpler progression from concept to construction.

**Threats:**  
**Programme:**  
Under the Infrastructure Acceleration Fund agreement Council must complete the construction of this reservoir by January 2029 or there is a risk to the funding. In order to achieve this programme a minimal amount of delays are able to be absorbed by the programme.

All dimensions to be verified on site before making any shop drawings or commencing any work

Consultants				The copyright of this drawing remains with Holmes NZ LP	
				Sheet Title	Drawn JMR Scale 1:1000 (at A1)
				designation key plan	Filename 148023.33 P-Designation plan.dwg
					Job No Sheet No Rev
					148023.33 P30-03 A

A

15/04/2025

CL

For Information

Rev

Date

Appd

Reason

Hamilton

City Council

Te kaunihera o Kirikiriroa

Holmes

Holmes NZ LP

469 Grey Street

Hamilton 3216

New Zealand

holmesanz.com

T: +64 7 856 1849

CENTRAL CITY

RESERVOIR

HAMILTON

Sheet Title

designation key plan

Drawn JMR

Scale 1:1000

(at A1)

Filename 148023.33 P-Designation plan.dwg

Job No Sheet No Rev

148023.33 P30-03

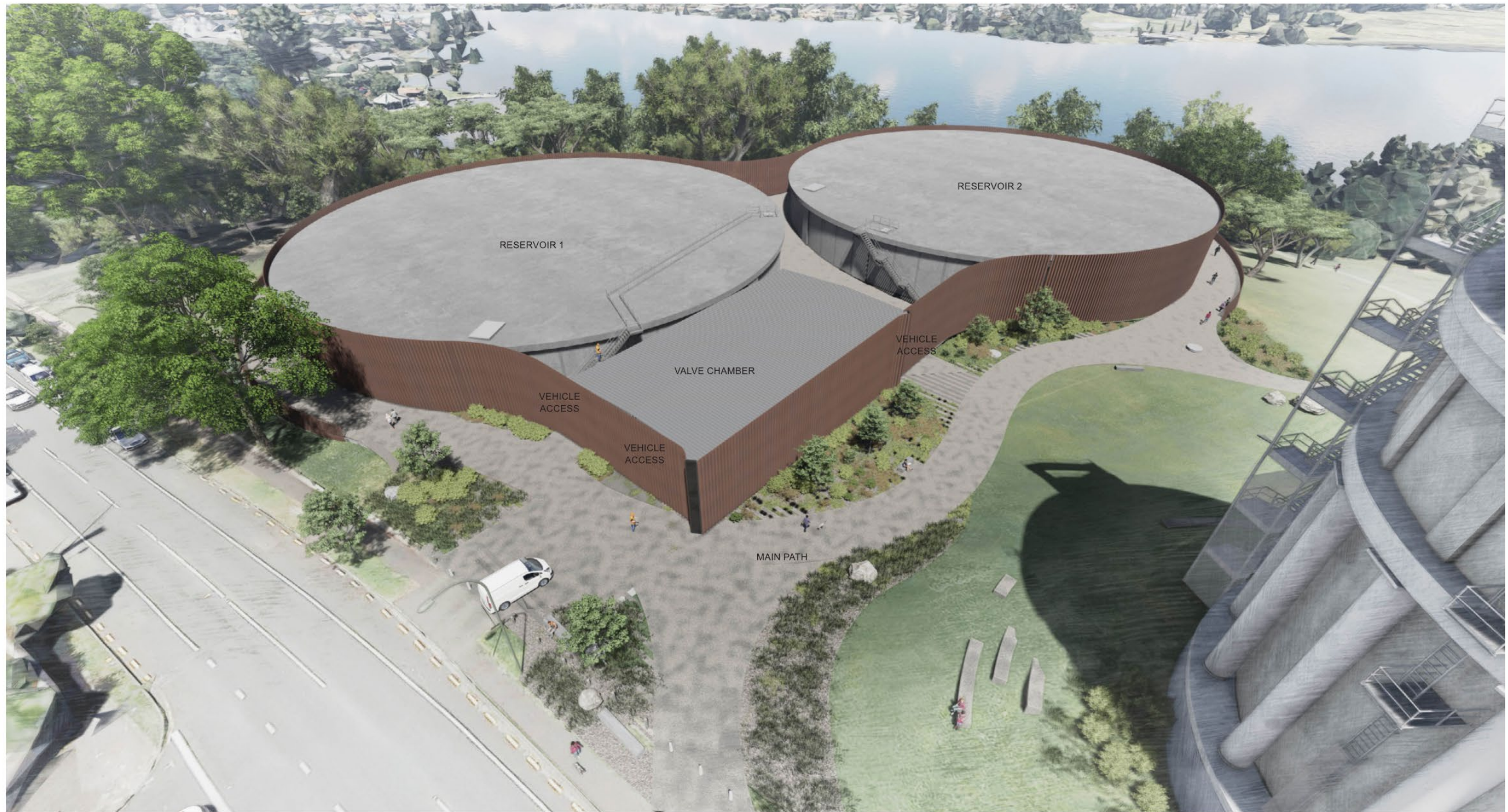
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2.0

