
Extraordinary Council *Kaunihera* OPEN MINUTES

Minutes of a meeting of the Council held in Council Chamber, Municipal Building, Garden Place, Hamilton and via Audio Visual link on Monday 12 July 2021 at 1.08pm.

PRESENT

Chairperson Mayor P Southgate

Heamana

Deputy Chairperson Deputy Mayor G Taylor

Heamana Tuarua

Members

Cr M Bunting
Cr M Gallagher (exclusively via Audio Visual Link)
Cr R Hamilton
Cr D Macpherson (exclusively via Audio Visual Link)
Cr K Naidoo-Rauf (exclusively via Audio Visual Link)
Cr A O'Leary
Cr R Pascoe
Cr S Thomson
Cr M van Oosten
Cr E Wilson

In Attendance

Richard Briggs – Chief Executive
Eeva-Liisa Wright – General Manager Infrastructure Operations
David Bryant – General Manager People and Organisational Performance
Rebecca Whitehead - Unit Director Business and Planning
Michelle Hawthorne - Legal Services Manager
James Clarke – Director of the Mayor's Office
Louise Lukin – Director of the Chief Executive's Office
Jason Harrison - Unit Manager, City Transportation

Governance Staff

Amy Viggers – Governance Team Leader
Tyler Gaukrodger – Governance Advisor
Mel Hill - Governance and Elected Member Support Coordinator

The meeting was opened with Karakia by Tame Pokaia

- 1. Apologies – Tono aroha**
There were no apologies.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Mayor Southgate/Deputy Mayor Taylor)

That the agenda is confirmed noting that late item 5 (Chair's Report) is accepted. This was circulated as a late item as soon as possible following the calling of this extraordinary Council meeting.

Those for the Motion:

Mayor Southgate, Deputy Mayor Taylor, Councillors Pascoe, Hamilton, Naidoo-Rauf and Wilson.

Those against the Motion:

Councillors Gallagher, O'Leary, Macpherson, Bunting, van Oosten and Thomson.

The Motion was declared equal.

The Chair exercised her casting vote and the Motion was declared CARRIED.

3. Declarations of Interest – *Tauaakii whaipaaanga*

No members of the Council declared a Conflict of Interest.

4. Public Forum – *Aatea korero*

Vanessa Williams and **Mike Neale** (HCBA) spoke to item 5 (Chair's Report) requesting that Ward street be returned to its original format due to concerns regarding health and safety, access, confusion, and impact on businesses.

Phil Evans spoke to item 5 (Chair's Report) in support of parking on one side of the road and bike pathways. He noted that safety for cyclists was a key consideration for his support.

Maurice Flynn spoke to item 5 (Chair's Report) noting the opportunities for the city, the collaborative approach and universal design. She noted the design is not perfect, but the process was inclusive of positive infrastructure going forward such as seating, wider footpaths, parallel parking, pedestrian crossing, bike lanes and colour for the purposes of the visually impaired.

Judy McDonald spoke to item 5 (Chair's Report) in support of option 4 and thanked staff and Councillors for the process followed, and noted the positive impact on Hamiltonians from such a change. She provided written material to Elected Members, which has been attached to these minutes as **appendix 1**.

Jeremy Mayall (Creative Waikato) spoke to item 5 (Chair's Report) in support of the activation events that occurred during the trial and use of public art on the streets and how it connects with the vision of Hamilton.

Russelle Knaap (Hamilton Residents and Ratepayers) spoke to item 5 (Chair's Report) and raised concerns regarding the process that was followed. She provided written material to Elected Members, which has been attached to these minutes as **appendix 1**.

Shepherd Isaac spoke to item 5 (Chair's Report) in support of the bike path along Ward street. He requested that the cycle lane remain available for users.

Warwick Marshall spoke to item 5 (Chair's Report) in support of the bike path along Ward street and expressed concerns that there was too much visual components that make it difficult for

drivers to focus. He suggested the removal of the plants and some of the colours to decrease distraction for drivers and increase visibility.

Kat Waswo spoke to item 5 (Chair's Report) in support of the innovating street trial noting the positive impact on accessibility created by the trial, and the link of the trial to the outcomes of the Long Term Plan.

Mark McCabe spoke to item 5 (Chair's Report) in relation to the consultation and feedback process, the design impact on congestion, and health and safety risks. He suggested that the road be returned to its pre-trial design.

Richard Porter (Bike Waikato) spoke to item 5 (Chair's Report) noting that communication during the process is a key learning from the trial. He spoke to the co-design workshops process, new users in the area, feedback, next steps and vision zero.

Sara Lemme spoke to item 5 (Chair's Report) noting the future design of the street and the effect on businesses in the area. She spoke in support of the continuation of the bike lanes, street furniture, allowing for change, Declarations of interest and predetermination.

Keith and Claudine Johnstone (Kid Republic) spoke to item 5 (Chair's Report) and the effect that the trail has had on their business. They spoke to feedback that they had received concerning parking, visual, and congestions and their support of option A.

Joe Hsueh spoke to item 5 (Chair's Report) noting that the trail was a dramatic change to the area, as there had been no change in the last 14 years. He also noted the positive impact made to his business.

Karlene Verryt and Lale (HGHS) spoke to item 5 (Chair's Report), noting safety concerns for pedestrians in the area and the co-design workshops process.

Kelli Pike (GoEco) spoke to item 5 (Chair's Report) in support of modal shift to reduce the impact of climate change. She suggested an improved design for separate bike pathways, the reintroduction of some parking, and the requirement for compromise from all involved parties.

Robin McIntyre spoke to item 5 (Chair's Report) and noted her concerns that the success of the project was impacted by media attention prior to the beginning of the trial and opposition feedback.

Sonya Ann Cameron spoke to item 5 (Chair's Report) as a regular cyclist and noted the benefit of additional cycleways.

Matthew Beveridge spoke to item 5 (Chair's Report) and noted his concerns that a decision was being made prior to results of the trial data being collated by staff.

Matt Stark spoke to item 5 (Chair's Report) and noted his concerns regarding the location of the trail cycleways and the negative publicity of the trial disadvantaging future mode shift projects.

