
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 and Audio-Visual Link, Municipal Building, Garden Place, Hamilton on Thursday 26 September 2024 at 9:30am.

PRESENT

Chairperson Deputy Mayor Angela O’Leary

Heamana

Deputy Chairperson Cr Tim Macindoe

Heamana Tuarua

Members

Mayor Paula Southgate
Cr Ewan Wilson
Cr Mark Donovan (partially via Audio Visual Link)
Cr Louise Hutt
Cr Kesh Naidoo-Rauf (via Audio Visual Link)
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

Maangai Hill opened the meeting with a Karakia.

1. Apologies – *Tono aroha*

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

That the Infrastructure and Transport Committee accepts the apologies for early departure from Cr Naidoo-Rauf.

2. Confirmation of Agenda – *Whakatau raarangi take*

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

That the Infrastructure and Transport Committee confirms the agenda.

3. Declarations of Interest – *Tauaakii whaipaanga*

Cr Donovan declared an interest in relation to Item C2 (Ruakura Eastern Transport Corridor – Macroscopic Approval). He noted he would not take part in the discussion or vote on the item.

4. Public Forum – *Aatea koorero*

Djuanne Rusden spoke to Item 6 (*Chair’s Report*) in particular the impact that the parking change on Liverpool Street had on her business.

Mohammad A Basith on behalf of Waikato Muslim Association spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of a raised pedestrian crossing on outside the Jamia Mosque.

Charles Fletcher on behalf of Tamahere Community Committee spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of the staff recommendation which was Option 1 uncontrolled crossings on raised safety platforms with kerb buildouts and median refuges for all crossing points.

Melissa Smith on behalf of Bike Waikato spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of the recommended options outlined in the staff report.

Anjum Rahman spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of pedestrian improvements and outlined the history of the Mosque.

Phil Bertrand and Catherine Lang on behalf of Mātangi Community Committee spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of improvements at the intersection of Morrinsville Road/Silverdale Road/Matangi Road.

John McDonald spoke to Item 7 (*Transport Projects Macroscopic Approval*) in particular against the raised platforms, suggested that a better outcome would be signalised crossings at Heaphy Terrace and asked that further investigation be undertaken to consider other design options at the intersection of Morrinsville Road/Silverdale Road/Matangi Road.

Peter H Bos spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of the recommendation options outlined in the staff report.

Maria Sammons on behalf of Iqra Educare spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of the pedestrian improvements crossing on Heaphy Terrace that would enable safe crossing for many children to the Magical Bridge Playground which was across the road.

Jo Wriggley on behalf of Go Eco spoke to Item 6 (Chair's Report) in particular the success Thrifty Threads event and Item 7 (*Transport Projects Macroscopic Approval*) safety improvements.

Written Public Forum submissions were circulated to members ahead of the meeting and are included as Appendix 1 of the minutes of this meeting.

5. Confirmation of the Infrastructure and Transport Open Minutes of 8 August 2024

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

That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 2 May 2024 as a true and correct record.

6. Chair's Report

The Chair spoke her report in particular the success of the Thrifty Threads event, the process to reconsider Liverpool street parking, and the opening of Te Area Pekapeka.

Resolved: (Deputy Mayor O'Leary/Mayor Southgate)

That the Infrastructure and Transport Committee:

- a) receives the report;

- b) requests staff provide information on feedback and consultation received and options for paid parking on Liverpool Street to the Traffic Panel and Hearings Committee; and
- c) requests staff to engage with key retailers and prepare information regarding potential opportunities to address the issue of abandoned trolleys as part of the planned 28 November 2024 report relating to the Notice of Motion - Litter and Illegal dumping.

7. **Transport Projects Macroscopic Approval**

The Network & Systems Operations Manager introduced the report, and noted feedback received from the community ahead of the meeting and during the public forum section of the meeting. Staff responded to questions from Members concerning funding, implications design changes, consultation process, proposed designs, different types of crossings, and Climate Emergency Response Fund (CERF) programme.

Staff Action: *Staff undertook to facilitate a session with Members and NZTA (Waka Kotahi) concerning the wider implications of the National Land Transport Programme.*

Staff Action: *Staff undertook to confirm the implications to roundabout outside the Hamilton Jamia Mosque from proposed pedestrian crossing design.*

Resolved: (Mayor Southgate/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) refers the decision concerning the upgrade of the pedestrian crossing facilities in Heaphy Terrace outside the Hamilton Jamia Mosque to an Extraordinary meeting as soon as practicable so that NZTA (Waka Kotahi) can be in attendance and respond to questions from Members; and
- c) notes that the Committee is in support of a solution for this location of pedestrian crossing facilities in Heaphy Terrace outside the Hamilton Jamia Mosque.

Resolved: (Cr Taylor/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) approves the inclusion of pedestrian and cycling facilities at the proposed roundabout at the intersection of Morrinsville Road/Silverdale Road/Matangi Road consisting of **Option 2** (assessed alternative option) - Uncontrolled crossings on side roads approaching roundabout with raised safety platforms with kerb buildouts and median refuges on Silverdale Road and the left turn slip lane, dual signalised crossing with no raised safety platform but kerb buildouts and median refuges on Morrinsville Road (SH26); and
- b) notes that the desire of the Committee that the crossing at Silverdale Road be located further back from the intersection.

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

The meeting was adjourned 12.12pm to 12.17pm during the discussion of the above item.

