

Time	Topic and Purpose	Presenter(s)	Format	Time allocated
9.30am	Maaori Wards The purpose of this session is to provide an opportunity for Members to discuss the Local Government (Electoral Legislation and Māori Wards and Māori Constituencies) Amendment Bill proposing changes to Māori wards and constituencies.	Mish Hawthorne Greg Morton Amy Viggers	Open Briefing	90 Minutes
Break 11.00am				
11.15am	Transport Projects – update on assessments As part of the Transport Projects Decision Making Framework approved at the 2 May 2024 Infrastructure and Transport Committee, there is a need for an EM briefing to discuss each of the projects before seeking approval via the Infrastructure and Transport Committee to proceed. A series of workshops is proposed to work through the Minor Transport Improvements programme (formerly known as Low Cost Low Risk programme). Sites proposed for this briefing are <ul style="list-style-type: none"> Sandwich Road Shops pedestrian facilities 	Tania Hermann Gordon Naidoo	Open Briefing	90 Minutes
SESSION ENDS				

Information Session 22 May 2024 - Changes to the Maaori Ward and proposed restoration of binding Polls

DISCUSSION TOPIC SUMMARY

Topic: Changes to the Maaori Ward and proposed restoration of binding Polls

Related Committee: Council

Key Staff Contact/s: Mish Hawthorne, Muna Wharawhara, Amy Viggers

Status: Open

PURPOSE OF TOPIC/INFORMATION

The purpose of this briefing is to update Members on the status of the proposed Local Government (Electoral Legislation and Māori Wards and Constituencies) Amendment Bill as was requested by Members. The Bill proposed to address two matters:

1. Reinstatement of Polls on Maaori wards,
2. Adjustment of electoral timing to address postal pressures.

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

At the time of writing, the Third Reading of the Bill has occurred, and it received royal assent and become law on 31 July 2024.

KEY SUMMARY POINTS

The Minister of Local Government wrote to Council with established Maaori wards on 4 April 2024 to notify them of impending changes to the legislation for Maaori Wards and constituencies. A link to the Minister's press release can be found [here](#).

The Bill addressed two matters:

1. Reinstatement of Polls on Maaori wards,
2. Adjustment of electoral timing to address postal pressures.

The Local Government Commission then released further information about the [repeal here, in Representation review pānui 8 - Representation review](#)
[pānui 8 - Councils and Māori organisations - Local Government Commission \(lgc.govt.nz\)](#).

At the proposed Bill's second reading (23 July 2024) an Amendment Paper was released which includes proposed new amendments requiring a group 1 local authority (Hamilton City is in group 1) to make **an active decision, by 6 September 2024**, on whether to retain Maaori wards or constituencies established since 2020.

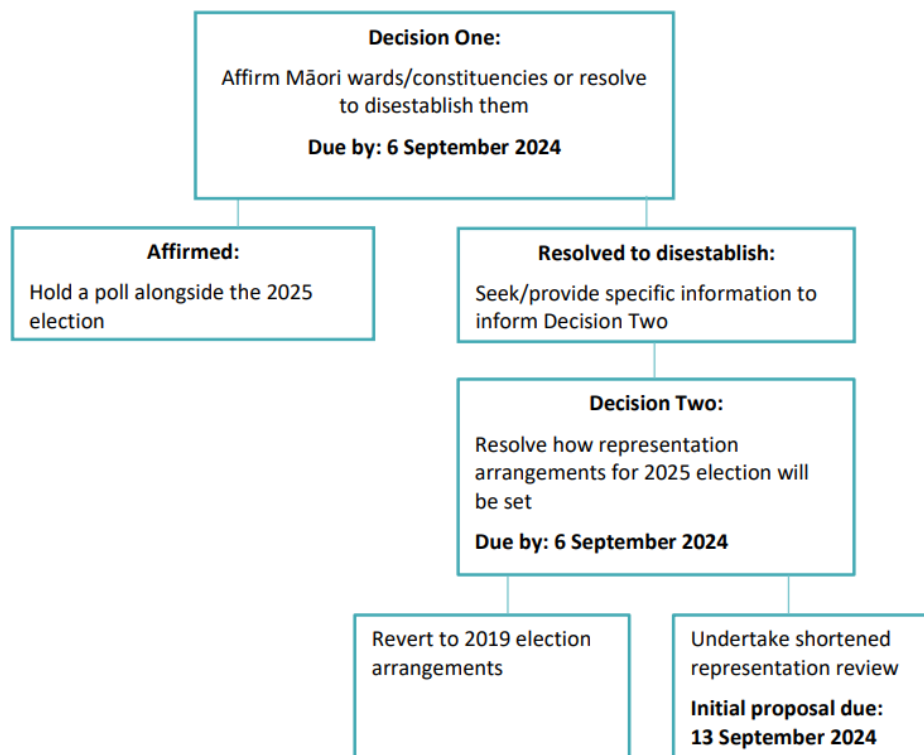
A further consequential amendment requires a group 1 and 2 local authority **to hold a binding poll** in conjunction with the 2025 triennial general election if it resolves to retain, or affirm its resolution to establish, a Maaori ward or Maaori constituencies. The Third Reading has occurred, and the Bill received royal assent and become law on 31 July 2024.