# Concept Design

AERIAL VIEW, SOUTH WEST

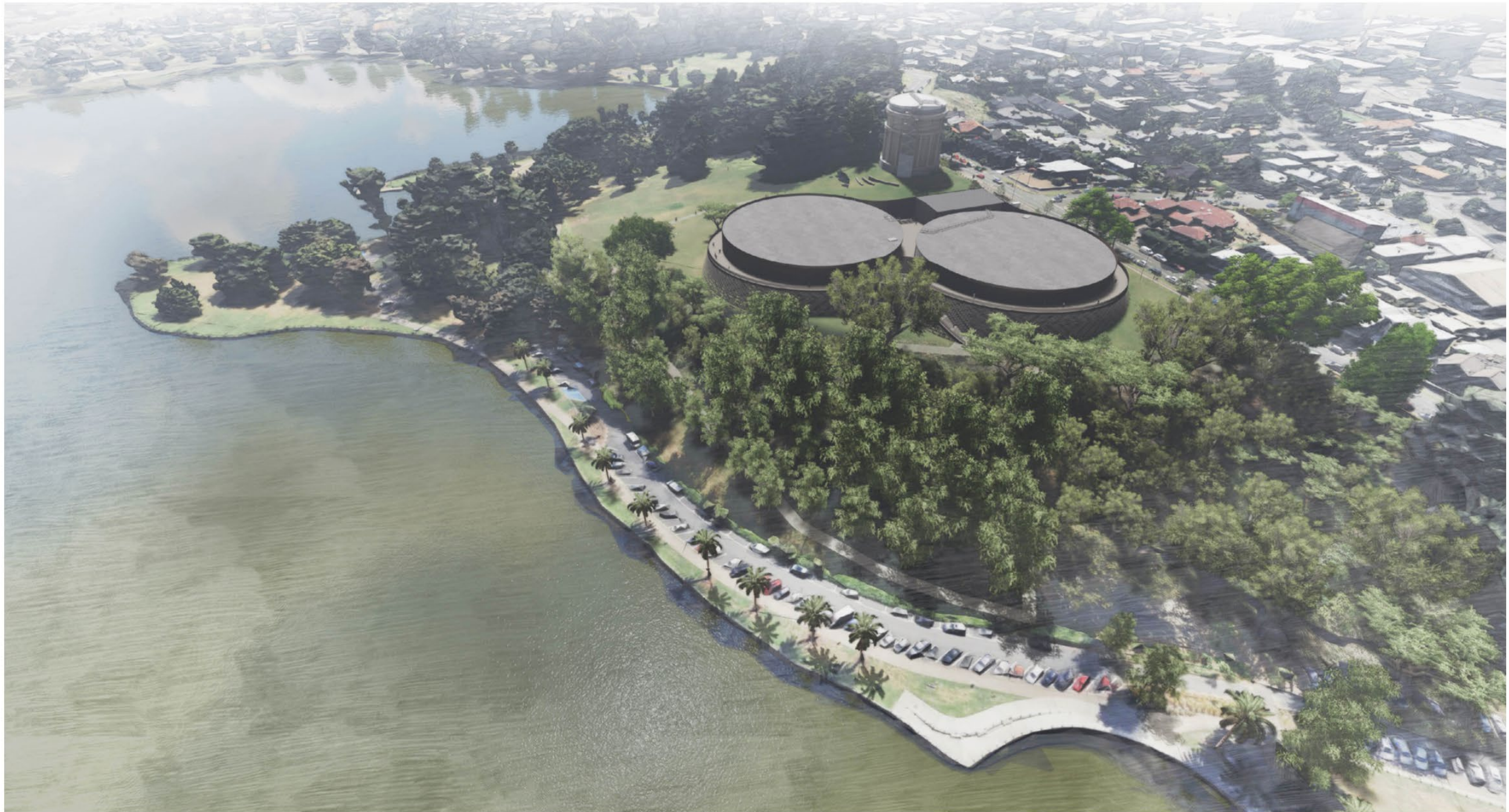




2.0

# Concept Design

AERIAL VIEW NORTH





2.0

# Concept Design

STAGING



STAGE ONE



FINAL



# Concept Design

SOUTH WEST ELEVATION - STAGE ONE





# Central City Water Reservoir

Pre-engagement Insights



Item 8

Attachment 2



# Background

- To increase the supply of drinking water and capacity for firefighting for our growing central city, we need to build two 25 million litre (ML) reservoirs. One by 2028 and the other from 2040.
- The Ruakiwi site (next to the existing Ruakiwi Reservoir) has been identified as the best site for the two new reservoirs and a valve chamber building.
- Community feedback was sought between 18 February to 18 March 2025 to help:
  - Shape the final design and layout of the reservoirs site, including access and landscaping considerations.
  - Prepare applications to designate and reclassify some of the current park land needed to build the reservoirs under the Resource Management Act 1991 (RMA) and Reserves Act 1977 (Reserves Act) processes.
- To inform the community, we used:
  - Detailed information on our Council website linking to an online survey
  - Targeted tactics such as letter drops and visits to local residents, and hosting drop-in information sessions
  - Widespread social media advertising
  - Hardcopies available at the libraries and the reception of the Council Municipal building.
- We received 94 responses in total.

Central City Water Reservoir Engagement Insights



# Processing feedback

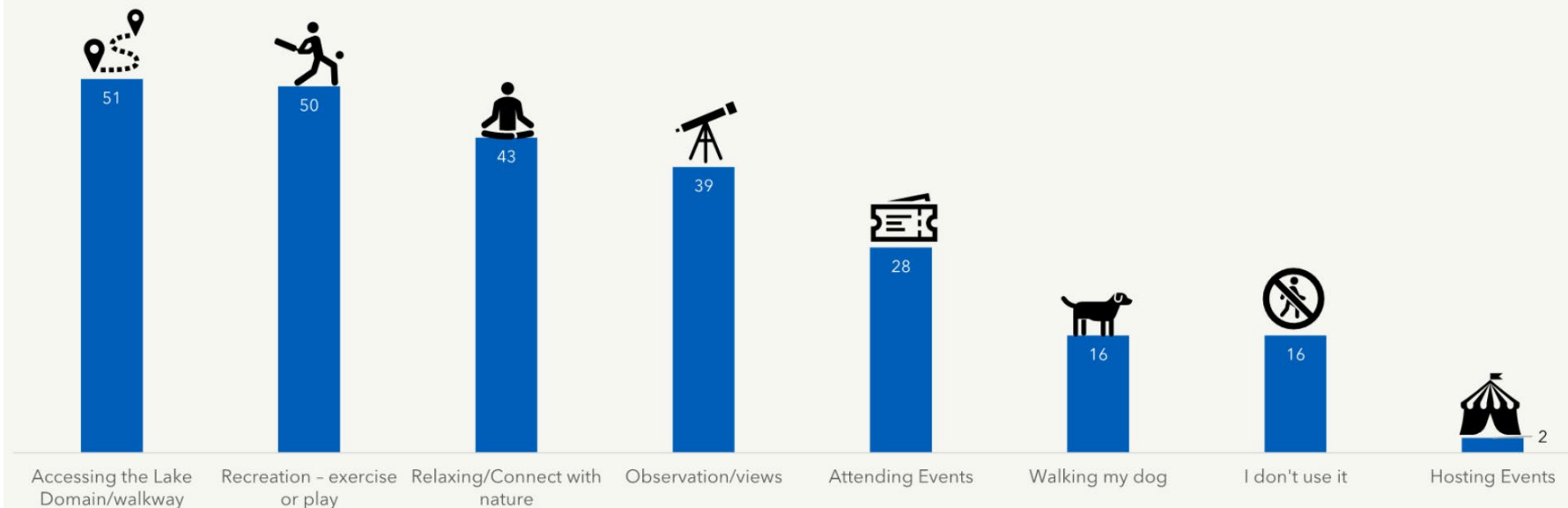
- Any emails or hardcopies were entered into our online survey tool
- Duplicate responses were combined when name and email matched
- Any attachments were manually checked
- Counts and percentages were calculated using Microsoft Excel