8. NZ Transport Agency Funding approvals for 2024-27

Executive Director Commercial & Advisory took the report as read. Staff responded to questions from Members concerning the upcoming information session on implications of the National Land Transport Programme 2024-27.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes that the 2024-34 Long Term Plan included an assumption that NZ Transport Agency subsidy had a high level of uncertainty and that there may be a need to reprioritise programmes to ensure compliance with Council financial strategy;
- c) notes that work is continuing with the footpath renewals as scheduled for 2024/25 as part of the delegation allowing Renewals and Compliance to be managed at an all of Council activity level and across three years;
- d) notes that if the transport capital projects and programmes are not reduced from their gross current approved funding amounts in Councils 2024-34 Long Term Plan then Councils financial strategy is highly likely to be breached, given the significant amount of assumed NZ Transport Agency subsidy not being approved in the National Land Transport Programme 2024-27 for those programmes;
- e) approves the following modelling scenarios to be reported to the 31 October 2024 Council meeting to inform reprioritisation of programmes to ensure compliance with Councils current financial strategy in 2024/25 and for the proposed 2025/26 Annual Plan and/or the proposed Long Term Plan Amendment;
 - i. no reduction in the transport capital projects and programmes notwithstanding the subsidy decisions
 - ii. reduction of the transport capital projects and programmes equivalent to the assumed subsidy not approved (effectively local share only)
 - iii. removal of the transport capital projects and programmes where no subsidy is approved.
 - iv. an increase in the Renewals and Compliance programme from 2025/26 onwards to manage the organisational impacts of the reduced subsidy for footpath renewals;
- f) requests the Chief Executive to report to the 28 November 2024 Infrastructure and Transport Committee meeting with:
 - i. the macroscope in accordance with the Transport Project Decision Making Framework for the projects that have been approved to be subsidised out of the National Land Transport Plan 2024-27 Local Roads Improvement Programme for approval;
 - ii. the potential opportunity to receive NZ Transport Agency funding from the contestable national Low-Cost Low-Risk programme for projects that deliver on economic growth and productivity, increased resilience and value for money as the criteria are better understood;
- g) requests the Chief Executive to ensure that all transport capital projects and programmes that have not received expected subsidy through the National Land Transport Plan 2024-27 funding decisions be paused until options are considered at the 31 October 2024 Council meeting, noting that the Chief Executive will use discretion to complete any urgent safety or other work which relates to the local road improvement capital programme; and

- h) notes that staff will be continuing with all of the transport committed carry over projects identified in paragraph 52 of the staff report and which are supported by carryover subsidy funding, including progressing applications for support funding for the projects advised as probable for funding.

The meeting was adjourned 12.54pm to 1.46pm

Cr Naidoo-Rauf retired from the meeting during the above adjournment.

Mayor Southgate left the meeting during the above adjournment.

9. Regional Infrastructure Technical Specification (RITS) – Approval for Consultation

The Asset Management Principal took the report as read. Staff responded to questions concerning climate considerations.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves Co-Lab to undertake targeted consultation on the proposed Regional Infrastructure Technical Specifications (RITS) version 2, with consultation starting in October 2024 for a period of 1 month; and
- c) notes that staff will report back to the Infrastructure and Transport Committee with a summary of feedback received by Co-Lab during consultation and any proposed changes made as a result of submissions; and seek approval of the committee to adopt the final revised Regional Infrastructure Technical Specification document on behalf of Council.

10. Illegal Dumping & Litter Improvement Options

The Operate & Maintain Unit Director took the report as read. Staff responded to questions from Members concerning funding, use of camera footage and education campaigns.

Resolved: (Cr Thomson/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) requests staff prepare the following proposals concerning Illegal Dumping & Litter for consideration in the 2025 Annual Plan, noting this a request for information and any budgeting decisions will be made as part of the Annual Plan process;
 - i. increased proactive measures of monitoring, enforcing and community engagement relating to illegal dumping with a budget of \$317,000 opex;
 - ii. smart bins trial which aims to achieve operational efficiencies servicing bins across the network and free up resource to improve litter management at bus-stops;
 - iii. to address litter and illegal dumping in the river corridor and support community-led litter and illegal dumping initiatives, giving consideration to partnership and external funding opportunities, and that the initiatives will be developed in consultation Cr Thomson, Cr Casey-Cox, Cr Donovan, Cr Pike and Maangai Hill.

Mayor Southgate re-joined meeting (1.49pm) during the discussion of the above item. She was present when the matter was voted on.

11. Infrastructure and Assets General Managers Report

The report was taken as read.

Resolved: (Cr O’Leary/Cr Wilson)

That the Infrastructure and Transport Committee receives the report.

12. Resolution to Exclude the Public

Resolved: (Cr Wilson /Cr Van Oosten)

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 Public Excluded Minutes of 8 August 2024) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Ruakura Eastern Transport Corridor – Macroscopic Approval		

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)
	to enable Council to carry out negotiations.	Section 7 (2) (i)

The meeting moved into the public excluded session at 2.14pm.

The meeting was declared closed at 2.24pm.

Appendix 1

15/8/24

To whom it may concern.

I read with a mixture of interest and horror, the **article in the Waikato times Saturday August 10th**, reporting on a recent Hamilton City Council meeting debating the upgrade to the Silverdale Rd/Morrinsville Rd/Matangi Rd intersection footpathing and raised crossing points.

My horror, being directed to the following newspaper reported comments.

Some councillors tried to exclude the crossings, with one saying there's no safety benefit to pedestrians who "simply aren't there".

It was councillor Andrew Bydder - who felt the number of pedestrians in the area was "zero" - who suggested an amendment to exclude raised crossings.

Councillor Geoff Taylor was concerned a graphic showed two raised crossing sites. "It worries me that they're in there," he said.

But Bydder felt clearer direction was needed on the crossings so that staff didn't waste time and money "on stuff we are very unlikely to support". Raised crossings wouldn't provide "any beneficial safety to people that simply aren't there".

Councillor Ewan Wilson said the community felt raised platforms weren't needed and "we don't need to add the complexities" to the roundabout.

Due to work commitments, I travel the area frequently and depending on the time of day I can see many pedestrians. If I pass by just before or just after the school hours, the area is heavily pedestrianised by school students.

Adjacent is Berkley normal middle school with a roll of about 770 students, along with Hillcrest High school with a roll of about 1706 students, also Silverdale normal school with a roll of about 331 students. **Yes, you are reading this correctly, 2807 students within a stone's throw of this intersection.**

It is noteworthy that in the last week, a student has been struck by a vehicle at the light-controlled crossing just up the hill from the proposed roundabout and at the time of me penning this letter, remains in a serious condition at Waikato Hospital.

I have spoken with a friend of mine who worked at Berkley normal middle school for 23 years, and in that time, there were students being injured on the crossing or on their bikes on Morrinsville Rd, with injuries ranging from superficial to serious. Please keep in mind that this is a light-controlled crossing, and we are still having plenty of accidents.... My belief is that not only should we be catering to the needs of pedestrians at this new roundabout, but doing so in a way that keeps pedestrians as safe as possible, especially in light of the fact that a huge number of them are young students, from 11 years old and upwards.

I also note in the photo provided in the paper, that new footpathing extends in the Morrinsville direction, where there are more residential homes and more currently being built. One can presume that their children will also need to transit the area for scholastic needs.

I applaud the following councillors' comments in the newspaper article;

Committee chairperson Angela O'Leary felt councillors needed to trust the process staff had outlined.