The most recent Local Government Commission paanui has a useful overview of the changes and what these mean for Hamilton City as a group 1 council - <https://www.lgc.govt.nz/our-work/representation-reviews/representation-review-panui/representation-review-panui-4/> (see summary figure below)

Group 1 local authorities

13. At a high level, the Schedule 1 transitional provisions require Group 1 local authorities to take the following steps:



Hamilton City Council staff are currently working through the legislative changes and expect to present a report to the Council in late August 2024. We have committed to notify Iwi and Maataawaka of this meeting once it is scheduled to provide an opportunity for representatives to come and speak to this agenda.

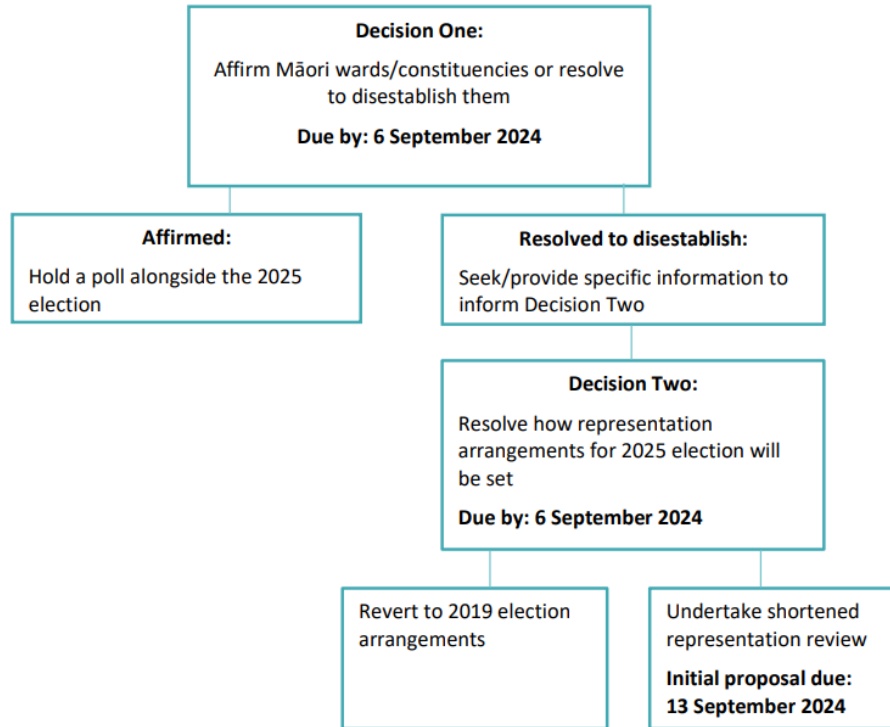
WHERE CAN MEMBERS FIND MORE INFORMATION?

- Parliament - <https://bills.parliament.nz/v/6/ad58bd2a-c2ca-44cd-361f-08dc7876229a?Tab=history>
- Te Tari Taiwhenua | Department of Internal Affairs - <https://www.dia.govt.nz/maori-wards/>
- The Local Government Commission Te pānui arotake whakaahuahanga Representation review pānui <https://www.lgc.govt.nz/our-work/representation-reviews/representation-review-panui/>

WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

Group 1 local authorities

13. At a high level, the Schedule 1 transitional provisions require Group 1 local authorities to take the following steps:





Maaori Wards and Proposed Restoration of Binding Polls

7 August 2024

Purpose of Topic / Information

- To update Elected Members on the status of the proposed Local Government (Electoral Legislation and Māori Wards and Māori Constituencies) Amendment Bill
- The Bill is proposed to address two matters:
 1. Reinstatement of Polls on Māori wards
 2. Adjustment of electoral timing to address postal pressures

Timeline and progress of the Bill

Original proposed timeline and progress of the Bill



The Bill was introduced to the House in May 2024



Early process

Ministerial letter

The Minister of Local Government wrote to Council with established Maaori Wards on 4 April 2024.

In the letter from the minister two options were outlined:

Option 1 – Resolved to disestablish Maaori Wards either by completing a short representation review or revert to the previous representation arrangement.

Option 2 – Hold a poll as a part of the next election in 2025.

Proposed changes

Bill progress and impact of Amendment Paper

- At the proposed Amendment Bill's second reading (23 July 2024), an **Amendment Paper** was released which includes proposed new amendments with associated requirements for a group 1 local authority (Hamilton City Council is in group 1)
- This amendment requires Council to make **an active decision, by 6 September 2024, on whether to retain it Maaori wards or constituencies** established since 2020.

