
Infrastructure and Transport Committee

Te Komiti Tuaapapa me ngaa Waka

OPEN MINUTES

Minutes of a meeting of the Infrastructure and Transport Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Thursday 24 July 2025 at 9:30am.

PRESENT

Chairperson <i>Heamana</i>	Deputy Mayor Angela O’Leary
Deputy Chairperson <i>Heamana Tuarua</i>	Cr Tim Macindoe
Members	Mayor Paula Southgate (via Audio-Visual) Cr Ewan Wilson Cr Louise Hutt (via Audio-Visual) Cr Kesh Naidoo-Rauf Cr Andrew Bydder Cr Geoff Taylor Cr Sarah Thomson Cr Emma Pike Cr Maria Huata (via Audio-Visual) Cr Anna Casey-Cox Cr Maxine van Oosten (via Audio-Visual)

1. **Apologies – Tono aroha**

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

That the Infrastructure and Transport Committee accepts the apologies for absence from Maangai Norm Hill and late arrival from Cr Tauariki, early departure Cr Bydder.

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

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

That the Infrastructure and Transport Committee confirms the agenda.

3. **Declarations of Interest – Tauaakii whaipaaanga**

Prior to the discussion of Item C2 (Bus Shelter Advertising Contract Award) Cr Hutt declared an interest in the item. She noted she was not conflicted and took part in the discussion and voted on the item.

4. **Public Forum – Aatea koorero**

Phil Evans (Bike ACTION Hamilton) spoke to Item 6 (Transport Projects Macroscopic Approvals and Subsidised Programme update) supportive of intersection upgrades and encouraged a change of layout to include an advanced stop box for cyclists.

Peter Bos (Living Streets Kirikiriroa) spoke to Item 6 (Transport Projects Macroscopic Approvals and Subsidised Programme update) partially supportive of the proposed intersection upgrades noting some changes to improve pedestrian access, access to bus stops and shared pathways.

Brett Goldup spoke to Item 6 (Transport Projects Macroscopic Approvals and Subsidised Programme update) in support of the full closure of Maeroa East intersection noting traffic management requirements to stop dangerous manoeuvres in front of the bus stop.

Stephanie Chernishov spoke to Item 6 (Transport Projects Macroscopic Approvals and Subsidised Programme update) partially supportive of the proposed Comries Road intersection as a cyclist, noting speeds of road users and raised tables in intersections.

Written Submissions were circulated to Members prior to the meeting and are attached to the minutes as Appendix 1.

5. Confirmation of the Infrastructure and Transport Committee Unconfirmed Open Minutes - 13 May 2025

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

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

6. Transport Projects Macroscopic Approvals and Subsidised Programme Update

The Network & Systems Operations Manager introduced the report noting that the process will require further public consultation for the macroscopic projects, Low Cost Low Risk projects requiring further work and will be coming back to another workshop. Staff responded to questions from Members concerning trialling advance stop boxes, trial closure of Maeroa Road, graphics on documents, u-turns, public consultation process, raised platform safety, New Zealand Transport Agency co-funding, median barriers, FENZ strategic routes, and route to Fairfield Bridge.

Staff Action: *Staff undertook to report to Elected Members at a briefing about the consideration of advanced stop boxes or cycle lights in intersections for future projects.*

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the following macro-scope **Option 2** designs which were identified as the preferred options at the Elected Member briefing on 18 June 2025:
 - i. the installation of an at grade signalised intersection Ulster Street/Maeroa Road intersection without a raised safety platform with left out only (**Alternative B**) for the Maeroa Street east approach;
 - ii. the upgrade of the intersection of Te Rapa Road and Garnet Avenue via the installation of pedestrian facilities and phasing on the northern side of Te Rapa Road, relocation of bus stops, changes to the service lane entrance including a raised safety platform and creation of a left slip lane with a signalised raised safety platform out of Garnet Avenue;
 - iii. the installation of an at grade signalised intersection at Comries Road and Hukanui Road intersection without a raised safety platform; and
 - iv. the installation of an at grade signalised pedestrian crossing across Tristram Street just south of Clarence Street with no raised safety platform and improvements to the crossing facilities in Clarence Street west at Tristram Street intersection.
- c) approves the following changes to the NZ Transport Agency subsidised programme for Low Cost Low Risk improvements in the 2024-27 period:
 - i. removal of Wairere Drive and River Road intersection improvements;

- ii. removal of Avalon Drive and Forest Lake Road intersection improvements; and
- iii. addition of Ulster Street and Maeroa Road intersection improvements.
- d) notes that staff will continue to work with NZ Transport Agency to seek approval for the Ulster Street / Abbotsford Road improvements for inclusion in the subsidised programme for Low Cost Low Risk improvements once a macroscope design has been approved; and
- e) notes that progress of the final design and consultation of these projects will be communicated to Members via Executive Updates and approvals for the Traffic Bylaw and parking restrictions changes being presented to the Traffic, Speed Limit and Road Closures Hearings Panel as required.