Southgate said she was tired of some of the talk over speed bumps. "Not all speed bumps are created equal and everybody would assume they are from the simplicity of the rhetoric sometimes

we hear.” “Ones that [the fire service, for example](#), don’t have an issue with, the later designs and approaches.”

Councillor Louise Hutt noted there were three schools in the area: “Kids crossing the road safely to get to school...is a very normal thing to care about and to want for our city.”

Councillor Maxine van Oosten said ruling crossings out now would be “premature”.

I can understand that if a councillor does not live in the area, they may well pass by the intersection when foot traffic may be minimal. But before you even add the number of general residents, there is already an extremely large pool of school pedestrians in the area.

I appreciate all councillors who try to work effectively within a budget, and get more bang for our buck, but in this instance, I believe that the footpathing in this area should be designed to keep our pedestrians and children as safe as possible.

Kind Regards Glenn Otton.

I am writing in support of this proposal in its entirety.

An update to the intersection to make it safer for everyone, including pedestrians and cyclists is a fabulous idea.

As someone who walked that path twice a day for near two years I cannot stress how vital these improvements would be. I have friends that run and walk this path at least twice a week and I regularly see people walking dogs and kids moving too and from Hillcrest High and Silverdale Normal School.

Also, I believe a roundabout will help slow traffic which every weekend includes people who decide to race down Morrinsville Rd at incredibly irresponsible speeds.

Please vote in favour of this proposal in its entirety. Be on the correct side of a good decision.

Rowan

To whom it may concern

I would like to submit my thoughts on pedestrian and cycling facilities for the proposed roundabout at the SH26/Silverdale Road/Matangi Road in the hope that these will be considered in HCC deliberations on the 26th September 2024.

As traffic flows from Matangi Road into Hamilton City seem reasonably evenly split between those heading to the Hillcrest roundabout and those heading for Silverdale Road/SH26. I think the slip lane as currently proposed is fit for purpose and will help to keep traffic from backing up along Matangi Road during peak times. Traffic volumes are not high on this leg and pedestrians and cyclist only have one lane to cross. They can wait for a break in the traffic and if a raised crossing is installed in this location it should suffice in terms of both safety and access.

However for the SH26 crossing as this is two lanes and quite busy, I think this crossing should be both raised and have light controls similar to the crossing further up Morrinsville Road that caters

to Barclay students. If this is not affordable in the current plan could HCC at least install the service ducts so that it is future proofed if these lights are deemed necessary at some stage.

In terms of shape, the main thing is that, as HCC Staff have mentioned, it needs to be wide enough to slow traffic on SH26 down to 25 -30km/hr on the approaches. In terms of whether the crossing are set back from the give way thresholds, I will leave that decision to your traffic engineers. The key issue here is that if they are close to the threshold, traffic exiting the roundabout will be held up on the roundabout (even if they are set back this could still be the case). However this is easily dealt with by roadmarking making sure that the roundabout pathways are kept clear if the crossings are in use (There are several instances of roundabouts operating in this manner around the city)

I would think the Silverdale Road crossing could just be raised with a refuge in the centre of the lanes.

As part of the opening process some advertising and education in the local area around how to use these facilities safely would be helpful. WDC are looking to tie in footpath upgrade works on Matangi Road with this project and would advise HCC to look at the Silverdale Road footpath up the hill at this time as well.

Regards Mike Keir
Tamahere Woodlands Ward Councillor
Waikato District Council

Submission in Support of Morrinsville/Silverdale Roads Intersection Upgrade and Footpath Installation along Morrinsville Road

To Whom It May Concern,

I am writing to express my strong support for the proposed upgrade of the Morrinsville/Silverdale Roads intersection and the installation of a footpath along the length of Morrinsville Road. These improvements are crucial for enhancing safety, accessibility, and overall quality of life for residents, pedestrians, and motorists in the area.

1. Safety Concerns

The current state of the Morrinsville/Silverdale Roads intersection presents significant safety hazards. The intersection is a busy junction with heavy traffic flows, the merging traffic across the 80km speed limit, with unclear site lines and signalling from drivers has resulted in numerous near- miss incidents and accidents. An upgrade to this intersection is essential to mitigate these risks.

Improved traffic management, a roundabout, reduced speed limit and removing the current passing lane would greatly reduce the likelihood of collisions and enhance the overall safety of all road users.

2. Pedestrian Accessibility

Morrinsville Road lacks a continuous footpath, forcing pedestrians to walk on the road shoulder or grass verge. This is not only inconvenient but also dangerous, for all people but especially children, the elderly, and those with disabilities. The installation of a footpath along the entire

length of Morrinsville Road would provide a safe and accessible route for pedestrians. There are a number of young families living in the area – this includes East Ridge Grove residents who would benefit greatly from pedestrian and cycle access to attend the local primary, intermediate and high schools. We currently have to drive our children to due to the lack of infrastructure and safety issues with the current road layout and speed limits. We note that previous discussions at council had concerns about the level of use but the current layout and speed makes the whole area unsafe and unsuitable for walking and cycling which is why there is minimal use. If there are concerns we encourage the councillors to survey the residents to get a more realistic picture on the potential use and community benefits of the proposed changes.

3. Community Benefits

The proposed improvements would have a positive impact on the community. Safer intersections and pedestrian pathways would encourage more local engagement, with residents feeling more comfortable walking or cycling to nearby amenities. This could also benefit local businesses by increasing foot traffic.

4. Environmental Impact

Encouraging walking and cycling through the provision of a footpath can contribute to a reduction in vehicle emissions, as more residents may choose these environmentally friendly modes of transport over driving. This aligns with broader goals of sustainability and environmental responsibility, which are increasingly important to the community.

5. Future-Proofing the Area

As the Newstead/Matangi area continues to grow, the demand for safe and efficient transport infrastructure will only increase. Upgrading the intersection and providing a dedicated footpath are proactive measures that will future proof the area, accommodating both current and future needs. It is essential that infrastructure development keeps pace with residential and commercial growth to prevent future congestion and safety issues.

Conclusion

In conclusion, the upgrade of the Morrinsville/Silverdale Roads intersection and the installation of a footpath along Morrinsville Road are necessary that will significantly improve safety, accessibility, and quality of life for all residents. I strongly urge the council to prioritize and expedite these much- needed improvements.

Thank you for considering my submission. Yours

sincerely,

Gemma Hickman

Hi Matt,

I would like to add my voice to those in favour of the proposed changes to Morrinsville rd and the intersections with Silverdale and Matangi road.