Proposed changes (2)

Bill progress and impact of Amendment Paper

- If Council resolves **to retain, or affirm its resolution to establish, a Maaori ward or Maaori constituencies, then**
- Council is required to **hold a binding poll in conjunction with the 2025 triennial general election (for the next 6 years)**, as are all group 1 local authorities.

Proposed changes

Bill progress and impact of Amendment Paper

- If a decision is taken by Council **to rescind its current Maaori wards**, then:
 - Council is required to undertake a **shortened representation review** (not budgeted for) for the 20-25 Triennium. It would need to start immediately, be **completed by April 2025**, and include a fair and effective representation assessment,
- OR**
- Council may resolve **to revert to the representation arrangements that applied pre-2020** i.e. 6+6 +1, subject to it meeting fair and effective representation requirements.
- This Bill passed its third and final reading on 30 July 2024.

Next steps

31 July 2024

Presentation title

8

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DISCUSSION TOPIC SUMMARY

Topic: Sandwich Road Shops pedestrian safety improvements

Related Committee: Infrastructure and Transport

Business Unit/Group: Infrastructure and Assets

Key Staff Contact/s: Robyn Denton

Direction Discussion/Drop in Session recommended? Status: Open

PURPOSE OF TOPIC/INFORMATION

To present the work that has been completed investigating options for improvements to pedestrian facilities in Sandwich Road at the Bryant Park Shops as requested at the 5 March 2024 Infrastructure and Transport Committee.

To share the proposed format of project report that will be prepared for the Minor Improvement projects which have been identified via the Transport Decision Making Framework as 'Red' or 'Orange' status.

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

The 3 May 2024 Infrastructure and Transport Committee meeting approved a Transport Decision Making Framework for progressing all transport projects.

This was further discussed at the 19 June 2024 Elected Member briefing along with an overview on the type and format of information that would be provided for each project that has a 'red' or 'orange' status assigned via the Decision Making Framework.

While it is currently not known what funding will be made available from NZ Transport Agency as co-investment into the proposed Minor Transport Improvements Programme – work on several projects was completed last financial year to ensure that we would be in a good position to successfully deliver the programme in the 2024/25 financial year.

Staff have been working on the development of a standardized 'Project Report' which will be prepared for each of the projects with 'red or orange' status to assist Elected Members with the decision making process and understanding the need for the project and the various options that have been considered to address the issues and concerns.

Pedestrian Improvements in Sandwich Road at the Bryant Park Shops has previously been considered by Elected Members and staff were requested to look at further options and report back.

KEY SUMMARY POINTS

The site is located on Sandwich Road near Bryant Park Shopping Precinct and is a popular through route for vehicular traffic, while also providing access to a number of businesses with high parking turnover.

This has resulted in high-risk decision making and chance taking by children and other vulnerable road users to cross this busy arterial road.

The peak traffic times also coincide with high pedestrian activity and judging safe gaps in traffic is difficult, compounded as pedestrians (particularly younger children) are crossing at extremely high-risk locations between parked vehicles.

Using the NZTA crash prediction tool, this location is deemed a very high risk and it is lucky that more

crashes have not occurred.

Several options for safety improvements for this site have been considered and options will be presented to Elected Members for consideration and direction.

WHERE CAN MEMBERS FIND MORE INFORMATION?

A project report is attached via appendix to this topic summary document.

WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

- Staff need direction on preferred option to progress to targeted consultation?
- Staff need direction as to the status of the preferred direction – is it red, orange or green based on the Transport Decision Making Framework
- Staff would like to know if there is anything further that Members would like covered in future project reports?

Project Report

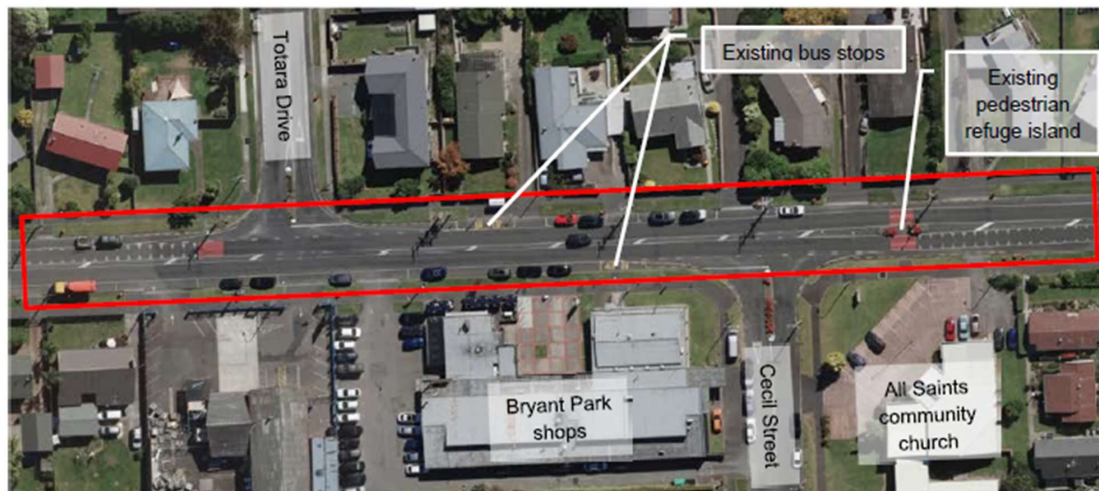
Sandwich Road Proposed Pedestrian Crossing at Bryant Park Shops (Safety Improvement Project)

2024/2025



Sandwich Road Proposed Pedestrian Crossing

WHERE?