Central City Water Reservoir Engagement Insights

# Park usage

Looking at the broader park space from the first images, what do you currently use it for?

Looking at the broader park space from the first images, what do you currently use it for?



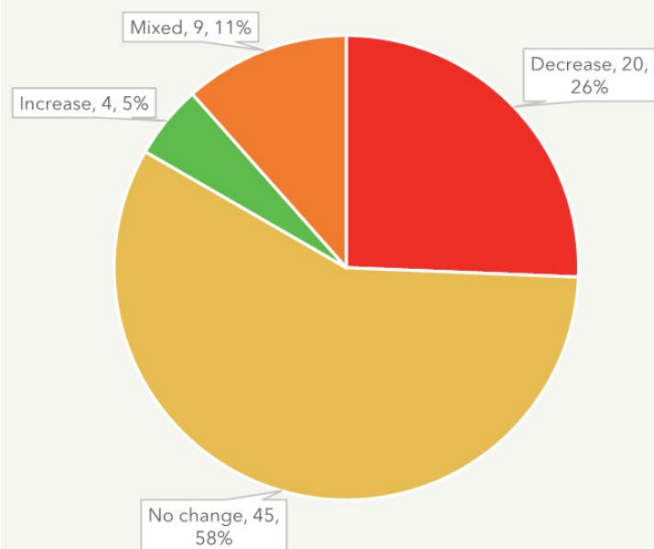
*Respondents could select more than one use*

Central City Water Reservoir Engagement Insights

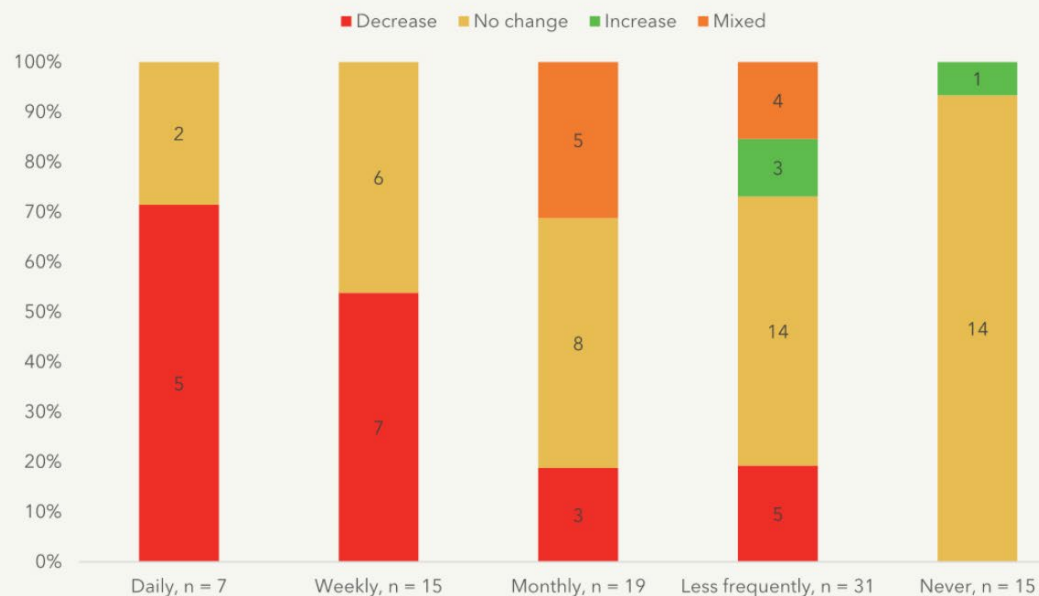
# Impact to site usage

## Sentiment

How do you think your use may change, if at all, based on the placement of the new central city water reservoirs?



Impact to site usage by frequency of proposed reservoir site visitation



Central City Water Reservoir Engagement Insights

# Impacts to site usage

## Most common reasons by impact to usage



Rarely visits the proposed reservoir site - visits monthly or less (22)



Has never visited the proposed reservoir site before (14)



Believes no one uses this space often anyway (4)

**No change, 45**



View obstructed (15)



Loss of green space/venue area (7)



Impact to pathways and thoroughfare (6)

**Decrease, 20**



Concerns about the Stage 2 reservoir (4)

**Mixed, 9**

**Increase, 4**

Central City Water Reservoir Engagement Insights

Total comments = 7

# Suggestions

Are there any opportunities that you think Council should consider in their planning and design of the new central city water reservoirs?