Rebekah Graham, Vanessa Nicholls, Kat Waswo, Lia Bell, Ivan Bell, Gerard Classens, Lloyd Morris, Peter H Bos, Tracey May, Hannah Palmer, Stuart Anderson, Nick Johnston and Kathryn King (Waka Kotahi) and provided written submissions to Item 5 (Chair's Report) that were circulated prior to the meeting and are attached to these minutes as **appendix 1**.

5. Chair's Report

The Mayor introduced her report and staff spoke to the information provided to Members to date. Along with staff, the Mayor responded to questions from Elected Members concerning the innovating streets decision making and consultation process, the original timeline, cost to return the footpath to its original format, forms of feedback received, types of traffic data to be received, stakeholders involved, the communication plan and learnings, options, and next steps.

Motion: (Deputy Mayor Taylor/Mayor Southgate)

That the Council:

- a) receives the report;
- b) approves Ward St be reverted to its pre-Innovating Streets trial layout, but a pedestrian crossing be kept on the street, at a yet to determined location; and
- c) notes that this decision does not rescind the previous decisions made in relation to the Hamilton Kirikiriroa Innovating Streets – Ward Street project.

Amendment: (Cr O'Leary/Cr Thomson)

That the Council:

- a) receives the report;
- b) approves the functional elements of the Hamilton Kirikiriroa Innovating Streets – Ward Street project trial remain in place under temporary traffic management;
- c) approves staff to undertake by 31 July 2021, in consultation with the relevant stakeholders, removal or adaption of the furniture, planters, colour, and asphalt artwork where suitable to achieve a tidier and more legible street appearance;
- d) requests staff present a report to the Infrastructure Operations Committee on 17 August 2021 with a full analysis of the data and feedback collected from the trial and concept options to consider for the interim treatment of Ward Street;
- e) confirms that subject to (b) and (c) above the Infrastructure Operations Committee continue with its decision making regarding Innovating Streets projects in accordance with their Terms of Reference; and
- f) notes that this decision does not rescind the previous decisions made in relation to the Hamilton Kirikiriroa Innovating Streets – Ward Street project.

The Amendment was put.

Those for the Amendment:

Councillors Gallagher, O'Leary,
Macpherson, van Oosten and Thomson.

Those against the Amendment:

Mayor Southgate, Deputy Mayor Taylor
Councillors Pascoe, Bunting, Hamilton,
Naidoo-Rauf and Wilson.

The Amendment was declared LOST.

Foreshadowed Amendment: (Cr Wilson/Cr Gallagher)

That the Council:

- a) receives the report;
- b) approves Ward St be reverted to its pre-Innovating Streets trial layout, with the exception of the pedestrian crossing, the reduced speed limit (30km) and the cycleways; and
- c) notes that this decision does not rescind the previous decisions made in relation to the Hamilton Kirikiriroa Innovating Streets – Ward Street project.

The Foreshadowed Amendment was then put.

**Those for the Foreshadowed
Amendment:**

Mayor Southgate, Councillors Gallagher,
O'Leary, Macpherson, Bunting, , van
Oosten, Thomson and Wilson.

**Those against the Foreshadowed
Amendment:**

Deputy Mayor Taylor, Councillors Pascoe,
Hamilton and Naidoo-Rauf.

The Foreshadowed Amendment was declared CARRIED.

The Foreshadowed Amendment as the Substantive Motion was then put and declared CARRIED.

Resolved: (Cr Wilson/Cr Gallagher)

That the Council:

- a) receives the report;
- b) approves Ward St be reverted to its pre-Innovating Streets trial layout, with the exception of a pedestrian crossing, the reduced speed limit (30km) and the cycleways; and
- c) notes that this decision does not rescind the previous decisions made in relation to the Hamilton Kirikiriroa Innovating Streets – Ward Street project.

Deputy Mayor Taylor, Cr Pascoe and Cr Naidoo-Rauf Dissenting.

The meeting was adjourned 3.20pm to 3.42pm during the discussion of the above item.

The meeting was declared closed at 5.16pm

APPENDIX 1

Rebekah Graham Written Submission:

While initially the change was a little confusing and signage was limited/non-existent, in terms of use (Ward St), feedback from parents in our organisation was that the trial slowed down cars and drivers, provided additional safe crossing points, and that the reduction in numbers of cars and their speed made walking in the area more pleasant.

Our organisation would support an interim solution that kept the zebra crossing, that kept the cycle lanes, and had parking. There was a very strong appreciation for slower traffic where drivers were more aware of their surroundings and not simply "zooming through" Ward St.

One parent commented that they spent more time on Ward St and visited a business (the Korean restaurant/takeout) to purchase lunch, which they otherwise would not have done - this parent usually prefers to stop in their outlying suburb rather than walk through the traffic of town.

It is disappointing for parents that car drivers - who already have so much space in the city and who already have many many roads to drive on - have been so unkind about carving out a slower, more-pedestrian oriented space.

On a more personal note - this trial disrupted the status quo and I think that has been at the core of so much of the resistance to change. It's been a bit of a signal to drivers that their dominance of city spaces is being challenged - and they don't like it!

All the best to you and the other Councillors as you navigate these complexities on Monday. I know that car drivers are the loudest voice in the room, and that the Council has been working to ensure all groups have a say.

Thanks again,
Rebekah Graham
on behalf of Parents of Vision Impaired (NZ) Inc

APPENDIX 1

Vanessa Nicholls Written Submission:

Hi

I work in a building on Ward Street so have been affected by the trial. Its made me want to avoid town / working in the office more than anything else.

If I had a say I would like to see Option 2, keep the zebra crossing as that is long overdue but put the street back to how it was.

The paint is looking dirty and unloved in just a few weeks.