Site Location

WHATS THE PROBLEM?

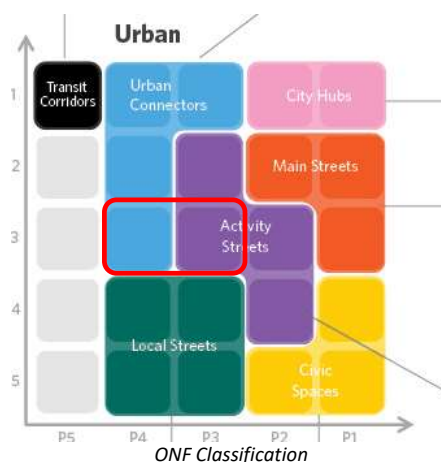
The site is located on Sandwich Road near Bryant Park Shopping Precinct and is a popular through route for vehicular traffic, while also providing access to a number of businesses with high parking turnover. This has resulted in high-risk decision making and chance taking by children and other vulnerable road users to cross this busy arterial road. The peak traffic times also coincide with high pedestrian activity and judging safe gaps in traffic is difficult, compounded as pedestrians (particularly younger children) are crossing at extremely high-risk locations between parked vehicles. Using the NZTA crash prediction tool, this location is deemed a very high risk and it is surprising that more crashes have not occurred.

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

Sandwich Road has a daily traffic flow of 8,000 (AADT), is used by the 1 (Pukete) and 18 (Te Rapa) bus routes (frequency of buses is every 20mins) and is crossed by over 274 pedestrians a day. It's One Network Framework (ONF) classification is as an Activity Street with a movement ranking of M3 and place ranking of P3 which is summarised as a road which has a mix of higher volumes of vehicles and people. Away from the shops Sandwich Road is classified as an Urban Connector. The speed limit is 50km/h however the measured operating speed is over 51km/h.

Road name	Traffic volume	One Network Framework classification	District plan classification	Posted speed limit
Sandwich Road (east of Cecil Street)	8,073vpd (2021 ADT)	Urban connectors	Collector transport corridor	50km/h
Sandwich Road (Cecil Street to Totara Drive)	5,200vpd (2022 ADT)	Activity streets	Collector transport corridor	50km/h
Sandwich Road (west of Totara Drive)	5,200vpd (2022 ADT)	Urban connectors	Collector transport corridor	50km/h
Totara Drive	4,172vpd (2021 ADT)	Urban connectors	Collector transport corridor	50km/h
Cecil Street	543vpd (2021 ADT)	Local streets	N/A	40km/h

Traffic Data



In the last five years (2019 - 2023) there have been seven recorded crashes, including pedestrian and cyclist crashes. Three of these crashes were injury crashes and four non-injury crashes resulting in \$1,130,000 of social costs. Given the high volumes of traffic (8,000 AADT) and pedestrians (84 in a 4-hour period) composed of many children it is likely that ongoing crashes will occur. The severity outcome is likely to be high. Similar improvements have been undertaken at comparable locations (with respect to traffic and pedestrian movements) in the city such as at Heaphy Terrace although traffic volumes at these locations are slightly higher.

The Low-Cost, Low-Risk 2023/24 Program of Works identified the requirement for a mid-block pedestrian crossing on Sandwich Road near Bryant Park shops.

- The primary goal of the proposed crossing is to increase road safety for pedestrians, particularly younger aged by making it easier to access the nearby bus stops, café and businesses in this area;
- The refuge island outside #191 Sandwich Road is less than 2m wide making it difficult for mobility scooter and bicycle users to be safely accommodated;
- The current refuge island is too far away from the pedestrian desire line for most people accessing the shops and business to use it;