Art/mural/  
colourful décor

n = 30



Add a viewing  
platform

n = 15



Storytelling/  
education/history

n = 13



Landscaping  
features

n = 13

6 specifically mentioned  
a pathway/thoroughfare



Camouflage it/blend  
into environment/  
don't want to see it

n = 12



Natural features/  
foliage/more trees

n = 11



Interactive/engaging/  
able to play with

n = 11



Be cost effective/  
don't spend money  
on this

n = 10

Central City Water Reservoir Engagement Insights

Total comments = 80



# Any other comments

## Top themes

General support



n = 15

Be cost effective/  
Don't spend  
money on this



n = 8

Concern regarding  
loss of green space  
/venue area



n = 5

### Examples

"Glad to see council thinking outside the box a little & bringing an opportunity for nature and creativity into the infrastructure (which could otherwise be plain and boring) :)"

"I really appreciate council's work to future-proof and do so in a way that maximises positive social impacts. Ka rawe!"

"It's a great solution to ensure the future water supply for the city. Go for it!"

"I think they should be plain it's not an art exhibition it's a functioning object, going to fancy, ideas change and it will be there for a long time keep it smart and simple paths and seating can be added to the space but I think less is more."

"You don't need a "design", just build the thing and leave it alone."

"Spend only what's necessary, which does not include a viewing tower"

"Very sad to lose that space as it is ideal for dog walking in natural habitat and shade."

"The proposed development will result in significant intrusive erosion of part of an important central city reserve. The dominating scale of the reservoirs will impact on the natural scenic character of the area to the detriment of the benefit and enjoyment of the public, contrary to the purpose of the Reserves Act 1977."

Central City Water Reservoir Engagement Insights

Total comments = 80

# Key findings

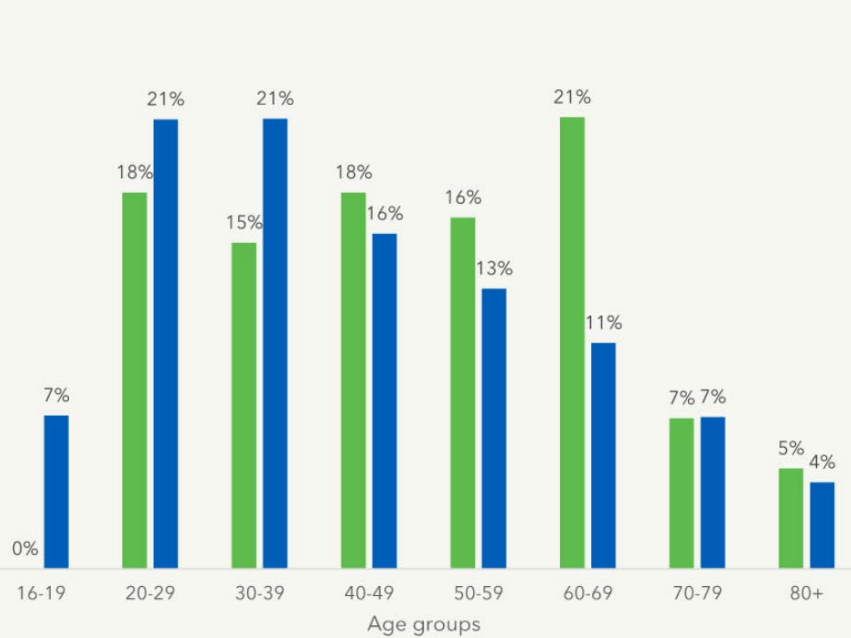
- Comments indicated good support for the project
- Accessing the Lake Domain walkway was the most common reason for using the space (reported by 54% of respondents), closely followed by recreation – exercise or play (reported by 53% of respondents)
- Many of the respondents didn't think there would be an impact on their use of the space
- Those who use it more frequently are more likely to have a perceived negative impact
- Obstructed view was the highest perceived negative impact
- Installing art/ mural/ colourful décor was the most common suggestion