Due to work I will not be able to attend. But that is the option I would prefer

Thanks

Vanessa Nicholls

APPENDIX 1

Kat Waswo Written Submission:

Kat Waswo
Candidate for Hamilton East By-Election
84 Flynn Road, Hillcrest 3216

Thu 8 July 2021

Hamilton City Council
260 Anglesea Street
Council Building
Hamilton 3240

Re: Innovating Streets outcome for Ward Street - Extraordinary Council Meeting Mon 12 July 2021

To the Mayor, Deputy Mayor and Councillors of Hamilton,

Upon hearing the news about this special council meeting, I would like to take the opportunity to submit my concerns regarding the outcome of the Innovating Streets trials in Hamilton (aka the Hamilton Kirikiriroa Innovating Streets project).

My main concern around the outcome for Ward Street is that the city's leaders seem to only be listening to a few voices of local business owners, and I would like to ask the council: Who are you representing? The voices of a few business owners, or the voices of the many citizens who use our central streets regularly?

According to the council's own estimation on the Innovating Streets webpage, 6000 people use Ward Street daily. Considering this street section is right next to Hamilton Girls High School, the Western Rail Trail cycle road, Wintec and the Waikato Regional Council (ie. two of Hamilton's biggest employers), a central shopping mall and central transport center, not to mention the nearby Hamilton City Council - I hope that the councillors are considering the thoughts and feedback from the people who use this area frequently. Surely the feedback from this area's most frequent users should take the highest precedence, rather than the negative opinions of a few business owners and car owners.

Being a private business owner is a calculated financial risk. It was the choice of these business owners to set-up-shop on a busy, central 'people' street - and the main part of business ownership is managing risk: being adaptable to change, and reappropriating their business model to fit these changes or to ensure a future-proofed business plan. These risk management considerations are standard business practice.

People who use the streets, people walking or people cycling should not be at risk. Prior to Innovating Streets, using Ward Street was a huge health and safety risk to the people using the street by foot, wheelchair, scooter or bike. The lack of safe road crossings, and the amount of busy driveways and carparks in this area created a hugely dangerous street environment. I

myself have experienced a few near-misses using Ward Street over the years, both in my car and on foot. If the option is chosen to remove the massively-used pedestrian crossing in the centre of Ward Street - the council is telling the disabled, the injured, the elderly, the parents of young children and the 1000's of students who cross this street every day, that their accessibility and safety needs are not worthwhile.

So I would like to ask the council - which risks are you willing to protect? The calculated financial risk of a few private business owners, or the risk of death or injury of the thousands of citizens and visitors who use Ward Street every day?

Secondly, I would like to ask the council - what will be happening with the monitoring data and feedback that was collected until Sunday 11 July? Considering there is 12 weeks of data to compile and analyse, the outcome of this trial has not been fairly considered or studied prior to this decision making process.

This project was 90% funded by Waka Kotahi, on the condition that the council would carefully consider the trial's feedback and monitoring data to influence their decision making on the permanent designs of the streets. The fact that Rostrevor Street was reopened immediately after the trial is a fine example of the council listening to the few. Traffic congestion and travel times were minimally increased ([according to HCC Innovating Streets newsletter on 18 May](#)), but drivers eventually adapted and for the first time Hamilton got to experience life with a 'central park' which connects the western neighbourhoods to the city.

I am concerned that some council members have interfered with the outcome of this trial. By publicly stating their concerns for business owners and car parking issues, they have swayed the public's opinion by misinterpreting the goals of this Waka Kotahi funded initiative. These street layouts went through a robust co-design process with key community stakeholders and was driven to meet the following outcomes:

1. Make a street environment safer and nicer for people - i.e. less car dominated than before
2. Use a new approach instead of councils' normal processes for changing streets

I am also concerned that HCC's ability to secure future funding opportunities from Waka Kotahi has potentially been hampered due to the unfair interference with this trial, and the mishandling of the trial's external communications and civic-leader-influenced narratives.

The lack of signage and communications around the sudden changes which have happened on both streets was a seriously dangerous move, with no traffic management signage to indicate changes to road layout or official Innovating Streets signage to communicate any changes. I have directly heard from a citizen who was nearly hit by a car on Monday 5 July as they were unaware of the changes to Rostrevor St. With a health condition which hampers his physical

abilities, and the addition of low visibility in the fog he was shocked to find out the road layout had changed whilst facing the danger of an oncoming vehicle.

This decision to reopen Rostrevor Street was based on the demands from the present - not the needs of our city's future. This decision was influenced by users of private transport - something that the entire Waka Kotahi Innovating Streets initiative is trying to move away from.

The purpose is to open up conversations and create new experiences around the current state of transport issues and to start thinking towards the future - a future that serves the many, not the few. A carbon neutral future. A future with accessible transportation options. A future that moves away from car domination and car parking convenience. A future that puts people first - not vehicles.

Lastly, I would like to ask the council: Will their decision on Ward Street reflect the outcomes of the Long Term Plan? Considering the biggest chunk of the LTP's financial pie is dedicated to future-proofing Hamilton's transport networks, and fulfilling the goals of the Biking and Micro-Mobility plan - then, why is the focus around Ward Street all about businesses and car parking?

Also considering the upcoming Tūāpapa Development (opposite WRC) over the coming years - the council has noted that they will be upgrading Ward Street's footpaths and cycle lanes to 'compliment' this development around 2022/2023. A development which will be holding MORE businesses and MORE residential dwellings.

Will there be off-street car parking available at this new building development? Or will more business owners and local car users be expecting the convenience of on-street car parks right outside?

The main focus of the Innovating Streets outcomes should stay on the safety and wellbeing of the people. The 6000 people who use this street every day. The thousands of citizens who live, work and study in our most central areas. These numbers are only going to grow. And quickly.

So for my final question, I would like to ask the council: If business owners and councillors can interfere with road safety layouts and public spaces, then what does that say about our local democracy? Do local businesses now own our streets and public spaces? Are councillors and internal council processes so easily swayed by business owners and building developers, that they're willing to endanger people's lives?

I sure hope the Mayor, Deputy Mayor and Councillors can answer these questions for me and for the people of Hamilton.

Personally, my kids and I have adored the Innovating Streets trial in Hamilton. Activating these spaces with colours, public events and people has been a huge highlight for us during these

Kat Waswo
Candidate for Hamilton East By-Election
84 Flynn Road, Hillcrest 3216

colder months, and I feel deeply grateful that we have witnessed and experienced this small pocket of opportunity.