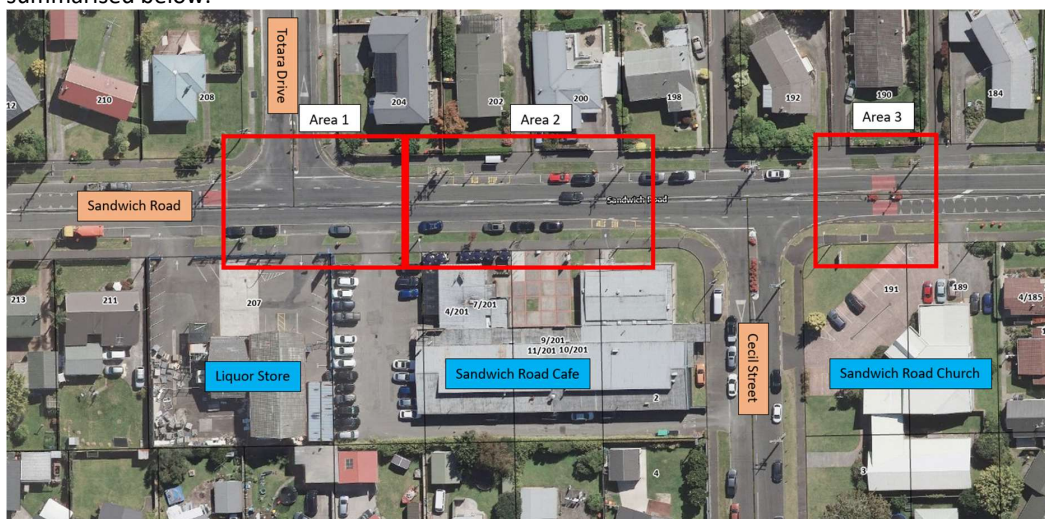
- The current road layout with wide traffic lanes and wide shoulders encourages high operating speeds not commensurate with the traffic pedestrian mix; and
- Site has been identified for 30km/h safer shopping area as part of Hamilton City Council Speed Management Plan.

There is a high turnover of people parking their vehicles on Sandwich Road to access the businesses at Bryant Park together with a correspondingly number of pedestrians crossing the road at this location. There are no formal pedestrian crossing facilities provided between Totara Drive and Cecil Street and pedestrians are exposed to conflicts with vehicular traffic. Visibility being obscured by parked vehicles further compounds the issue.

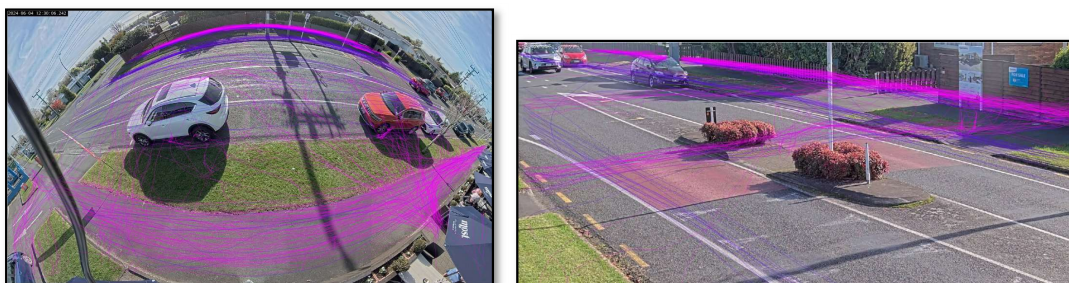
The recorded operating speed (85th percentile) vehicle speed is over 50km/h hence pedestrian crashes are likely to result in death or serious injury.

PEDESTRIAN DATA

Counts of the number of pedestrians crossing the road were completed using Radar data collection and is summarised below:



Date and Time	Area 1	Area 2	Area 3	Total
Thursday 25 April 2024 (12pm to 4pm)	21	32	31	84
Sunday 2 June 2024 (7am to 6pm)	37	24	15	76
Tuesday 4 June 2024 (7am to 6pm)	10	19	27	56
Wednesday 5 June 2024 (7am to 6pm)	17	20	21	58
Total	85	95	94	274



Pedestrian desire lines shown in purple- radar data

The following observations are made from the pedestrian count data:

- The majority of pedestrians crossing this section of Sandwich Road, appear to be doing so in the mid-block section between Totara Drive and Cecil Street, (Area 1 + Area 2);
- A third of pedestrians counted use the existing crossing east of Cecil Street; and
- Overall, there appears to be similar numbers of pedestrians crossing Sandwich Road at each of the areas.

OBSERVATIONS

A site inspection was completed on 1 May 2024 between 2:00pm and 3:00pm, during which the following observations were made:

- The existing dragon tooth markings and red surfacing provide some indication to drivers of the need to take care;
- Beyond these locations, the view along Sandwich Road opens up and is unbroken due to the straight alignment and wide, continuous shoulder width. This potentially encourages higher through traffic vehicle speeds;
- The bus stop on the northern side of Sandwich Road has been recently upgraded, with a new shelter and accessible kerb;



Pedestrian crossing - camera footage

Parking occupancy appears to vary throughout the day, with the following observations made from radar data:

- Parking occupancy tends to be higher during the afternoon, compared to morning and evening periods;
- The duration of individual stays also appears to be longer during the afternoon periods;

- Most parking appears to be by customers to the businesses rather than residents or employees as there was a high vehicle turnover during the survey period;
- At least two carparks were free on the southern side of Sandwich Road (adjacent to the Bryant Park shops) and three carparks free on the northern side of the road during the busy periods.