Central City Water Reservoir Engagement Insights

# About the community

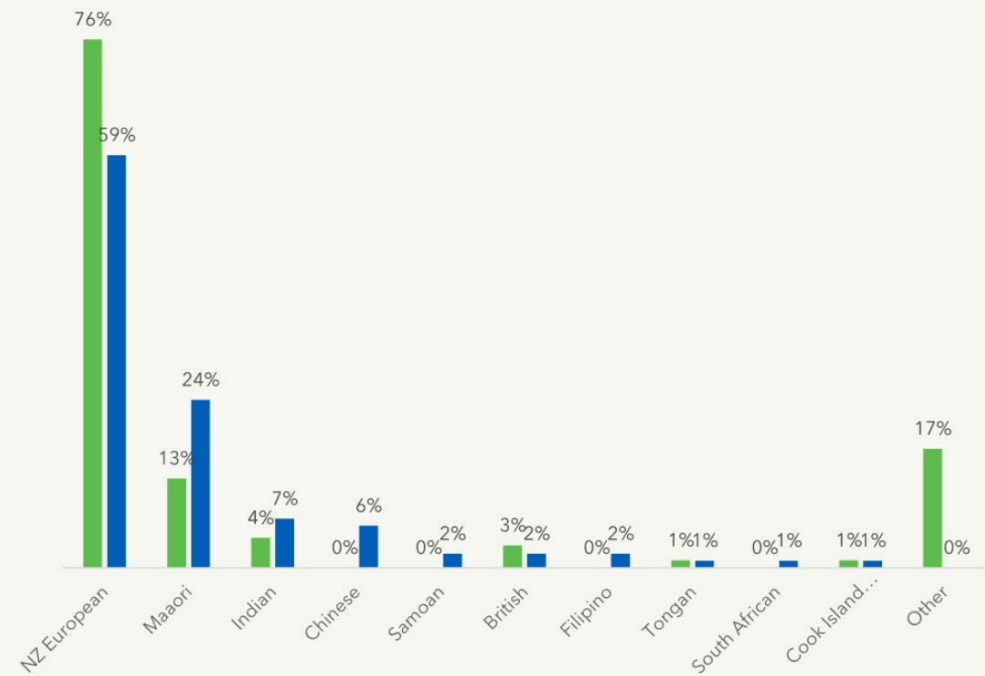
## Age comparison

■ Proportion of respondents ■ Proportion of population



## Ethnicity comparison

■ Proportion of respondents ■ Proportion of population



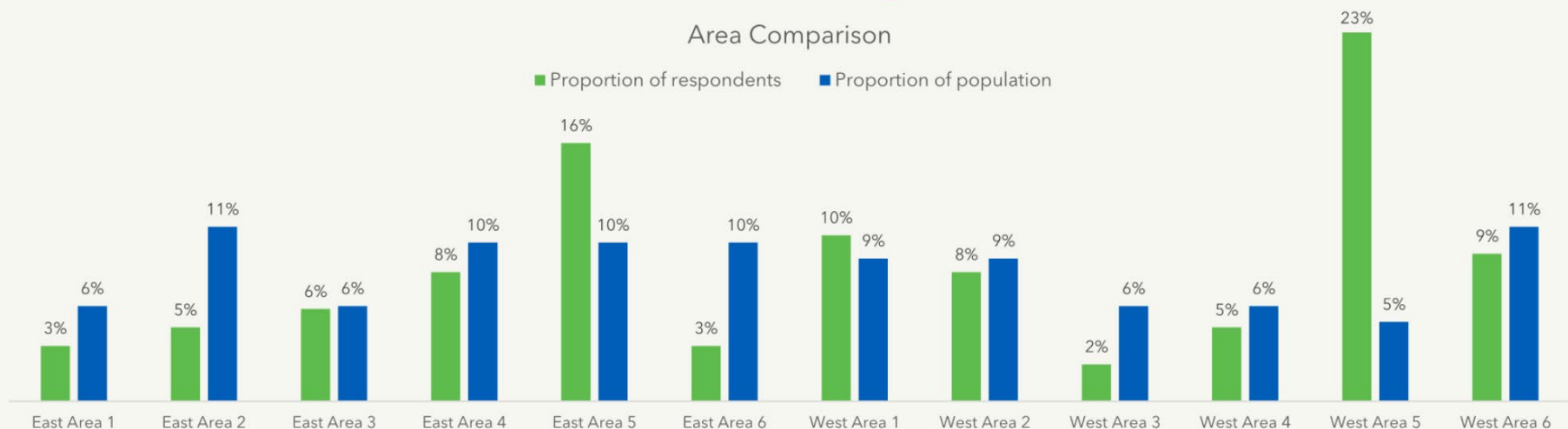
Central City Water Reservoir Engagement Insights

$n = 94$

# About the community

Area Comparison

■ Proportion of respondents ■ Proportion of population

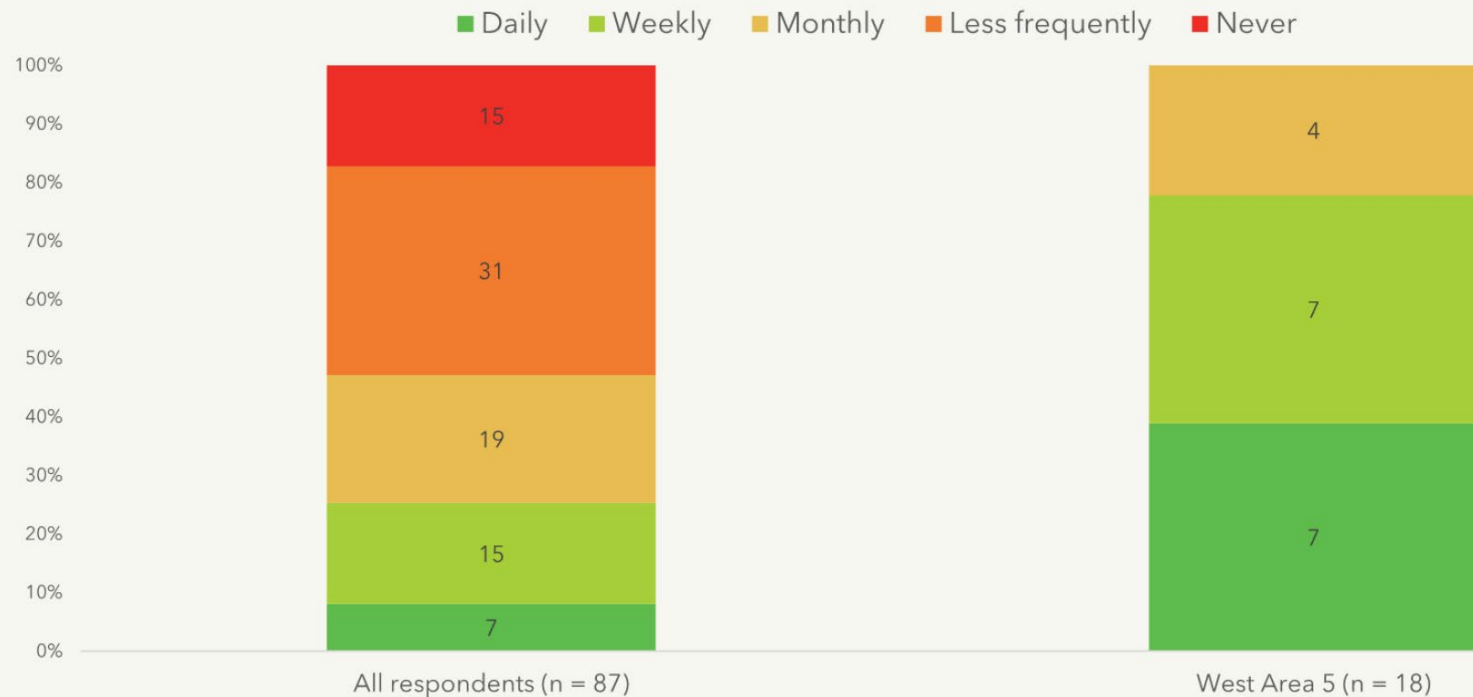


East Area 1	Flagstaff	West Area 1	Avalon, Beerescourt, Forest Lake, Pukete, St Andrews, Te Rapa
East Area 2	Callum Brae, Huntington, Rototuna, Rototuna North	West Area 2	Crawshaw, Grandview Heights, Nawton, Rotokauri, Western Heights
East Area 3	Chartwell, Chedworth, Harrowfield, Queenwood	West Area 3	Aberdeen, Dinsdale, Temple view
East Area 4	Enderley, Fairfield, Fairview Downs	West Area 4	Frankton, Maeroa, Swarbrick
East Area 5	Claudlands, Hamilton East, Peachgrove	West Area 5	Hamilton Central, Hamilton Lake, Hospital, Whitiara
East Area 6	Hillcrest, Ruakura, Riverlea, Silverdale	West Area 6	Bader, Deanwell, Fitzroy, Glenview, Melville, Peacocke