Mayor Southgate left the meeting (9.58am) during the discussion of the above item. She was not present when the matter was voted on.

7. Infrastructure and Assets General Managers Report

The General Manager Infrastructure & Assets took the report as read.

Resolved: (Deputy Mayor O’Leary/Cr Macindoe)
That the Infrastructure and Transport Committee receives the report.

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

Resolved: (Deputy Mayor O’Leary/Cr Casey-Cox)

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

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

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

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

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

The meeting moved in the Public Excluded at 10.38am.

The meeting was declared closed at 12.21pm.

Appendix 1 : Writing Public Forum Submissions

Names: Lee Samphier and Monique Patchell

Address: 14 Maeroa Road.

Date: 14 July 2025

Subject: Opposition to Proposed Signalisation – Support for Option 2 (Closure of Maeroa Road East)

To whom it may concern

Summary of Position

We are writing together to express our strong opposition to the proposed signalisation of the Ulster Street and Maeroa Road intersection, particularly Options 1 and 3. We fully support Option 2, which involves the closure of Maeroa Road East at Ulster Street.

Key Reasons for Supporting Option 2

1. Liveability and Safety for Maeroa Road East Residents

As residents of Maeroa Road East, we experience the daily impacts of traffic—noise, speed, and safety risks. These are not occasional inconveniences but ongoing disruptions to our quality of life. In contrast, residents of Cardrona Road are primarily affected only when they travel, and their concerns are largely about route convenience, not street liveability.

We believe the voices of those living directly on Maeroa Road East should carry greater weight in this decision, as the consequences of increased traffic and noise are far more severe and persistent for us.

2. Potential to Avoid Costly Infrastructure

Option 2 offers a practical and cost-effective solution. By trialling a full closure of Maeroa Road east, Council could consider:

- Assess whether traffic volumes and safety improve without signals
- Potentially eliminate the need for installing traffic lights, saving hundreds of thousands of dollars
- Make a data-informed decision based on real-world outcomes

We strongly support the idea of implementing the closure as a temporary trial, allowing the community and Council to evaluate its effectiveness before committing to permanent infrastructure.

3. Preventing Rat-Running and Illegal Manoeuvres

Full closure would:

- Eliminate shortcutting through Maeroa Road east
- Reduce pressure on the Victoria Street intersection
- Improve safety by preventing illegal turns and unpredictable vehicle behaviour
- Eliminate dangerous speeds that currently take place from motorists using Maeroa Road East as a faster route

4. Concession Regarding Option 3

If Option 3 remains the preferred option for Council to adopt, we urge that the engineering design for the left-hand turn from Maeroa Road onto Ulster Street be constructed in a way that:

- Completely prevents illegal U-turns
- Blocks straight-through movements to Maeroa Road West

Without these safeguards, the intended benefits of Option 3—particularly traffic calming and safety—will be undermined by non-compliant driver behaviour and will potentially cause more risker and dangerous manoeuvres by motorists.

5. Conclusion

Option 2 is the only design that truly prioritises the wellbeing of Maeroa Road East residents, addresses long-standing safety concerns, and offers a cost-effective, trial-based approach to solving the intersection's issues. We respectfully ask Council to give greater consideration to the voices of those most directly impacted and to recognise the long-term benefits of a full closure.

Thank you for the opportunity to provide feedback.

Sincerely,

Lee Samphier and Monique Patchell

Infrastructure and Transport Committee July 29, 2025

Item 6: Transport Projects Macroscopic Approvals and Subsidised Programme update Public Forum Written Submission – Phil Evans