COMMUNITY AND PUBLIC FEEDBACK

Customer Request Management (CRM) System has shown the following customer requests were received in:

- 2019: Cars parked on street obstructing visibility around Cinnamon Café on Sandwich Road and indicated couple of near misses. The customer's daughter's car had incident while they were pulling out of their driveway to Sandwich Road;
- 2022: Concerns over vehicle speeds and safety on Sandwich Road and indicated near miss while the person was cycling;
- 2021: Business owner expressing the need for timed parking outside the shops because people are parking their cars for long periods;
- 2022: Concern regarding lack of clear vision while exiting Sandwich Road shops onto Totara Drive due to the cars parked on street;
- 2023: Request for a safe crossing facility near the café and mentioned people with special needs living nearby;
- 2023: Request for a raised safety platform and yellow markings to restrict parking near the café to provide safe crossing facility for low vision and elderly people;
- 2023: Business owner expressing their disappointment because the project for the safe crossing facility was revoked; and
- 2023: Feedback from two customers via a business owner expressing their disappointment revoking the project for a safe crossing facility and mentioned how dangerous leaving the car park is with poor visibility.

RECOMMENDATIONS

Five suitable options for improving the level of safety for road users in the Bryant Park shops area were considered suitable based on treatment analysis. Based on the outcome of this analysis, staff recommend the following improvement options for this site:

Safest Option: Mid block Signalised Crossing with RSP and 30kph Speed Limit (Treatment G) Estimated Cost: \$780k

This option has safe systems score 66/448, estimated crash reductions 87%, estimated social cost savings \$983,100.00 over 5 years. The bus stops would be relocated for the mid-block crossing requiring the loss of on-street parking. No consultation has been undertaken on this option. There would also be a raised safety platform across Cecil Street to provide more safer and convenient access to pedestrian/ mobility impaired to the relocated bus stop. The presence of overhead powerlines will require special consideration in the traffic signal pole design.

Alternative Option: At-Grade Signalised Crossing with kerb buildout near Totara Drive (Treatment F) Estimated Cost: \$580k

The Alternative Option is for an at grade signalised crossing on Sandwich Rd, complete with kerb buildouts, signage and delineation that supports speed management but without a formal speed limit reduction. This option does not have the benefits of enhanced pedestrian protection from a speed limit reduction; however, it will have some benefit from speed management measures that increase driver awareness such as gated signage, delineation that encapsulates the Bryant Shopping Precinct. This option has Safe systems score of 95/448, estimated crash reductions of 64%, estimated social cost savings of \$723,200.00 over 5 years. This option (although with RSP) was consulted, does not require bus stop relocation. The presence of overhead power lines will require special consideration in the traffic signal pole design.

TREATMENT CONSIDERATIONS

The primary safety issue is pedestrians crossing mid-block. Several locations were considered for the mid-block crossing; one near Totara Drive was consulted on and received support however, following assessment, a location further east was considered the safest location. This location will require relocation of the bus stops, some car park loss, additional crossing facilities on Cecil Street and will require further consultation. The existing courtesy crossing was assessed; however, this option does not address the primary safety risk of mid-block crossing to/from the shops.

The following two tables detail treatment options and a scoring table for the options that have been considered.

Treatment	Type	Discussion
A.	Upgrade existing Refuge island with kerb buildouts	<p>Benefits: Allows the road to be crossed in two stages (i.e., one traffic direction at a time), with a dedicated space to wait in the middle of the road, making it easier to select safe gaps in traffic.</p> <p>Disadvantages: No priority for pedestrians to cross a road with high traffic volumes and moderate vehicle speeds. This can be particularly challenging for sensitive path users (i.e., elderly, vision and mobility impaired, and pedestrians under 12 years of age). Does not address mid-block crossing issues</p>
B.	Courtesy crossing on raised safety platform with kerb buildouts	<p>Pedestrians do not have right of way.</p> <p>For the pedestrian to cross safely, they must have good judgement of motor vehicle speeds and gaps in traffic.</p> <p>Raised courtesy crossing creates uncertainty as to who gives way to whom. Does not address mid-block crossing issues.</p>
C.	Zebra crossing with RSP (without kerb buildout)	<p>Benefits: Gives priority for pedestrians to cross a road with high traffic volumes and moderate vehicle speeds. This can be particularly helpful for sensitive path users (i.e., elderly, vision and mobility impaired, and pedestrians under 12 years of age).</p> <p>Disadvantages: There is potential for vehicles not seeing a pedestrian that has been waiting to cross, leading to a collision with a vulnerable road user.</p>
D.	Zebra crossing with RSP and kerb buildout.	<p>Benefits: Gives priority for pedestrians to cross a road with high traffic volumes and moderate vehicle speeds. This can be particularly helpful for sensitive path users (i.e., elderly, vision and mobility impaired, and pedestrians under 12 years of age).</p> <p>Disadvantages: High pedestrian flows can dominate and cause traffic delays.</p>
E.	Signalised crossing (without RSP and kerb buildout)	<p>Benefits: Gives priority for pedestrians to cross a road with high traffic volumes and moderate vehicle speeds. This can be particularly helpful for sensitive path users (i.e., elderly, vision and mobility impaired, and pedestrians under 12 years of age).</p> <p>Greater likelihood of motorists recognising the need to stop, compared to a zebra crossing.</p>