Central City Water Reservoir Engagement Insights

$n = 94$

# Frequency of use by resident location

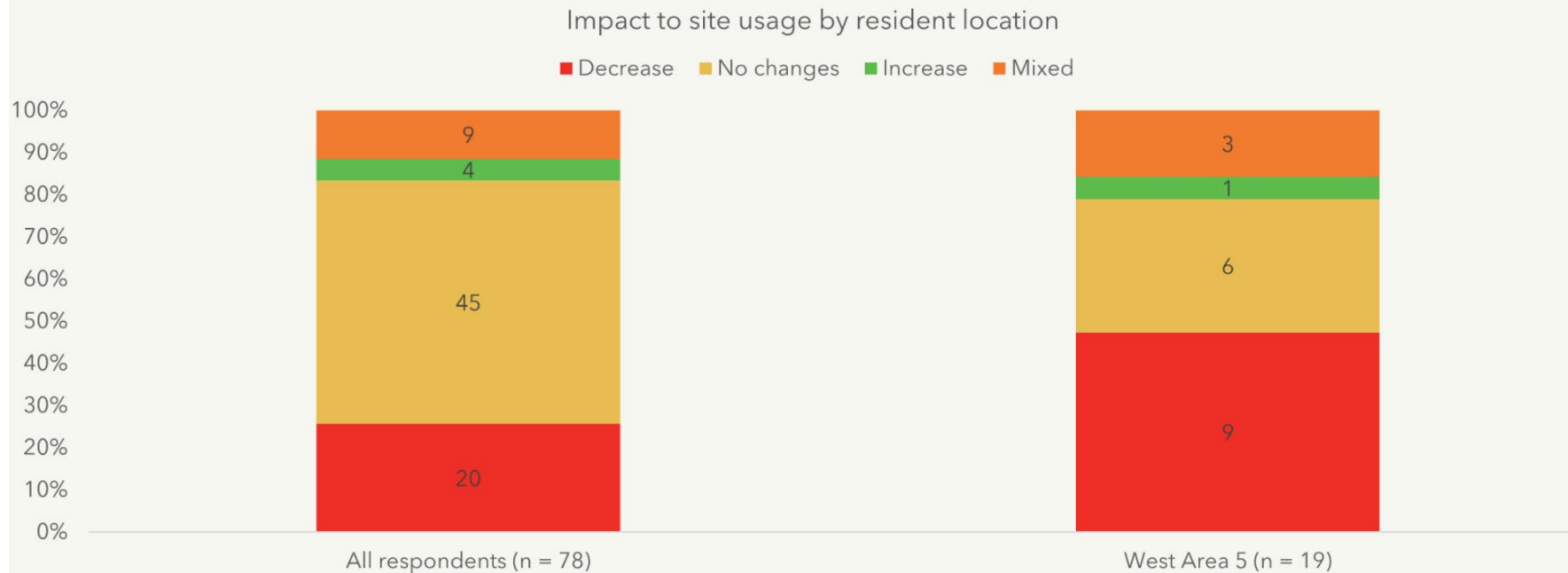


The number of people who answered how frequently they use the space was 87.  
West Area 5 comprises of Hamilton Central, Hamilton Lake, and Whitiora residents.

**Central City Water Reservoir Engagement Insights**



# Impact on use by resident location



The number of people who answered whether their use may change based on the placement of the new water reservoirs is 78. West Area 5 comprises of Hamilton Central, Hamilton Lake, and Whitiara residents. Loss of views and access were the most common impacts cited by West Area 5 residents.

Central City Water Reservoir Engagement Insights

# Suggestions from nearby residents

Are there any opportunities that you think Council should consider in their planning and design of the new central city water reservoirs?



Art/mural/  
colourful décor

n = 8



Camouflage it/blend  
into environment/  
don't want to see it

n = 5



Add a viewing  
platform

n = 4

Central City Water Reservoir Engagement Insights

West Area 5 residents who left suggestions, n = 19

# Key findings about the community

- A higher proportion of residents from Hamilton Lake suburb responded, which is the suburb of the proposed site for the two new water reservoirs
- Residents from West Area 5 (Hamilton Lake, Hamilton Central and Whitiora suburbs) used the space more frequently
- Residents from West Area 5 were more likely to report that their use of the area would be negatively impacted
- There were no significant differences in the suggestions from residents in West Area 5 compared all residents

Central City Water Reservoir Engagement Insights

# Social media comments

- We received 48 comments on Facebook and 8 on Instagram
- The most common themes were:
  - Concerns regarding the cost/rising rates costs to pay for it
  - Requests for Council to clean up the lake
  - Questions and comments regarding water capacity elsewhere in the city
  - Unrelated comments on transport projects e.g. speed bumps



Central City Water Reservoir Engagement Insights



# What's next?

**The plans including design and layout for the reservoirs will be updated with the feedback from the community.**

**Council will apply to designate and reclassify some of the current park land needed to build the reservoirs under the Resource Management Act 1991 (RMA) and Reserves Act 1977 (Reserves Act) processes.**

**The community will have further opportunities for the community to share their voice on the updated designs through the application process.**

# Council Report

**Committee:** Infrastructure and Transport Committee      **Date:** 13 May 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