Te Ruru Light Festival on Rostrevor street was an amazing example of how Hamilton could grow our western green belt into a big-city 'central park'. The events on Ward Street have given me a sense of belonging as a creative person, having a comfortable space to linger and enjoy free cultural activities in the central spaces of our growing city has been a wonderful glimpse into the future of what Hamilton's public spaces could look - and feel - like, in the decades to come.

The future is not for cars. The future is for people. If we want more people using our city centre, then we need to listen to the people who frequent the city. We need to shift the focus onto the wellbeing of our citizens.

Thank you for considering my submission on Hamilton Kirikiriroa Innovating Streets - and I hope that the council carefully considers the data and feedback around the Waka Kotahi funded trial - especially from the voices of those who need these spaces the most. I look forward to experiencing more amazing initiatives like this for the future of Kirikiriroa.

Ngaa mihi nui,
Kat Waswo
Candidate for Hamilton East By-Election

APPENDIX 1

Lia Bell Written Submission:

I am writing this as a senior citizen who has loved the innovative streets vision, making it safer for pedestrians like me with low vision.

We loved seeing Ward St being used for people, seeing teenagers, adults and senior citizens alike biking and walking. The street felt more alive, more inviting, but most of all safer. The area is starting to feel unique with its own distinct character with the artwork.

However I am incredibly disappointed and feel exhausted with the focus being solely on businesses alone. At this stage I feel the outcome is a fait accompli and will be returned to its original state, regardless of our input.

In short I have lost faith in the process, I have lost faith that a design means a design by representatives of the community, that the interest of businesses is more paramount than the safety of people like me. I have lost faith in the idea that public policy is shaped by the people, rather than influenced by a small few who yell loudly in the media.

Most of all I have lost faith that Council sees public spaces as public spaces and not a commodity that can be bartered with by businesses.

Never in my years have I seen a blatant disregard by some councillors for the outcome of a public trial and also resulting interference in the process itself. From my understanding Councillors are not allowed to make predetermination statements, prior to the outcome of decision making. This happened regularly in the media.

My overall thoughts on Ward St, is to retain the artwork, the cycle lanes, remove the car parks in the way of the cycle lanes to make it safer overall, keep the pedestrian crossing as it makes it safer for high schoolers, pedestrians and for people like me. I am a frequent bus user and often walk around this area from the depot.

It would be more prudent to have designated car park spaces in fringe areas which do not impinge on the CBD and future CBD design, utilising connective bus service. Our primary concern for car parking directly outside shops, should be on those who need it the most, the disabled community.

My hope for the outcome of this submission, is that Council will put the thoughts and needs of those most vulnerable, pedestrians, senior citizens, students, disabled, ahead of those with their own self interests.

Thank you for taking the time to read my submission.

I will not be able to give this in person on Monday, but hope it will be considered.

Yours sincerely

Lia Bell

APPENDIX 1

Ivan Bell Written Submission

To Council,

I am writing in support of Innovating Streets, Ward St. I am a senior citizen who actively walks, spends time in the CBD and an avid biker. This area on Ward St felt very neglected and dangerous for many years and it is fantastic to see the area feel vibrant.

Both my wife and I were originally from Brisbane, Australia. Early on they adopted a move towards pedestrianizing the city. This was over 30 odd years ago. It feels like Hamilton has only just begun adopting this concept now, but feels like it is attempting to hold onto a past no longer fit for an ever-growing city. We are a city at a crossroads between being an urban growing city, but one which can't seem to shake its small town thinking, expecting car parks to be available outside each shop we visit.

We should be looking to improve car congestion by minimising personal car use in the CBD, making it more easily accessible for delivery, trades, services and people who need car parks such as disability etc. We should be encouraging developers to provide parking facilities for all their tenants and staff, looking at safer access turn bays, rather than using options like on street parking.

Sadly, pressure from a few businesses has meant the future and vision for how Hamilton's Ward St could be, has been put in jeopardy. If some businesses are complaining regarding small trial disruption to the street's car parks now, then I can't see how they could justify the future permanent development plans for the area and the months of disruption this could cause.

I would love to see the artwork remain, the cycle lanes with safety improvements and the pedestrian crossing stay. I can't fathom why Council would even consider the removal of the latter two compromising pedestrian and cyclist safety.

I would have also liked to see a fairer response and outcome for this trial. I am frustrated that from day one of the trial more credence was given to complaints in the media and online, than allowing the public time to interact with the street.

I am concerned that the vision from urban planners with expertise in future city growth will be disregarded in regards to Ward St and Rostrevor St, leading to stagnation in our central city.

Thank you for considering my submission.
I will not be available to speak in person.

Regards
Mr Ivan Bell

APPENDIX 1

Gerard

Hello to all Councillors

I live in the CBD of Hamilton. Both Ward street and Rostrevor street are close by. On a weekly basis we go to the shops and mall (Centre Place) in the CBD. Since the alteration of Ward street we have found that we prefer to use Ward street instead of Bryce street.

We have found Ward street to be a lot nicer. It is calmer and relaxed. We appreciated not having to compete or fight with other traffic when we are on our bicycles. It was especially appreciated not having to look out for someone opening a car door unexpectedly. Car door can cause you to crash into the door or swerve in front of a car. Both choices comes with injuries, some more severe. Having the peace of mind to not contemplate these decisions or choice is very relaxing.

Me and my partner am appealing to HCC to consider to keep the safe use of Ward street for cyclist. The cycle lanes is a very good idea. Also the reduced speed limit is a good idea. Reducing the speed difference between car and cyclist allows for time to avoid accidents. The reduced speed difference also reduce the severity off injuries.

Can the HCC please consider to keep the safe cycle lanes. It will improve the CBD for more users.

Regards

Gerard & Shelley Classens

APPENDIX 1

Lloyd Morris Written Submission:

The climate crisis is real and far worse than even the pandemic. In this decade, we face global ecological and economic collapse. At that point, parking will be the least of our worries. Public disorder abroad soon will spill over, disrupting global trade, and our economy, far more profoundly than has the pandemic. And we can't stop it.