		<p><u>Disadvantages:</u> If not paired with features such as raised safety platforms, there is potential for vehicles to travel through a red signal, colliding with pedestrians at speeds exceeding Safe System thresholds. Potential for pedestrians to be obscured from sight of the oncoming vehicles due to cars parked on the shoulder. Overhead powerlines should be considered due to the height of signals. Longer crossing distance thus longer crossing time that causes delay for motor traffic.</p>
F.	Signalised crossing with kerb buildout (without RSP)	<p><u>Benefits:</u> Gives priority for pedestrians to cross a road with high traffic volumes and moderate vehicle speeds. This can be particularly helpful for sensitive path users (i.e., elderly, vision and mobility impaired, and pedestrians under 12 years of age). Greater likelihood of motorists recognising the need to stop, compared to a zebra crossing.</p> <p><u>Disadvantages:</u> If not paired with features such as raised safety platforms, there is potential for vehicles to travel through a red signal, colliding with pedestrians at speeds exceeding Safe System thresholds. Overhead powerlines to be considered.</p>
G.	Signalised crossing with RSP and kerb buildout	<p><u>Benefits:</u> Gives priority for pedestrians to cross a road with high traffic volumes and moderate vehicle speeds. This can be particularly helpful for sensitive path users (i.e., elderly, vision and mobility impaired, and pedestrians under 12 years of age). Greater likelihood of motorists recognising the need to stop, compared to a zebra crossing. Encourages reduced travel speeds by vehicles. In the event of a collision, this contributes to a reduced likelihood of death or serious injury. This is particularly beneficial for vulnerable road users including pedestrians and cyclists, as the likelihood of death or serious injury increases significantly at impact speeds above 30km/h.</p> <p><u>Disadvantages:</u> Overhead powerlines to be considered</p>
H.	30km/hr Speed limit + Thresholds	<p>A 30km/h posted speed limit would align with the safe and appropriate speed limit, as proposed in the Hamilton City Council Speed Management Plan (Version 2, July 2022).</p> <p><u>Benefits:</u> Reduced energy transferred in the event of a collision, resulting in a reduced likelihood of death or serious injury. This is particularly beneficial for vulnerable road users including pedestrians and cyclists, as the likelihood of death or serious injury increases significantly at impact speeds above 30km/h.</p>