Maeroa Rd / Ulster St Intersection

Garnett Ave / Te Rapa Rd

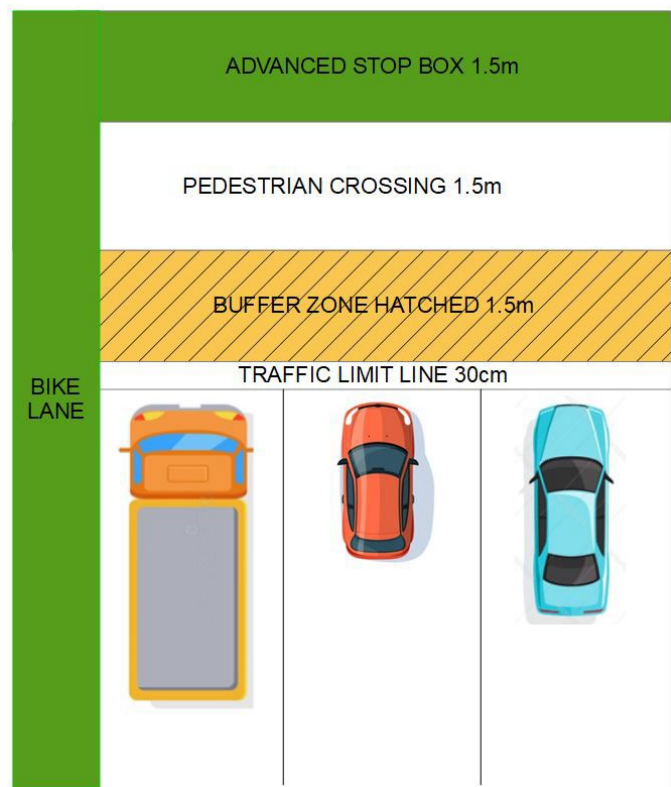
I would like serious consideration given to a cycling safety modification on the final approved layout of this intersection's design.

I would like the Advanced Stop Box (ASB) to be positioned ahead of the pedestrian crossing, with an additional yellow hatched box between the Limit Line and pedestrian crossing.

There is a tendency for many drivers to protrude their vehicles into the ASB, which is illegal. Drivers do tend to respect the yellow "Keep Clear" hatched areas on roundabouts, and should therefore also respect them at signalized intersections, given they also have more respect for the safety of pedestrians.

This layout protects pedestrians, and puts the cyclists ASB well ahead of where vehicles are stopped, allowing cyclists to enter them without being blocked by drivers illegally stopping over them.

Having the ASB directly in front of the Limit Line is just asking drivers to abuse it. What is the point of any safety features when everyone knows it will be abused. The driver action is illegal, and altering the design as suggested is CPTED (Crime Prevention through Environmental Design) in action.



A few months ago I presented this layout design to Martin Parkes, with a request to take it to NZTA for consideration and approval, with some trial sites to be located at selected intersections in Hamilton.

I don't know if that has happened, but would like the proposed layout to be given serious consideration at this intersection.

I support Raised Safety Platforms at all Entry points at all intersections.

Garnett Ave / Te Rapa Rd

This intersection is another one that would benefit from the modification to the position of the ASB. Even with the Raised Safety Platforms, vehicles come right up to the ASB, and into it. Without the RSP's, the situation is worse, as drivers are not forced to slow down, and will continue to block the ASB. As new crossing points would be required here, this is timely to adjust the layout to put the cycling ASB ahead of the pedestrian crossing, and add the yellow cross hatched box to further protect pedestrians.

I believe the proposed alteration to the service lane entry point will add a dangerous situation for people on bikes riding north through the intersection. If the first couple of vehicles want to turn into the service

lane, the distance would mean vehicles would pull ahead of cyclists, and cut across their paths. This is an illegal activity, but something some drivers think they are allowed to do.

Putting the ASB well ahead of the Limit Line would give people on bikes a much bigger head start across the intersection, forcing drivers to hold back behind the cyclists before turning into the service lane.

Also, having an RSP at the entrance to the service lane would see many drivers speed up from the lights, cut across the bike lane then suddenly slow down at the RSP, putting cyclists at serious risk of being struck by the vehicles.

The 3rd issue there is the slip lane from Garnett Ave. Without a traffic light to control left turn entry into Te Rapa Rd, this further puts cyclists at serious risk as they cross through the intersection, with an impatient driver deciding to quickly cut through before vehicles get through on the green light.

I have had this happen often at intersections like Massey St/ Lincoln St slip lane onto the Frankton Over Bridge.

In the Staff Report, page 30, discussing the Tristram/Clarrence intersection upgrades, Paragraph 86 talks about slip lanes not being suitable for high traffic flow intersections.

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

Vehicles often move into slip lanes at speed, crossing cycle lanes too fast and in the wrong location (should be at dashed lines only). As stated, pedestrians are always at risk, making judgment calls to dodge through fast moving and approaching traffic. All traffic should be at controlled lights at all intersections, and we need to phase out slip lanes. This WILL help increase cyclist numbers around our city.

And finally, the bike lane on Garnet Ave up to the lights is abused by drivers with almost 100% regularity. I do not agree with a slip lane at all at that location. Keeping vehicles controlled by lights makes it safer for everyone. We cannot keep putting the safety of people not in vehicles at the bottom of the heap. That attitude and sentiment must be stopped, and put everyone's safety first, before convenience.

I support Raised Safety Platforms at all entry points at all intersections.

Hukanui Rd / Comries Rd Intersection

Advanced Stop Boxes need to be included in this intersection. Cycling numbers are currently low, and this would be improved with much better facilities for them. Pushing cyclists onto footpaths at busy intersections is not an ideal solution. Fast commuting cyclists need access to the road to get through faster and safely.