<b>Report Status</b>	<i>Open</i>
----------------------	-------------

## 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. Progress of traffic management strategies in particular median strips and inroad gardens;
  - iv. Southern Wastewater Treatment Plant Update;
  - v. Northern Multi-Modal Corridor Study;
  - vi. Update on the Morrinsville Road (SH26) Fit for Purpose improvements project;
  - vii. New Zealand Guide to Temporary Traffic Management – Update; and
  - viii. Te Ara Pekapeka Bridge Planning Award.
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 objective of the Regional Transport Committee (RTC) is:
  - i. *'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'*
7. Deputy Mayor O'Leary is the Hamilton City Council (HCC) appointed representative with Councillor van Oosten being the appointed alternate representative.
8. The Committee last met on 10 March 2025. The link to previous agenda and minutes can be found [here](#). The next scheduled meeting is 9 June 2025.

### **Future Proof Public Transport Sub Committee Update**

9. The Waikato Regional Council Future-Proof Public Transport Subcommittee replaces the Regional Connections Committee from the previous triennium. The Future-Proof Public Transport Subcommittee is a subcommittee of the Future Proof Implementation Committee.
10. The HCC appointed representatives of the Future Proof Public Transport Subcommittee are Deputy Mayor O'Leary and Councillor van Oosten with Councillor Thomson being the appointed alternative representative.
11. The last meeting of the Subcommittee was 21 February 2025 and the link to the agenda and minutes can be found [here](#). The next scheduled meeting is 16 May 2025.

### **Progress of traffic management strategies in particular median strips and inroad gardens**

12. Funding for concrete infill of some median islands throughout the city was approved in Green Programme of minor transport improvements at the 28 November 2024 Infrastructure and Transport Committee.
13. Staff have been working with the Landscape Maintenance team to prioritise the sites that are the most difficult to maintain, have little or no amenity value and pose the highest safety risk to staff while completing the work and require high-cost temporary traffic management.
14. The list was issued to Connect Hamilton and they programmed delivery to maximise opportunities to deliver this work concurrently with other works in the area if possible. Most sites required a specific temporary traffic management plan to be put in place and the full programme will be this financial year.
15. The safety benefits from this work will be of assistance to not only staff by reducing the amount of temporary traffic management that has previously been required at these locations but also for the general public driving through the sites.

### **Southern Wastewater Treatment Plant Update**

16. On 28 November 2024 the Infrastructure and Transport Committee resolved to delegate authority to the Chief Executive to negotiate and award the contract for Master Planning, Concept Design and Consenting to the preferred consultant identified through the procurement process to an approved contract sum.

17. Contract negotiations with the preferred tenderer were undertaken during February – April 2025 to confirm scope and value. The contract was awarded to Beca Limited and signed 17 April 2025. Immediate next steps are to confirm the consultant's Project Plan and programme to implement the Plan, including stakeholder engagement. Communication with the wider public continues to be an early priority for the Project Team.
18. In November 2024, the Project's Kaitiaki Roopuu and technical advisors identified six short-listed wastewater discharge methods and locations for the new Plant. Hamilton City Council hosted members of the Roopuu on the Waikato River upstream from Grantham Street to Mystery Creek in February 2025 to connect with the Awa and its surroundings and to look at potential discharge locations.
19. Hamilton City Council has prepared its submission on the draft wastewater discharge standards proposed by Taumata Arowai. The submission was approved by the Waters and Rates Working Group at its meeting held on 15 April 2025. The draft proposed standards would result in a lower discharge quality than the Metro Wastewater Project Partners (Hamilton City Council, Waipaa District Council, Waikato District Council, Te Whakakitenga o Waikato (Waikato-Tainui)) have committed to through the Programme Memorandum of Understanding.
20. On 27 March 2025, the Southern Wastewater Treatment Plant Governance Group resolved to continue concept and preliminary design of the new Plant to the higher MoU standards. This may need to be revisited once the proposed wastewater discharge standards are finalised by Taumata Arowai.

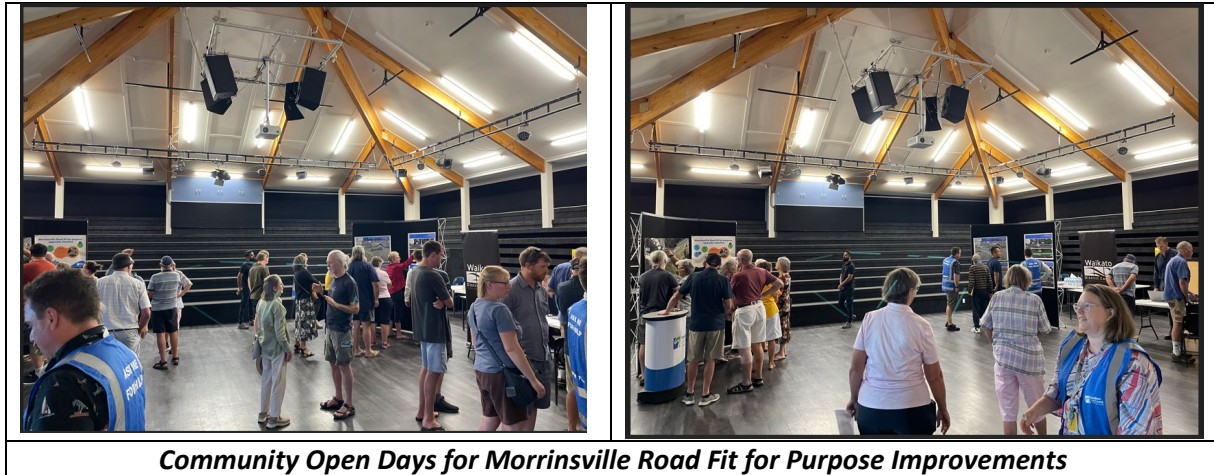
#### **Northern Multi-Modal Corridor Study**

21. March has seen the commencement of the Northern Multi-Modal Corridor Study. This project, part funded by Waikato Regional Council (WRC), is linked to the multi-modal corridor funding approved as part of the 2024-27 LTP and is one of the projects developed via the Future-Proof Transport Working Group as part of the implementation of the Hamilton-Waikato Metro Spatial Plan Transport Programme.
22. The Eastern Corridor (Cross City Connector) between Frankton and Ruakura is also programmed to commence in late May 2025. These projects are derived from our strategic planning work over recent years which identified significant future freight, logistics, public transport (including potential bus rapid transit) requirements on key corridors.
23. This work will overlay these requirements with existing safety, biking and micromobility network plans to derive future transitional corridor form and function aligned to growth, consistent with PC12 and staged appropriately.
24. The origins and intentions of these projects form part of discussions at the Member briefings on our potential future transport networks held in October 2024.