I would note recently publicity around two councillors suggesting there are insufficient pedestrians to justify protected road crossings. I started utilising Matangi rd for exercise during the Covid lockdowns and continue to do so frequently. I live in Silverdale rd and that means I have to cross Morrinsville and Matangi road. I also use this route to access the south side of Morrinsville road (into Berkley ave) and to walk to Ethos and New World). I regularly see school children making the same crossing as well as runners, dog walkers and other pedestrians (presumably Matangi road residents or people exercising like myself). Given that children have been hit further up Morrinsville road, I suspect it will only be a matter of time for another incident in the proposed area if changes do not go ahead. Personally I admit I don't care about the form of the crossings (whether or not they are 'raised') but having crossings of some form will be a game changer.

I would add that my walking/running club (HMC Runners & Walkers) have utilised Matangi road in our training. We have also walked down Morrinsville road, so the shared path will be a huge benefit (and I'm please to hear Waipa Council support extending this to LIC). We are based at Ruakura and are looking forward to the prospect of a shared path around the entire Ruakura rd/Morrinsville rd/Silverdale rd 'block' as well as improved access to Matangi rd.

I believe changing the nature of the intersections will also be of benefit for road users. We have heard a number of 'fender benders' from our residence at the top of the hill up from the intersection.

Thankyou for the opportunity for input.

Cheers,
Phillip Treweek

Subject: submission to the HCC Infrastructure and Transport Committee on the SH26 (Morrinsville Road) - Fit for Purpose Works Project

1. I am a Tamahere resident and frequently cycle from home to the University via SH26/Silverdale Road.
2. I'd like to make a written statement for the 26 September 2024 meeting of HCC's Infrastructure and Transport Committee.
3. I've read the background to the SH26 Morrinsville Road project and the minutes of the HCC's Infrastructure and Transport Committee meeting held on 8 August 2024
4. I strongly support that the design of the road and roundabouts on the Cambridge Road to Expressway overbridge (currently called SH26) include a shared path for walking and cycling.
5. Separated paths ensure users feel safe; they also encourage cycling and walking (if you don't build them we can't use them; relying on current use statistics will count only the people brave enough to use the current system rather than those who would like to use it if it was safer.) The current Silverdale Road/Matangi Road/SH26 section is a nightmare for cyclists.
6. Separated paths also encourage connectivity between and within regions.

Nga mihi
Janis Swan *PhD, FNZIFST, DistFEngNZ (rtd), MNZM*

Sir,

I live in East Ridge Grove and we are desperately needing a pedestrian/ cycle path on the north side of Morrinsville road, SH26.

My reasons are personal but we are a growing community and I believe most in the area would agree.

Firstly one of my sons has been diagnosed with ADHD and Autism, he purchased an electric tricycle but is afraid to take it out of our street onto the highway, he wanted independence but has to settle on catching rides with others. He loves the garden cycle paths when following his siblings but is too scared to get there by himself with having to negotiate Morrinsville road.

Secondly my wife is operating a Home Based ChildCare Business with four children in her care. They love to get down to the park on the corner, but to do so they have to cross the highway twice. They use the southside grass area to ascend and descend from & to the park as the northside of the highway doesn't have a uninterrupted path and even the path that is there is very narrow and not suitable.

Thirdly I occasionally use the brilliant bus service, Meteor. I use the northside path to get to the Silverdale road stops and on several occasions have to resort to walking on the road as the path is too narrow or blocked, and this is an 80k/h road. This is not suitable for School children and is actually dangerous.

There is a growing number of subdivisions on Morrinsville road and a path is a critical requirement.

As far as raised pedestrian crossings at the proposed roundabout are concerned, I don't think we need raised crossings but simple crossing stations on each median strip would be appreciated. We don't really want bumps on our highway.

Regards,

Mike and Leeann Johnson

Subject: Heapey Terrace Pedestrian improvements

Dear HCC

I wanted to write a short note to strongly support the proposal to upgrade pedestrian crossing facilities on Heapey Terrace. Having read the report I support the staff recommendation for Option 1 as it is the cheapest for the local ratepayer, the quickest to implement, and the safest for local residents.

I am writing in two capacities. First as a local Claudelands resident who frequently uses the park and struggles to cross Heapey Terrace. The current safety concerns are considerable. At present the park is marooned from the local community, and any users have to try and dash across the road. I want to highlight that this becomes much more dangerous when there is an event on, as the visibility and safety becomes very low when the road is used for on street parking for the

event centre. I especially worry that children, those with mobility issues, or the elderly trying to access the park are taking undue and entirely preventable risks to get there.

Second, I am also a Professor of Environmental Planning at the University of Waikato and think it is vital that we improve the ability of the local community to access the biggest public park in the area, especially since the investments in playground facilities and cycle and walking paths.

We have invested so much in creating a fantastic local amenity, which is heavily used by many different groups throughout the day, and it makes complete sense we should make it safe for residents to access the resource we have created.

Ngā mihi
Iain

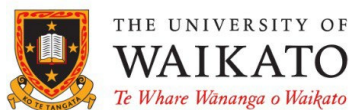
Professor Iain White

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Horizon Europe National Contact Point: Climate, Energy and Mobility

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Subject: Heaphy Terrace pedestrian crossing

Infrastructure and Transport Committee

Kia ora koutou

I wish to strongly support Option 1 for the paired zebra crossing with kerb buildout and RSP in Heaphy Terrace, near the mosque. This road is getting busier and busier, and at times, it is very hard to cross safely. The raised platform will reduce vehicle speeds so anyone hit will survive; the kerb buildout will reduce the amount of traffic lanes to cross for pedestrians, and will help children, disabled users, and dog walkers to cross the road safely.

This area has a lot of pedestrians and cyclists. Not only are there all the people using the mosque and childcare centre, but many people cross the road to walk dogs in the park, take children to the playground, or visit the church near here. I can see very few problems in implementing this project, especially since most of the funding will be provided by NZTA Waka Kotahi.

I urge the Committee to approve the recommendation in the Council Report, and listen to local residents who are the main users of the park, mosque and church.

Ngā mihi Wendy Lee

Subject: Heaphy Terrace crossing

Kia ora,

I see the Heaphy Terrace proposed crossing is up for debate at the upcoming Council meeting on Thursday.

While this crossing is already funded, it seems that there is now debate over whether it should have a raised crossing and kerb build outs.