But, we can prepare for it. There are limits to what HCC can do but it has the power to increase Active Transport and to help kiwis to see why that national policy is so essential. And how it is actually good for business. Merchants may object, until they see sales go up where bikes are welcome. Then, as in cities around the world, they will scramble to be on board. And HCC should lead the way.

Active transport has other benefits for us all. When half of all short trips are by bike (or on foot), traffic congestion will go down, road maintenance cost will go down, car operating cost will go down and collisions will go down. Meanwhile, our health, happiness and overall well-being will go up!

And becoming less dependent on imported energy, we will be more resilient in the face of the coming global disruption. Merchants, city staff and councilors, and the citizens of our fair city, and of other cities that follow our lead, will see just how smart we are to embrace the national policy promoting Active Transport.

Make no mistake. The coming crisis is already hitting less favored nations. The World Bank has forecast 150 million people will die by 2050 from drought, famine, increased disease and war. One billion will die by 2100. And some serious scholars say that, by 2100, only one billion will still be alive. They may be hard to grasp but, even if these predictions are only half-true, they put parking problems in rather stark perspective. We must first confront the main threat to our survival - global disorder arising from a hostile climate.

The excellent HCC Innovating Streets pilot projects should be made permanent and be models for similar Active Transport projects to "Ungap The Map." A great next project would link the Western Rail Trail to Claudelands Bridge via Bryce Street, making good use of the new Ward St improvements.

Kind regards,
Lloyd Morris

APPENDIX 1

Peter H Bos Written Submission:

Peter H Bos - supports the Innovation streets project on Ward Street and closures Rostrevor St

Note: 90% of crashes involving pedestrians occur while pedestrians are **crossing roads** (*p3-7 NZTA Pedestrian Guide*). **‘Priority “T” and “X” junctions** by far have the **highest number of cyclist collisions’** (*p19 NZTA Bike Panel*).

Peter H Bos – does not support ‘Reinstate 2 lanes on the approaches to both intersections’. If this increases the risk of a car crashing into pedestrians or cyclists. Or make walking or biking feel less safe.

I will try to be at meeting, but do not need to speak

Regards

Peter H Bos

APPENDIX 1

Tracey May Written Submission:

File No: 41 03 02
Document No: 21247768



Hamilton City Council
260 Anglesea Street
Council Building
Hamilton 3240

Private Bag 3038
Waikato Mail Centre
Hamilton 3240, NZ

waikatoregion.govt.nz
0800 800 401

Attention: amy.viggers@hcc.govt.nz

Dear Council

Ward Street 'Innovating Streets' Trial

Thank you for the opportunity to provide the Waikato Regional Council's views on the future development of Ward Street.

Over the months of May and June our staff moved from our multiple Grey Street offices, in Hamilton East, to a single purpose built campus at the corner of Ward, Tristram, and Bryce Streets. Our Ward Street premises houses approximately 450 of our 600 staff. In making this move into the central business area we have taken the opportunity to do what we can to demonstrate leadership in climate emissions reduction, environmental performance and sustainable transport choices.

These initiatives have helped to reinforce Council's purpose and strategic direction, and have included the following:

- A high standard of energy and water efficiency
- Limiting on-site parking
- Incentivising bus and other modes of travel
- Providing high quality end-of-journey facilities for staff who choose to walk, run or cycle
- Electric vehicle charging facilities for our vehicle fleet
- Continuing to look at fleet and facilities management opportunities to improve efficiencies where possible.

We acknowledge that as new tenants in the central city we are still familiarising ourselves with the neighbourhood. We have, however, experienced some challenges with the current Ward Street 'Innovating Streets' trial. Many of these challenges involve the legibility of the street environment with the many elements impacting staff and pedestrian safety. Notwithstanding these challenges we do welcome initiatives that improve the safety of Ward Street and connect our new premises with high quality walking and cycling facilities.

We would welcome further engagement with your team and our Ward Street neighbours over the future development of a multi-modal Ward Street that would be safe and functional, and a street that would showcase modal shift within the central business area.

APPENDIX 1

Thank you again for this opportunity.

Nga mihi nui

A handwritten signature in black ink, appearing to read 'Tracey May', with a small dot at the end.

Tracey May
Acting Chief Executive

APPENDIX 1

Hannah Palmer Written Submission:

I'd like to make a submission on the Ward street trial ahead of the public meeting today.

Unfortunately it will be very brief because to call a meeting at such short notice without giving submitters time to adequately prepare a response is incredibly undemocratic.

Furthermore to cut the trial short when the public have been promised a full trial is also undemocratic and leaves the council with poor data on which to base their decisions. The road space is public commons, and as such decisions should be made with the public in mind and not at the sway of a few people who have their own interests at heart.

I wholeheartedly support the trial and have greatly enjoyed the vibrancy it has brought to the area.

For me, this is a step in the right direction. There is an urgent need to shift transport modalities away from being car centric. It supports positive environmental and health outcomes.

I understand the fear of business owners losing parking and business, but I point you to overseas case studies which have time and again shown that when cars are removed from city centres business actually increases as people pass more shops on foot and their interest is peaked, making them stop and browse more shops rather than making direct single purpose trips in a car. "Happy City" a book by Charles Montgomery provides excellent case studies from around the world on transforming lives through urban design and is an incredibly important read for all those making decisions affecting our city. The book is backed by science and has been written for the lay-person. It can be accessed here <https://www.penguin.co.nz/books/happy-city-9780141047546>. Charles Montgomery was also a keynote speaker at a previous New Zealand Planning Institute conference and is highly regarded by urban planners.

I support any submission put forward by Bike Waikato. I have not had a chance to fully look into the options being put forward for decision today due to the short notice of this meeting.

Going forward I would like to see a Council Controlled Organization set up to oversee city revitalization and place making projects, similar to the model run by Auckland Council, and for trials to run their full course.