Once again, my new layout design for the ASB's should be implemented, to allow safer access, and faster movement through the intersection, ahead of vehicles to boost safety.

Clarence St / Tristram St Intersection

It is great to see the slip lane into Clarence St has been removed for this intersection. I support Raised Safety Platforms at all suggested locations.

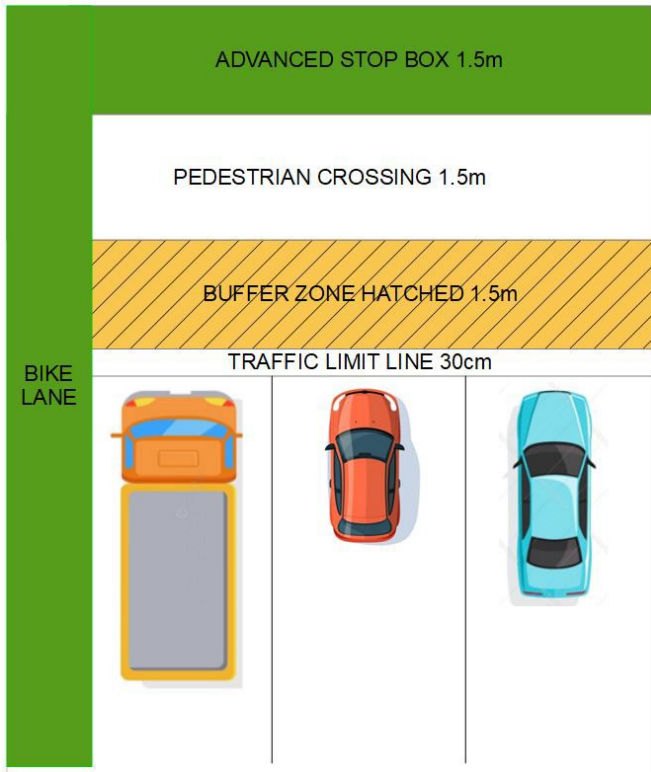
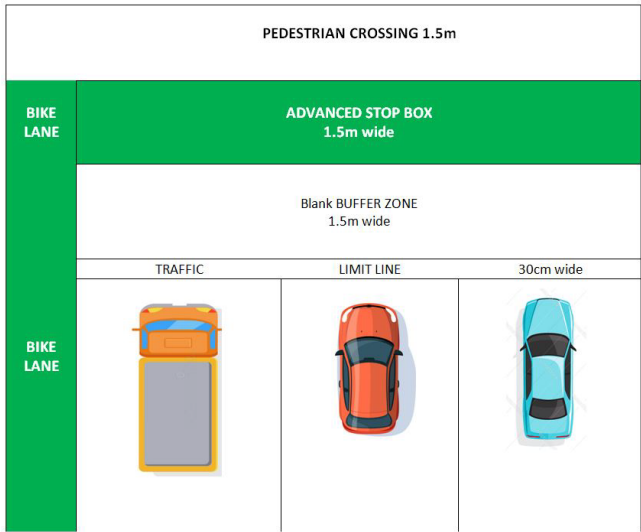
Costs

Everyone knows that costs of roading projects are far too high, and I believe the costs for all these intersection projects are also far too high. Planning, Design, Investigation, etc are always massively high, and I think it is past time that the consultants undertaking work on these projects need to be reigned in, and blocked from charging ratepayers huge costs, that are often duplicated across multiple projects of a similar nature, but charged at full rates each time..

Contractors constructing upgrades are also dragging on the time to build them. We always see so much downtime during construction where nothing seems to be happening for extended periods. China and Japan can build roads and buildings in days and weeks, where simple things here take months. That has to change, and Council needs to assert pressure on contractors to get the job done as fast as possible. Traffic Management does not need to cost what it currently does. Whomever is dealing with tenders and contracts needs to hold those companies to account, and stop the wasted time and money.

Thank you

Advanced Stop Boxes



Submission – Stephanie Cherishov

Item 6 – Transport Macroscopic Approvals and Subsidised Programme

I see many of you want to improve roads. Please vote for the best road improvements today.

I am excited that Hukanui Rd Comries Rd intersection is being improved. Please vote for the full improvement; lights, raised platform.

I have driven, walked and biked in our city for 18 years. But I, like the 15 people in the report's photo, bike on the footpath here as it is so unsafe. That's still unsafe as the refuge is small and there are multiple lanes.

The attached video shows one problem- you commit to cycling across with car A in right lane waiting to turn right. But by the time you get across another car B who can be obscured by car A and does not see you, turns in front of you.. or into you.

Lights are great but often people push their limits, so a platform would be even better. The raised areas at Rototuna shops roundabout give time for all traffic users to see each other.

Kind Regards,

Stephanie Chernishov, Queenwood