Please include the following from Parents of Vision Impaired NZ for inclusion at the upcoming Council meeting:

Parents of Vision Impaired notes the following points from our attached position statement:

PVI recommends that local councils:

1. **Design, construct, maintain footpaths, crossings, paved areas and streets in ways, which facilitate their safe and practical use [for blind and low vision persons].**
2. **Address specific road safety issues raised by people with disabilities. These include problems with specific pedestrian crossings and intersections and uneven footpath surfaces.**

With regards to the Heaphy Rd proposed crossing, we note that the provision of signalised crossings and kerb cuts are the best practice to enable access for disabled persons, and in particular, safe crossing access for blind and low vision children and adults.

Currently, the crossing near the roundabout is a disaster and incredibly unsafe. Even fully sighted children struggle to cross this road safely. It is necessary to better configure this area to allow the school children to cross safely - and even more imperative to reconfigure in order to ensure that disabled children can safely cross this road.

It is disappointing to hear that Hamilton City Council is reconsidering best practice. Disabled children have a right to be able to travel independently, just like non-disabled children. This means providing adequate infrastructure in the form of signalised crossings and kerb cuts to enable this.

Lastly, apologies that I cannot be there in person. My disabled child has recently had a tonic-clonic seizure (previously known as a 'grand mal'). This creates additional challenges for her and us, and means we are even more thankful for signalised crossings. In the meantime, I am less able to attend Council meetings and present our case in person. I trust this written submission will suffice for now.

Ngaa mihi Rebekah Graham

Dr Rebekah Graham

PhD, PGDipPracPsyc(Comm), MAppPsy(Comm)

National Executive Officer and Registered Community Psychologist

Parents of Vision Impaired (NZ) Inc | www.pvi.org.nz

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0226215740 | E: rgraham@pvi.org.nz

Providing a community to support parents of children with vision impairments.

Recent publications:

Working Together to Support Self-Determination for Tāngata Kāpō (Blind and Low Vision)

Māori: An Exemplar. By Bridgette Masters-Awatere, Rebekah Graham, and Chrissie Cowan. *Int.*

J. Environ. Res. Public Health, 21(3); <https://doi.org/10.3390/ijerph21030343>

Parent Perspectives on Engaging with Educators and Specialist Staff by Rebekah Graham and Rebekah Corlett. *Journal of the South Pacific Educators in Vision Impairment*, 16(1).

[JSPEVI Journal - SPEVI](#)

What do we know about the intersection of being blind and being Māori in Aotearoa New Zealand?

Taking an applied community psychology approach to a systematic review of the published literature. *Journal of Community and Applied Psychology*. Link:

<https://onlinelibrary.wiley.com/doi/full/10.1002/casp.2700>



PARENTS OF VISION IMPAIRED (NZ) INC

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Providing a community to support parents of children with vision impairments

Position statement on accessing public buildings

A fully inclusive society recognises and values disabled people as equal participants¹. Reasonable and practicable access to buildings for people with disabilities is acknowledged in the United Nations Convention on the Rights of Persons with Disabilities (ratified by New Zealand in 2008) and as a right under the New Zealand Human Rights Act (1993). More on the UNCRPD is included at the end of this statement.

People who experience disability have equal rights to access the physical environment and public spaces including education, employment, recreation, and participation as citizens. PVI recognises that access is a critical issue for people experiencing disabilities. Lack of access to buildings and other facilities is an obstacle in obtaining employment, education, housing, entertainment, health care and other services.

The NZ Government's main tools for providing for accessibility of the built environment are the Building Act 2004, the Building Code and its Acceptable Solutions and the New Zealand Standard NZS 4121, summarised as the Building Regulations. The basic objective of the Building Act, as stated in section 118, is that people with disabilities must be able to 'carry out normal activities and processes' in the building.

An accessible building is one which people with disabilities can use in the same way as anyone else. An accessible building must be considered in the context of an accessible journey encompassing the route to the building (approachability), the route through the building (accessibility) and the facilities within the building (usability).

The advantages of an accessible building apply to the population as a whole and not just those with disabilities. For example mothers with pushchairs and older people may have the same access requirements as people with a temporary or permanent disability.

Broadly speaking, PVI supports the following comments made by those consulted with by MBIE² for their 2014 report regarding how to strengthen the current regulations and processes to promote accessibility:

- Developing a more aspirational model of access
- Improving information and increasing awareness about how to make buildings accessible
- Improving understanding of the benefits of accessible buildings

¹ Human Rights Commission. Better design and buildings for everyone: Disabled people's rights and the built environment

² See <https://www.mbie.govt.nz/dmsdocument/7303-malatest-report-access-to-buildings-for-people-with-disabilities>

- Promoting a universal design approach to facilitate understanding that access is not just for people with disabilities
- Changes to the regulations to update them, remove gaps and inconsistencies between the Building Code and NZS 4121
- Improved guidance about expectations when buildings are being altered.

Position statement on physical access to public spaces

People with disabilities should not be prohibited from participation in their chosen recreational, social or employment activities because of architectural or attitudinal barriers. The barriers to the participation of disabled people in society occur far too often in the built environment. The step, heavy door and entry phone at the entrance to a building; the lack of colour contrasting on busy thoroughfares; and the high positioning of lift buttons and door handles all act as barriers to people with disabilities. With a little thought for access needs, the environment could easily be designed to be accessible.

PVI believes that people with disabilities ought to have equitable access to public services, facilities and environments.

PVI recommends that local councils:

1. Design, construct, maintain footpaths, crossings, paved areas and streets in ways, which facilitate their safe and practical use.
2. Address specific road safety issues raised by people with disabilities. These include problems with specific pedestrian crossings and intersections and uneven footpath surfaces.
3. Design, provide and monitor the use of mobility parking which is physically accessible, affordable, safe to use and appropriately located.
4. Ensure parking provisions for people with physical disabilities are retained or enhanced when 'green' anti-car measures are implemented in central cities, by giving these parking provisions proper legislative standing.
5. Enforce regulations relating to footpaths and streets to allow people with disabilities to move about unobstructed (this includes, for example, cars parked across entrance ways and sandwich boards on footpaths).
6. Ensure all Council services, facilities, amenities and places of recreation (for example parks and beaches, galleries, libraries and cultural venues) maximise the opportunities for people with disabilities to attend and participate.
7. Employ general design principles appropriate for people with disabilities in any re-development or new building undertaken.
8. Enforce statutory requirements for buildings and amenities to ensure their compliance with Building Act, Building Code and NZS 4121: 1985 Code of Practice. New Zealand Standard 4121: Design for Access and Mobility - Buildings and Associated Facilities.
9. Consult people with disabilities in the early planning and design stages of new developments and redevelopment.