Many thanks for your consideration

Kind regards
Hannah Palmer

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Stuart Anderson Written Submission:

Unfortunately the notice of meeting is just too short for many professionals like me and our team at Craigs. We have a staff of 34, growing to approx. 50 in the next year and have over a thousand client meetings in our office on an annual basis. We are extremely busy at the moment so regrettably none of us will be able to attend. However I do wish to make the following written submission:

Submission on Ward Street Trial:

As a worker on Ward Street (I work for Craigs Investment Partners on Ward Street in the PWC Centre) I thought I'd let you know my initial thoughts on the changes. As it has been framed as a trial I've been happy to let it run its course before commenting. But the concerns we had from the get go are now very apparent.

There are two separate issues here really – one is aesthetics, one is functionality. Aesthetically I appreciate that people will have different views. However, it doesn't really seem in keeping with the commercial developments in the street does it. Victoria on the River in my view set the bar on a public space with a contemporary, high quality fit out, the right mix of street art, modern colours and décor and increasing the class of the city. This (Ward St) looks like it's the under 5's section of Rainbows End – yet you're having 3 massive commercial developments (WRC, Tuapapa and the PWC centre) which are more professional, more office worker environments – it just doesn't fit. It detracts from the beautiful new buildings going up in the area which are finally making Hamilton look like a 'grown up' city. If this is 'just during the trial' then how is that going to give you accurate information on how well the area will be used if the furniture in place isn't appealing to the eye? – I can guarantee you the only people using the bench seats will be the hoodlums hanging outside Burger King. I'm sure they appreciate being able to sit down from time to time and rest their weary legs after spending a busy evening intimidating other shoppers and pedestrians. The window next to me looks up the street and so far I've never seen anyone sitting on the bench seats. The signs, the paint, the cones, the judder bars – it is just a hot mess and is so visually unappealing it's ridiculous. Some streets will suit a fun, colourful plan but others suit a commercial feel – this is a commercial street with commercial tenants. That's the design that suits our street.

But more importantly is functionality. Our building car parks all leave from Nisbet onto Ward. We all turn left and head up to Tristram before mostly turning left to then head out of town. It used to take me 18 seconds to get from the car park to Tristram. Last Tuesday at 5:08 I pulled out of the building. I got to Tristram at 5:16. 8 minutes to drive 200m. Most evenings it takes me 5-10 minutes to get out of Ward Street heading left onto Tristram.

Heart attacks are caused by clogged arteries. Tristram and Anglesea are busy traffic streets and Ward is an important artery between them. It is now badly clogged. You are giving the CBD a heart attack! Whoever thought it was wise to have a pedestrian crossing right next to three major driveways (Kmart, PWC and Warehouse) and only 50m from a set of lights needs to reconsider their expertise in traffic management and street planning. The lights on Anglesea turn green to turn onto Ward, you get at least a dozen cars turning but are then constantly stopped by the crossing and the driveways. This stops them flowing up Ward and then only having the front car being able to move left onto Tristram means the cars (mostly wanting to turn left) are backed right down Ward. Every single night I've pulled out I've seen near misses as cars try to shoot out of one of these driveways only to find a car stopped at the crossing, or cars turning from Anglesea to then hit the brakes as the traffic is already back to the intersection. At bare minimum if you going to have a pedestrian crossing it should be at the mid-point of Ward Street (but I see this seems already locked and loaded regardless of the trial).

The judder bars – oh my god what overkill. Also – all of our cars are catching it as we leave the driveway onto Ward Street – I noticed one of the panels across the road at Kmart has also been knocked out – they are actually damaging our vehicles. The judder bars out of the driveways don't slow us down – we always drove slowly coming out of our driveway as we sensibly are aware of pedestrians and traffic in general. How many accidents have we had previously? – none.

The crossing and judder bars outside Warehouse, us and Kmart – I dread how bad it will be when we hit the xmas shopping season and Kmart/Warehouse are constantly full all day and all night – it will be complete gridlock and prang central. Encouraging pedestrians and cyclists shouldn't be done by punishing drivers. Don't forget – we are a city, not a town, we have a big population – that will always mean cars. I understand that we want to make meaningful changes to transport modes and show we take climate change seriously and I'm all for that and want to see the percentage of people biking and walking increase. But as the population grows so will the cars –

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even if the number of cyclists and pedestrians increase as a percentage of forms of transport – the pie is getting bigger, so from a numerical point of view that will always mean more cars!. You can't make things better for cyclists and reduce car parks and make it harder for cars at the same time. But onto more unintended consequences – The traffic and parking situation is now so bad we're actively telling clients to not come into the branch for meetings where we can – instead we'll go out to them. We're now using our vehicles more than ever (so much for reducing traffic flows and emissions) but of more concern is that this means probably a dozen meetings each day being held away from the CBD. I would guess nearly 90% of our clients that would come in for a meeting would then stay in town and grab a coffee or lunch or do a spot of shopping. This is now no longer happening. That equates to 60 per week, 240 per month or 2880 annual visits potentially not happening, 2880 coffees and lunches not being bought and 2880 visits to shops not being made. How is this helping 'reinvigorate' our CBD?. The other unintended consequence is that cars are now driving so slow that the students at HGHS who cross over from 3pm are now all drifting across Ward Street at all points of the street, not just at the crossing – it's mayhem at 3pm trying to drive west on Ward Street at that time now. Go and look for yourselves.

It is ideology which is actually detrimental to our city.

If you want to experiment with a new type of street design to encourage public transport, and favour pedestrians and cyclists then utilise new areas of the city like Rototuna or Peacockes. Or if you want to do it in the CBD then look for laneways or buy chunks of land to allow complete redevelopment including how the buildings are accessed etc – don't thrust this onto an existing street with high amounts of commercial activity, shopping, existing driveways that aren't being changed to fit with what the trial wants – if you really wanted this for Ward Street then you needed to look at completely changing the access points for buildings like Kmart, Warehouse and us – you can't bus or bike in to buy a flat screen tv!

The bulk of the pedestrian traffic (and again – I'm bothered with the figures on pedestrian flow to justify this trial) is just the swathe of Girls High students heading into the bus depot or mall each afternoon – utilising the existing footbridge over Tristram to Wintec would be the better idea to promote their ability to safely get across Tristram. I don't recall the last time I ever saw any students hit or even nearly hit – they seem pretty good at obeying the traffic light laws!