#### **Morrinsville Road (SH26) Fit for Purpose improvements**

25. During March 2025 staff held two public drop-in sessions to talk about Council's plans to install:
  - i. a peanut shaped roundabout at the intersection of Morrinsville Road, Silverdale Road and Matangi Road; and
  - ii. a shared path on the northern side of Morrinsville Road between Silverdale Road and the Waikato Expressway overbridge.
26. The drop-in sessions were an opportunity for the local community and members of the public to learn more about the project, ask questions, and share their thoughts. These were held at Berkley School of Performing Arts Centre on Tuesday evening (11 March) and midday Saturday (15 March).
27. The sessions were well attended by around 100-150 people. Both sessions were busy, with Tuesday's session being the most popular.





**Community Open Days for Morrinsville Road Fit for Purpose Improvements**

#### Summary of what we heard

28. Most people supported the changes, with some wanting tweaks to the design. Three people opposed the changes, with two noting not necessary and one objecting to the shape of the roundabout.
29. Additionally, questions and discussion related to impacts on traffic flow, whether traffic lights would be more suitable, safety and crashes, pedestrians and cyclists, heavy vehicles and emergency vehicles.

#### Next Steps

30. Staff are considering this feedback and will provide another update to the community in the next month or two. The update will include responses to the feedback received and a final design for the roundabout and shared path.

#### Further information

31. For more information visit the project [webpage](#).

#### **New Zealand Guide to Temporary Traffic Management – Update**

32. Central government policy changes saw the way that traffic management sites were managed, transitioning from the Code of Practice for Temporary Traffic Management (CoPTTM) to the New Zealand Guide to Temporary Traffic Management (NZGTTM).
33. The policy changes took effect from 1 November 2024, local authorities continue to use CoPTTM until they can appropriately transition to the new guide.
34. The changes are significant and unlike CoPTTM, which focused on prescriptive templated approaches, NZGTTM moves to a risk-based framework aimed at tailoring traffic management to site specific conditions.
35. Although widely reported that this was about cost-savings, the focus on these changes is about improving safety and efficiency, noting that the framework now focuses on individual fit-for-purpose solutions that are safety focussed.

#### Council as a PCBU

36. Under the [Health and Safety at Work Act 2015](#) Hamilton City Council, as a PCBU (Person Conducting Business Undertaking), has a legal obligation to ensure the health and safety of workers and the public. This also extends to identifying and managing risks associated with temporary traffic management.
37. The NZGTTM supports this by providing the framework to assess and mitigate risks at worksites.

38. Not all work sites are the same and will be treated differently. These sites will have specific traffic management requirements to manage the site safely. This can range from no traffic management, because it's deemed the site has minimal risk to public and workers, through to full road closures for works to be completed as seen recently on our state highway network.
39. Road closures must be carefully considered to ensure we do not transfer the risk onto another part of the network or cause huge disruption to businesses.

#### Traffic management and road cones

40. The Governments directive to reduce road cones align with the principles of NZGTTM and staff are committed to ensuring that the sites that are managed by Hamilton City Council or their contractors align to these principles.
41. While not all sites are the same, road cones and the placement of these will be determined by the risk assessed traffic management plans submitted for the site and works as required. Noting that there are no standard plans as no one site is treated the same.
42. Not all sites are managed by Hamilton City Council and NZGTTM applies to all contractors who are undertaking works on a road network. The individual contractor will make their own risk assessment based on the works and locations. This may mean that the contractor may choose to use significant measures or increased amounts of road cones to manage their site.
43. Regular reporting is provided to NZ Transport Agency (NZTA) on the cost of traffic management and number of audits of active sites by Hamilton City Council.

#### Te Ara Pekapeka Bridge – Planning Award

44. The Te Ara Pekapeka Bridge and Strategic Connections project won the Rodney Davies Project Award at the annual NZ Planning Institute's (NZPI) conference in March 2025.
45. The annual Rodney Davies Project Award recognises innovation and creative excellence in the undertaking and completion of a physical work or project that facilitated excellence in the practice of planning.
46. The Te Ara Pekapeka Bridge and Strategic Connections is a ground-breaking partnership between Council, Government and Iwi. It successfully delivered significant strategic transport and three-waters infrastructure to enable development of the Peacocke neighbourhood – a totally new suburb in Hamilton's south which will see 7,400 new homes for 20,000 people.
47. The project exemplifies planning excellence through collaborative design, sustainability, and community focus.
48. Congratulations to all the team involved in the successful delivery of this significant project.



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

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

## **Climate Change Impact Statement**

50. 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.

## **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

103. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
104. The subject matter of this report has been evaluated in terms of 'the 4 wellbeings' during the process of developing this report.
105. The recommendations set out in this report are consistent with that purpose.
106. There are no known social, economic, environmental, or cultural considerations associated with this matter.

## **Risks - *Tuuraru***

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

## **Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

108. 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.

## **Attachments - *Ngaa taapirihanga***

There are no attachments for this report.

## 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- 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		

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 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	Section 7 (2) (b) (ii) Section 7 (2) (i)



Item C4.	to enable Council to carry out negotiations to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C5.	to enable Council to carry out negotiations 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)