10. Develop and implement (with appropriate consultation) a standard of excellence for building access.
11. Provide pedestrian traffic signals which maximise the ability of people with visual and hearing impairments to move about safely.
12. Provide appropriate designated changing facilities at Council swimming pools and facilities.
13. Identify and resolve bus and other public transport barriers.
14. Facilitate an appropriate range of levels of access to parks and outdoor facilities.

PVI also supports the position of **Blind Low Vision NZ** with regards to public spaces. Their position statement is included in full below.

Supporting documents for our position statements are the New Zealand Disability Strategy, the United Nations Millennium Development Goals, the UN Habitat Forum on Disability Inclusion and Accessible Urban Development, and the UNCRPD. Relevant aspects of each of these are outlined in turn after Blind Low Vision NZ's position statement.

Blind Low Vision NZ position statement on public spaces

<https://blindlowvision.org.nz/about-us/position-statements/>

Issue

Public spaces and buildings are not fully accessible for people who are blind or have low vision.

Statement

The RNZFB Board believes that:

- The needs of all users of public buildings and spaces must be taken into account in developing infrastructure in New Zealand.
- It is time to develop and legislate for a mandatory standard of access to public spaces and buildings.

Background

For many blind people, the built environment acts as a barrier to their participation in the community. The inability to fully access the facilities that everyone else in the community takes for granted – footpaths, cafes, public buildings, swimming pools, libraries, sporting facilities and movie theatres – limits independence and impacts on quality of life.

Most often access to the built environment is thought of only in terms of wheelchair access within buildings and carparks. Blind or low vision users are often not considered.

Blind people and those with low vision must be able to use footpaths safely and effectively. When cyclists and pedestrians share pathways, there is an increased potential for pedestrians to be injured. Cyclists move more quickly than pedestrians move and blind people and those with low vision often cannot hear them.

There are existing standards that apply to the built environment, such as the New Zealand Standard 4121:2001 Design for access and mobility: Building and associated facilities [by authority of compliance document for clause D1 Access Routes of the New Zealand Building Code].

What Blind Low Vision NZ Will Do:

- Encourage blind people to express their needs and explain when something is not accessible.
- Work with infrastructure specialists, local authorities, building developers, owners and local and central government to advise how to improve access to public buildings and the built environment, and contribute to accessibility audits.
- Seek an undertaking from the Property Council of New Zealand to reduce constraints for blind and low vision users of public spaces and buildings.
- Support efforts to enshrine universal design in the Building Act and the Building Code and establish mandatory access standards for public building and spaces.
- Increase public awareness of how making the environment accessible for people who are blind or have low vision benefits everyone.

What Blind Low Vision NZ Wants Government to Do:

- Investigate what comparable countries are doing to create the conditions where building developers, designers and owners design for all users when designing, upgrading, modifying and retrofitting public buildings and spaces.
- Ensure that public sector procurement practices for public spaces and buildings specify accessibility standards.
- Support efforts to enshrine Universal Design in the Building Act and the Building Code and establish mandatory access standards for public building and spaces.
- Amend legislation and regulations to set a clear expectation of what access standards must be.
- Require access audits to be included in the design process and to be reviewed (as are fire safety standards) and adhered to.
- Remove shared use paths until minimum safety standards are met.
- Give priority and sufficient resources to the implementation of the Malatest Report on the revision of the Building Code and NZ Standard 4121.
- Enact a comprehensive accessibility law that will provide enforceable standards for all aspects of the built environment.

The New Zealand Disability Strategy

The New Zealand Disability Strategy guides the work of government agencies on disability issues from 2016 to 2026.

The vision of the New Zealand Disability Strategy is:

New Zealand is a non-disabling society - a place where disabled people have an equal opportunity to achieve their goals and

aspirations, and all of New Zealand works together to make this happen.

Outcome 5: Accessibility³. We access all places, services and information with ease and dignity. What this means:

- Disabled people are consulted on and actively involved in the development and implementation of legislation and policies concerning housing (home ownership, social housing and private rentals), transport (public and private), public buildings and spaces and information, communication and technology.
- Universal design is understood, recognised and widely used.
- All professionals involved in accessibility have a good understanding of the principles of universal design and the needs of disabled people and take these into account in their work.
- We enjoy and are fully included in artistic, cultural, sporting and recreation events whether as spectators or as performers.
- Decision-making on issues regarding housing, transport, public buildings and spaces and information, communication and technology is informed by robust data and evidence.

United Nations Millennium Development Goals

PVI agrees with the following recommendations on the Millennium Development Goals (MDGs) as outlined in the Position paper by Persons with Disabilities⁴. Realizing through an enabling environment the full potential of persons with disabilities (MDG's 6, 7, 8, 9 and 11).

Recommendation 2.5: Promote universal design and remove barriers to public accommodation, transport, information, and communication to facilitate the participation of persons with disabilities in education, employment and social life; in line with CRPD Articles 9, 11, 19, 21 (e), 24, 27, 28 and 30, e.g. access to ICTs, in order to enable communication, promotion of sign languages and forms other than traditional written and verbal communication.

Recommendation 2.6: All such investment and infra-structure development should be guided by the principle of ecologically sustainability and universal design.

UN Habitat Forum on Disability Inclusion and Accessible Urban Development

The UN Habitat Forum on Disability Inclusion and Accessible Urban Development was held in Nairobi, 28-30 October 2015, in advance of the Third UN Conference on

³ See <https://www.odi.govt.nz/nz-disability-strategy/outcome-5-accessibility/>

⁴ See <https://sustainabledevelopment.un.org/>

Housing and Sustainable Development (Habitat III), Oct 2016. The 5 key recommendations developed from this Forum are:

1. Promoting accessibility as a collect good and a key component in urban policy, design, planning and development.

- Accessibility shall be actively promoted as a collective good that benefits all.
- Accessibility facilitates full and effective participation of all and should therefore be incorporated and actively promoted as an integral component of good policy to achieve inclusive and sustainable urban development. A city that is well designed is designed for all.
- Accessibility is a precondition for their enjoyment of human rights and is a means for economic, social, cultural and political empowerment, participation and inclusion.
- An accessible and disability-inclusive urban development agenda can be realized everywhere. This requires strong commitments in concrete terms, which include inclusive and disability-responsive urban policy frameworks, appropriate regulatory structures and standards, "design for all" approaches in planning and design, and predictable resource allocations. It also requires active and meaningful participation of persons with disabilities and their organizations, as rights-holders and as agents and beneficiaries of development during all stages of the urbanization process.