Anyway – we're considering options on our tenancy on Ward Street – this certainly doesn't help us in wanting to stay CBD at all. This is surely a situation where common sense must prevail.

If you are to keep some aspects and change some aspects I would do as follows:

- Move the pedestrian crossing to the mid-point of the street (by Kid Republic) to remove congestion from the Anglesea lights and Kmart car park. Also more appropriate for HGHS students to cross at the midpoint.
- Work with HGHS to change how they send their students into town at the end of the day – utilise the footbridge and take them through Wintec – this is actually a great opportunity for Wintec to market themselves to senior HGHS students!. It would take all of that foot traffic off all roads until they got to the Anglesea Intersection lights – a thousand times safer.
- Get rid of the judder bars on the driveways – they don't slow anyone down and are just a nuisance.
- Remove the stick cones blocking the turn left onto Tristram as this is the main cause of congestion back along Ward Street – the pedestrian crossing is all that's needed to help improve the safety at that point.
- Reinstate the left turn lane heading north on Anglesea as well – it's just created havoc backing up to the existing zebra crossing and warehouse/kmart driveways.
- Get rid of the painting and ugly concrete planter boxes.

As for car parks – moot point on removing the ones here – it makes it harder for our clients but the parking is a bigger issue than half a dozen street parks, it was always a fluke if our clients got one of those anyway. What has changed is that our clients used to always park in Centerplace or downtown plaza – the car park below your chambers is now always full and once the Tuapapa development goes up the Wintec cars will keep it full throughout the day (the students are already liking the free one hour parking there to go to lectures). If you want people walking more you need a large end of journey car park right in the middle of town, which people can happily then walk to wherever they need to go – I'm talking big – much bigger than Knox Street. Have a central point where anyone coming into town parks and then you might see more meaningful changes making sense from a pedestrian point of view.

My main concern is that this just looks like a 'reaction' without a bigger plan. If you are serious about mode change then you can't just change existing streets that aren't fit for purpose. You need to think bigger and address all issues around parking in the CBD, traffic flows in the CBD, new

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areas of development being built with modern transport requirements in place early. If you had a large scale destination car park in the CBD with a couple of main driving routes to access it and then free CBD busses regularly looping then you'd get a lot more traffic going to one central point and coming off all of the arterial roads. Then you'd be able to better plan new areas to be more pedestrian friendly.

When Tuapapa, ACC, Union Square all become full you are going to have hundreds if not thousands of more vehicle movements in the city. Are you planning ahead for this?. Stop tinkering with streets and come up with a full plan that address all of the issues.

Regards,

Stuart Anderson

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Nick Johnston Written Submission:

Thank you Mayor Southgate and councillors for this opportunity to present a written statement on the topic of the Innovating Streets trial.

I commend the Council for the decision to conduct the trial designs for Ward Street and Rostrevor Street, and I have had the pleasure of participating in some of the events and activation initiatives in the spaces over the trial period. As a volunteer for some of the events my partner organised, I got to spend about 20-30 hours across each of the trial spaces, mainly on weekends.

I believe this is the right way for councils to test public spaces before significant investment in permanent design changes. The value is in the evidence and data that you can collect throughout the trial. Councils have not taken this approach often in the past. My observation from members of the public that I spoke to was that some people didn't like the look of the space rather than the functional design itself. This is somewhat inevitable - with any trial you will be using a lot of temporary features and these will not look as good as semi-permanent or permanent design features. Some others that I spoke to really liked the space and the safety that it provides for slowing down traffic (especially with the pedestrian crossing).

This anecdotal evidence may be different from what individual elected members have received. For me, this further reinforces the point that any decision-making should be made once the data is collected and properly analysed. I would be concerned about any Council decision-making before the data is ready to be reviewed at a governance level. To ignore the data is to ignore the purpose of why you would undertake a trial in the first place.

If there is information available soon that will allow the Council to make an informed decision, then any decisions should be delayed until this information is available.

I urge you to wait until the full data is available so you can make an informed decision and you can make a decision that also takes into consideration the views of the wider public, not just the business interests that it appears to have driven the need to have an extraordinary meeting. While this may cause a delay in decision-making, I'm sure the Council would be able to continue providing the dedicated reserved parking on Ward Street for these businesses that the Council has been doing throughout the trial.

That way, you can make a decision that is fully informed and it will mean you can properly assess the impact on that decision on other council strategies, such as the Council's current approach to supporting safer multi-modal transport options in our city.

Many thanks,

Nick Johnston

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Kathryn King Written Submission:

I am writing in advance of your Extraordinary Council meeting today to decide the future of the Innovating Streets pilot. Having invested almost \$500,000 in the Ward Street pilot, we have a real interest in supporting it's success.

We strongly encourage the Council to retain the pilot for the intended duration, to ensure that all monitoring and evaluation is complete. We anticipated tweaking or adapting designs based on data and feedback, but the pilot would be retained for an appropriate length of time to evaluate properly. This was a key expectation of funding, and the core purpose of the Innovating Streets programme. From the many other pilots implemented across the country, it is clear that after an initial period of heavy feedback in which Councils need to be responsive to any critical issues, pilots must be given sufficient time to 'bed in' and allow communities to adapt to new layouts. It also allows sufficient evidence to be gathered to ensure informed decision-making about next steps. Of course our team is here to support you through this period.

Of the four design options being put forward, Waka Kotahi only considers Option D to be a safe system design and meet best practice design guidance for cycling networks. As co-funders, Waka Kotahi expects Councils to deliver transport infrastructure that complies with safe system principles, and best practice design guidance.

We look forward to hearing the outcome of your meeting this afternoon, and how it will support the transition to the desired permanent state.