2. Accessible Housing and built infrastructures as key elements for sustainable and inclusive cities

- Integrated approaches to housing, and positioning housing at the centre of inclusive urban development, need to take account not only of environmental sustainability, diversity (including disability) and financial aspects, but also human rights.
- Universal design, as a concept and principle, should be reflected in designs and plans for new built environments and in renovations to existing buildings and facilities to ensure they are accessible for all.
- Building standards, laws and effective enforcement mechanisms are essential to ensure accessibility, availability, affordability and quality of housing and public services for all, including persons with disabilities.

3. Accessible transportation, public spaces and public services

- Integrated transportation facilities and services not only provide accessibility for all but are also reliable and affordable. They drive sustainable and inclusive growth and change.
- Inclusive transportation requires continuity of accessibility throughout travel chains, meaning all elements of a journey from the starting point to the final destination include accessible entranceways.
- Integrated urban policy and plans must identify and address gaps in accessibility in public spaces and from one built environment to another.

- Social equity requires that the costs of accessible transportation and basic public services shall not be borne fully by users who require services since these are essential to ensure opportunities for full and effective participation in social, economic, cultural and political life for persons with disabilities.

4. Accessible Information and communication technologies (ICTs) for building inclusive, resilient and smart cities and communities

- Governments should develop accessible ICTs, including mobile applications, government websites, public kiosks and automated teller machines, and should include the use of accessible ICT services in their urban development plans.
- The rapid pace of development and innovation in ICT products and services means that assistive and adaptive devices and technologies are not always compatible and the cost of many such technologies limits access for persons with disabilities, particularly in low-income and middle-income countries. Governments should promote and facilitate research, development and mainstreaming of accessible ICT products and services by including accessibility requirements in public procurement exercises for ICT products and services used by public organizations or their customers or staff.
- Many national telecommunication authorities have universal service goals which recognize affordability and access to networks as a right; consideration shall be accorded urgently to accessibility as a third universal service goal.

5. Full and active participation of persons with disabilities and broad-based multi-stakeholders partnership for advancing inclusive and accessible urban development

- The Sustainable Development Goals message to “leave no one behind” seeks to ensure that the targets are met for all peoples and segments of society, including persons with disabilities in cities.
- Achievement of a truly inclusive New Urban Agenda, where no one is left behind, requires a holistic and people-centred approach that informs, engages, and involves persons with disabilities and their organizations in all aspects of urban development, in particular in their access to adequate housing.
- The New Urban Agenda should further the advancement of accessibility for all with respect to the right to adequate housing, the built environment, public spaces, transportation, facilities and services and ICTs.
- A New Urban Agenda cannot be achieved unless it responds to the needs and rights of everyone, including the estimated one billion people with disabilities

The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)⁵

The aim of the UNCRDP is to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, including an obligation to promote respect for their inherent dignity. The UNCRDP contains a preamble and 50 articles.

Article 19 obligates signatories to ‘recognise the equal right of all persons with disabilities to live in the community with choices equal to other.’ Article 19 has a particular focus on people’s ability to choose their place of residence; to access the community supports they need to prevent isolation or segregation; and to access

mainstream community-based services and facilities that are in turn, responsive to their needs⁶.

PVI supports the UNCRPD, and particularly notes the following general obligations for persons with disabilities:

“to undertake or promote research and development of universally designed goods, services, equipment and facilities, as defined in Article 2 of the Convention, which should require the minimum possible adaption and the least cost to meet the specific needs of a person with disabilities, to promote their availability and use, and to promote universal design in the development of standards and guidelines⁷.”

“to enable persons with disabilities to live independently and participate fully in all aspects of life, States Parties shall take appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and other facilities and services open or provided to the public, both in urban and in rural areas⁸.”

The **United Nations High-level Meeting on Disability and Development** (2013) in its action-oriented Outcome Document stressed the importance of ensuring accessibility for and inclusion of persons with disabilities in all aspects of development and giving due consideration to all persons with disabilities in the **2030 Agenda for Sustainable Development**.

The Outcome Document further called for actions to ensure accessibility, following the universal design approach, by removing barriers to the physical environment, transportation, employment, education, health, services, information and assistive devices, such as ICTs, including in remote or rural areas, to achieve the fullest potential throughout the whole life cycle of persons with disabilities⁹.

⁵ See Accessibility and Inclusion of Persons with Disabilities in Urban Development,

<https://www.sheltercluster.org/sites/default/files/docs/desaissuepaperonaccessibilityandinclusionofpers on swithdisabilitiesinurbandevelopment.pdf>

⁶ New Zealand based research on Article 19: <https://ccsdisabilityaction.org.nz/assets/Uploads/article-19-research.pdf>

⁷ Article 4, general obligations, the Convention on the Rights of persons with Disabilities

⁸ Article 9, Convention on the Rights of Persons with Disabilities

⁹ General Assembly resolution A/RES/68/3, the United Nations

Available evidence illustrates that urban infrastructures, facilities and services, if designed and built following accessibility or inclusive “universal design” principles from the initial stages of planning and design, bear almost no or only 1 per cent additional cost¹⁰.

Cities that depend on a tourism economy are also likely to pay high opportunity costs for inaccessible infrastructure and services if they exclude tourists with disabilities, (as well as older persons and parents with young children, who may experience accessibility limitations), who may otherwise visit these destinations. It is estimated that, in economic terms, this would equate to an opportunity loss of approximately 15-20 per cent of the global tourism market share¹¹.

¹⁰ The World Bank. (2008). Design for All: Implications for Bank Operations. From http://siteresources.worldbank.org/DISABILITY/Resources/Universal_Design.pdf

¹¹ Sakkas (2004).

Subject: Support for Transport Projects Macroscopic Approval

To the Hamilton City Council Infrastructure and Transport Committee,

In reference to Item 7 in the Infrastructure and Transport Committee Agenda dated Thursday 26 September 2024 I make the following statement.

I am writing in support of the Heaphy Terrace Pedestrian Improvements outside the Hamilton Jamia Mosque proposal. I travel this route frequently and often see pedestrians struggling to cross with traffic accelerating off the roundabout. I cycle this route, and the cycle lane on Heaphy Terrace heading north disappears into the roundabout approach causing conflicts with motor vehicles.

As a user of this route, I enthusiastically support proposed Option 1.

Kind regards, Justin de Otter

Heathy Terrace and Morrinsville Road enhancements for safer and inclusive transportation provision for the future

Dear Councillors

As a Hamilton East ratepayer, motorist, active walker and cyclist , I strongly support the plans to make safe provision and improvements for all pedestrians, cyclists and motorists who will be using Heaphy terrace and Morrinsville road in the future.

It is of utmost importance that our local roading enhancements provide future focused social, environmental and economic benefits for all our community. Please give your macro-scope approval for multi-modal improvements at Heaphy Terrace and Morrinsville Road/Silverdale Road.

As a good example the multi modal benefits of cycle lanes in Hamilton is as follows :

I live in Thistlewood Avenue, Sherwood Park, Hamilton East. Last year I had some temporary work over a fortnight in a London at, office building. To travel that distance in peak traffic by bike took me around 9 minutes each way using Aroha St, Claudelands Bridge and Victoria st cycle paths . Other co-workers who travelled similar distances by car took up over 30 mins because of congestion and parking issues.

I was so impressed how such simple inclusive planning imitatives made life so easy for me.

I trust you will all continue to make similar decisions for cyclists and pedestrians on Morrinsville road and Heaphy terrace.

Regards

Graeme Ludemann

To whom it may concern:

I'm writing to advocate for underpasses at the new proposed intersection Matangi/Morrinsville/Silverdale Junction.

It is a safer option to have underpasses at this proposed intersection as it will be safer for both cars and bikes rather than having raised platforms and pedestrian crossings.

If we look at the underpasses of the new Peacocke Road junction, that has recently been opened, it is a good example of safety for the proposed intersection at Matangi/Morrinsville/Silverdale connecting junction.

Thank you for taking my submission into account.

Lynette Ringer
Keen cyclist

Kia Ora,

I have read through the proposal regarding building a separated, shared cycleway / footpath all the way from the LIC roundabout to Hillcrest. My family own/live in the designated area just down from the LIC @ 253 Morrinsville Rd and regularly ride, run on the road. I would like to share a story of an accident that happened in early

2023. My daughter (7 at the time) and I were riding to school (Hillcrest Normal). As we came towards the downhill section of the road, coming up to Silverdale Rd, my daughter went into a speed wobble and crashed onto Morrinsville Rd. We were fortunate that at the time, there were no vehicles travelling from the east so I was able to scoop her up and get her onto the berm as a father, it has left a scarring image in my brain and is something no one should have to go through. To this day, I am grateful that she was wearing a helmet as her head hit the ground and left stone indentations in the helmet - look at the photos attached. She spent months getting better and even longer gaining the confidence to ride her bike again. She still won't ride down that section of the road, choosing to go on the grass down towards the rest area with the Hamilton sign.

I encourage you all to go to the site and look at how the camber drops suddenly into the gutter. The cause of the accident was the bike wheel has hit the camber at an angle that has caused her balance to go and the accident to occur.

I would also like to mention that my wife and I regularly ride to work at the high school and university using a standard E scooter and have had near misses with other road users because the roads are not suitable for such a vehicle. Our attempts to reduce the number of cars on the road are clearly being thwarted by the greater risk of personal injury in trying to do so.

Had there been a nicely, developed surface on the road, and heaven knows when that will occur, my daughter's accident would not have occurred and I wonder when the time will come that either my wife or myself are also in an accident. In the meantime, if NZ Transport are willing to fund this project, then I would love to hear any objections from HCC councillors over this. I cannot emphasise enough that any such objections would likely be selfish/arrogant/argumentative/egotistical and not in the best interests of the community they are supposed to serve. The building of a footpath would reduce the likelihood of other pedestrians/cyclists being put in such a dangerous situation where the outcomes could be so much worse than what we experienced.

Please take the time to look at the photo and I would like to know which HCC councillor/s are objecting to the proposal so they can explain to our community their reasons for doing so. We kept that helmet as a constant reminder, and I have used it at my high school in class, to educate our kids of the importance of wearing helmets. Let's consider who is responsible for these accidents occurring, if there's a possibility of reducing this from happening, then there is an obligation to proceed I look forward to hearing back Kind regards

Gordon Sim



Subject: Support of improvements for Option 1 for Heaphy Terrace outside Jamia Mosque

I am writing as a resident of Claudelands but also as a supporter of other modes, of safely getting around Hamilton city, than just a motor vehicle.

I think the proposal outlined in option 1 makes most sense. This is a busy part of town, with much to offer in getting to and from the Claudlands park safely, for all.

I also see the need for improvements for crossing Boundary Road, at the Mosque end more safely, as the set up here is just quite scary when crossing Boundary Road, on foot, with a pram, with a disability, etc.

Thank you for all the fabulous improvements you have made of late, in helping us all get around this city safer.

Frankie Rush

Subject: Heaphy Terrace Pedestrian Improvements outside the Hamilton Jamia Mosque Infrastructure and Transport Committee.

As a Claudlands resident and rate payer I write in support of Option 1 for the Heaphy Terrace pedestrian improvements outside the Jamia Mosque.

At present the traffic flows around this location are dangerous for all modes of transport including cars and SUV's. Unfortunately larger vehicles dominate traffic and block clear visibility making it more dangerous for micro modes of transport and small cars. traffic calming measures and pedestrian priority are long over due.

The vehicle lobbyists will present this option as a hindrance to the smooth flow of traffic. However a large percentage of personal commuting must mode shift to alternative transport modes if the council is to achieve net zero carbon emission targets. opening up safe commuting corridors around the city is a low cost way to achieve this.

I support staff recommendation - Option 1. Kind

Regards

Bruce Tollan

Subject: Heaphy Tce crossing

Hi there,

I am writing in support of a raised pedestrian crossing, refuge island and kerb extension on Heaphy Tce near the Mosque.

As a resident who lives not too far from the round a bout on Heaphy Tce, this junction point is enroute from my walk home. Nearly every single day it is a gamble trying to figure out IF someone will indicate before I cross the road either to or from Claudelands park. I have seen so many near misses from inattentive drivers.

It is area that is often used by cyclists (Fairfield has an active community of cyclists), pedestrians, attendees from the mosque and those who use the nearby park for recreation and dog walking.

It is also an area which has overflow from events at Claudelands Event Centre. We often see people park and walk on either side on this particular road. When events are on, the area is chaotic including trying to cross the road.

There is also an elderly population within this area who often are using mobility scooters attempting to cross these streets.
I see this on my walks.

Since this road is so highly used by cars, and given how fast some drivers approach the round about area I hope Council will consider the raised zebra crossing and the other recommendations, in the hopes it may slow some drivers down when a pedestrian is trying to cross this street.

Many thanks Lauren Kerr
- Bell Fairfield resident