Ngā mihi

Kathryn King

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Russelle Knapp Written Submission:

COPY OF ANSWERS TO MY LGOIMA 21147

What constitutes success or failure of these trials.(Street Closures in the CBD)

Response from Martin Parks

For the Hamilton Kirikiriroa Innovating Streets Ward Street project, the overall programme is not being measured against such a broad binary criteria of success or failure. The street environment is complex; the broad suite of trial changes means that and multiple metrics are being monitored and evaluated. The final evaluation for Ward Street will be tested against the following goals:

- Make more accessible to more people.
 - More attractive to more people and people stay longer on the street
 - Enhance community pride in the space
 - Street provides for play enhancement
 - Raise awareness of mana whenua narratives amongst the wider community
 - Enhance mana whenua connection to place
 - Provide opportunity for involvement in co-delivery
 - Demonstrate that removal of on-street parking has neutral or positive impact on customer numbers
 - Provide a safe place for people biking, scootering, walking, and skateboarding.
 - Provide a safe, convenient, and seamless cycling connection between the Western Rail trail and Ward Street
 - Reduction in heavy vehicle numbers
 - The community has a positive experience of tactical urbanism and an appetite for more.
 - Grow knowledge in tactical urbanism delivery
 - Provide opportunities for social procurement of co-delivery elements
 - Establish strong, best practice messaging for street redesign •
- Establish confidence in reprioritising road space in low volume and speed streets

Judy McDonald Written submission:

Public forum on Ward St cycle lanes, July 12, 2021

Speaker: Judy McDonald

Email: judy.c.mcdonald@gmail.com

I'm not a cyclist. Like many Hamiltonians, I'm a pedestrian and a car driver. However, I'm here to support the most protective of the options for the recent modifications on Ward St. Please adopt option 4: Keep the trial layout with the cycle lanes and put all parking on the southern side of the street. Definitely do not put the cycle lane on the outside of the car parks as suggested in option 3.

Firstly, I would like to say thanks to the behind-the-scenes council staff who worked so hard on the Innovating Streets trials in both Ward and Rostrevor Sts, and councillors Sarah Thomson and Mark Bunting who were the public faces of council support and have, along with many other councillors, put a great deal of time and effort into trying to introduce change to Hamilton's transport systems.

The rest of my presentation is from a personal viewpoint, for which I make no apology. Personal though it is, it may reflect the reality of many Hamiltonians, who are likely to increase dramatically in numbers over the next decade or two: those who can't drive; those who can't afford to drive; and those who don't want to drive because they are aware of the state of our climate and environment.

As I said, I don't cycle. I'd like to, but I'm too afraid to. I know, as a car driver, that a second or two's inattention from me, in my tonne or two of metal, can have disastrous consequences for someone else: a pedestrian, a cyclist, or a wheelchair or mobility scooter user. I also know that as a human, I can make a mistake at any time, and I don't want someone else to pay for that. I want vulnerable road users to know that they can get where they need or want to go without fear and without unnecessary risk. That means we need infrastructure to protect them from other people's errors of judgement or inattention.

I have chosen not to cycle in our current city environment because, like many women my age, I have osteoporosis. I have no lasting impairment, yet, but I know from personal experience of 'minor' fractures that when (not if) someone opened their car door on me, as happens reliably to city cyclists, I would almost certainly break when I hit the ground, and I would face, at a minimum, three months of incapacitation and rehabilitation – during which, incidentally, I'd be unable to drive or cycle at all and would be a very vulnerable pedestrian. It shouldn't take a great deal of imagination to see how much even a minor injury will affect a victim, their livelihood and their family.

There are many cities all round the world that have seen the dangers faced by non-drivers and have acted accordingly, making them safer and pleasanter places to be for everyone (see the list on the other side of the page). It would be helpful if those who have been so vocal in their criticisms of attempts to make our city more cycling and walking friendly, and in some cases have whined since day one of the project about lack of parking for their business, could take on board the positive changes that have occurred in cities that have removed the focus on cars. Some balanced media reporting would also help. It's tempting to believe that the Waikato Times is conspiring with the roading lobby given the biased and negative accounts of the projects that are almost all that has been published. We need to stop being stuck in the last century and act for the future.

Most bike-friendly cities in the world:

<https://www.trafalgarcycling.com/real-world/most-bike-friendly-cities-world/>

Examples:

Barcelona: The city has become a leader in urban cycling innovation and its bike-share program is one of the largest and most used in the world. They've also lowered inner-city speed limits to 30km/h, which has led to an increase in cyclists on the road.

Copenhagen is widely famed as one of the most bike-friendly cities in the world. The locals cycle around 1.44 million kilometres every day, with over half of the population riding their bike to work. With all those people whizzing around on bikes, the city has created a cycling oasis. There are 390 kilometres of designated bike lanes and hundreds of kilometres of regional cycle highways including a "Cycle Super Highway" connecting the city to the town of Albertslund.

Amsterdam: The Netherlands is serious about cycling, and the capital is one of the most bike-friendly cities in the world. There are almost 900,000 bicycles in Amsterdam and over 50% of all city journeys are made on a bike. With more than 400 kilometres of dedicated cycle paths, the city has created a cycling haven. There are low-speed cycle streets, extra wide bicycle paths, protected cycling spaces at intersections and even great bicycle parking.

Montreal: The city has invested in improving its bicycle infrastructure with 600 kilometres of bike paths.

Strasbourg: There are around 560 kilometres of designated cycling paths and over 360 streets with two-way lanes for bikes. Also Forêts Trail, an 85-kilometre path around Strasbourg.

Antwerp: There are dedicated bike lanes, bike parking, ride-share programs, and the city has committed to lowering speed limits to 30 km/h on 95% of all streets. They're also working on expanding their network of cycle highways.

Tokyo: one of the largest cities in the world and home to millions of cyclists who use their bike for everything from shopping trips to work and school commutes. Around 14% of all commuters in Tokyo ride bikes and there are plenty of bike paths, parking and bike-sharing programs.

Malmö: has long been recognised as one of the world's most bike-friendly cities, with over 500 protected bike paths (more than any other city in Sweden), and around 30% of all daily trips are made by bike. The city has run successful campaigns like "No Ridiculous Car Trips" which aimed to reduce the use of cars, and introduced new technology like intersections with sensors that alert drivers when cyclists are approaching.