TREATMENT ANALYSIS MATRIX

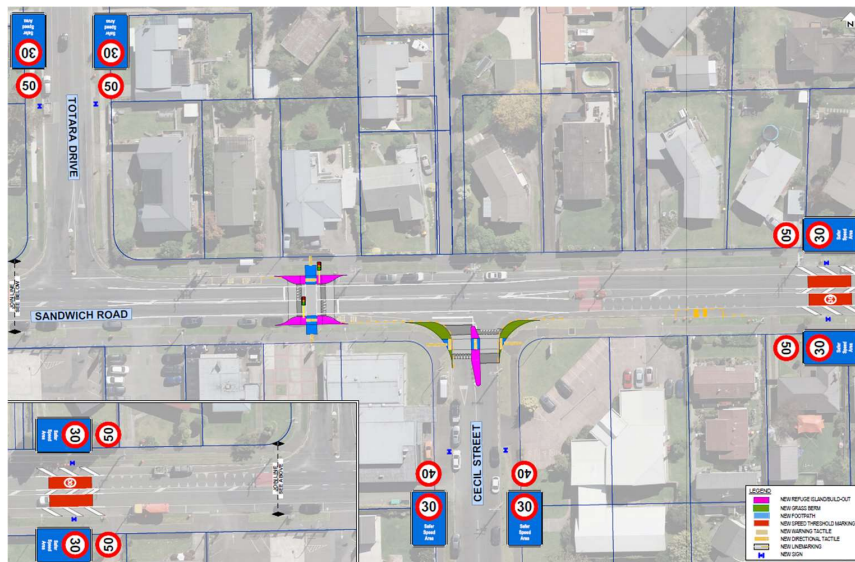
Table 1 - Option Comparison Table

Treatments	Cost Estimate	Safe Sytems Score	Crash Reductions	Traffic Delays / Travel Costs	Driver Discomfort	5-10 year Maintenance	Active Mode Impact	Recommendations
Existing courtesy - Courtesy crossing Refuge island with kerb buildouts	<\$100k	>125	<50%	Zero	Zero	Low/Zero/Cleaning	Medium Benefit	
Existing courtesy RSP - Courtesy crossing on raised safety platform with kerb buildout	\$300k-\$400k	>125	<50%	Medium	Medium/Higher	Medium	High Benefit	
Option 1 - Zebra crossing with RSP (near totara drv)	\$400-\$500k	<80	>70%	Medium/Higher	Medium/Higher	Medium	High Benefit	
Option 2 - Signal crossing with RSP and kerb buildout (mid block) + Cecil RSP	\$600K-\$800k	<80	>70%	Medium	Medium/Higher	Medium/Higher	High Benefit	safest option with 30km/h speed limit
Option 3 - Zebra crossing with RSP/build out (mid block)+ Cecil RSP	\$500-\$600k	<80	>70%	Medium/Higher	Medium/Higher	Medium	High Benefit	second safest option with 30km/h speed limit
Option 4 - Signalised crossing east of cecil st, RSP, with kerb buildout with RSP cecil	\$600K-\$800k	<80	>70%	Medium	Medium/Higher	Medium/Higher	High Benefit	
Option 5 - ZEBRA crossing with RSP and kerb buildout	\$600K-\$800k	<80	>70%	Medium/Higher	Medium/Higher	Medium	High Benefit	
Alternative - At Grade Signal crossing near Totara	\$400-\$500k	90-100	60-65%	Light	Light	Medium	Medium Benefit	Alternative treatment with some speed management

OPTIONS FOR FURTHER CONSIDERATION

Based on the treatment analysis matrix, the following options were considered as the best potential solutions for further consideration at this site and are listed in order of effectiveness:

Preferred Option: (Option G in treatment selection) - Mid block Signalised Crossing with RSP, 30km/h Speed Limit, relocated bus stops, RSP in Cecil Street



Signalised crossing between Totara Drive and Cecil Street + bus stop relocation and accessibility improvements on Cecil Street

Signalised pedestrian crossing that gives priority to pedestrians combined with a raised safety platform. This is the safest option as the RSP reduces speed to survivable outcomes and is located mid-block. The RSP has some driver frustration and minor travel disruption due to the change in vertical alignment which can be somewhat mitigated. To accommodate emergency response vehicles and heavy vehicles at this site (e.g. fire engines and service buses) the ramp gradients can be flattened out however, this will reduce the effectiveness of the speed reduction resulting in increased risk of injury crashes. A permanent 30km/hr speed limit threshold is recommended as part of this option. This option reduces community severance across busy roads. Relocation of the bus stops and additional improvements to the crossing on Cecil Street is necessary.

For this preferred treatment at this location, we will have loss of 2 car parks on both sides of the road due to the crossing and kerb buildout (Total 4 carparks).

Alternative Option: (Option F in treatment selection) – At Grade Signalised Crossing with Kerb Buildout near Totara drive.

This option is an at grade signalised crossing, near Totara Drive, with kerb buildouts on one side but no RSP and no speed limit changes. The signage and delineation will support speed management (as per Treatment F).

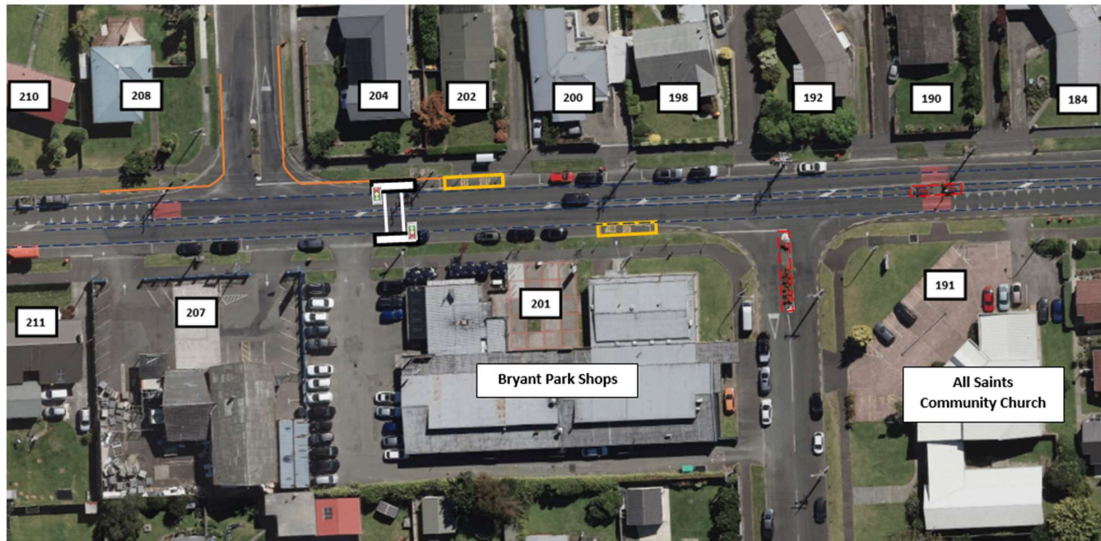
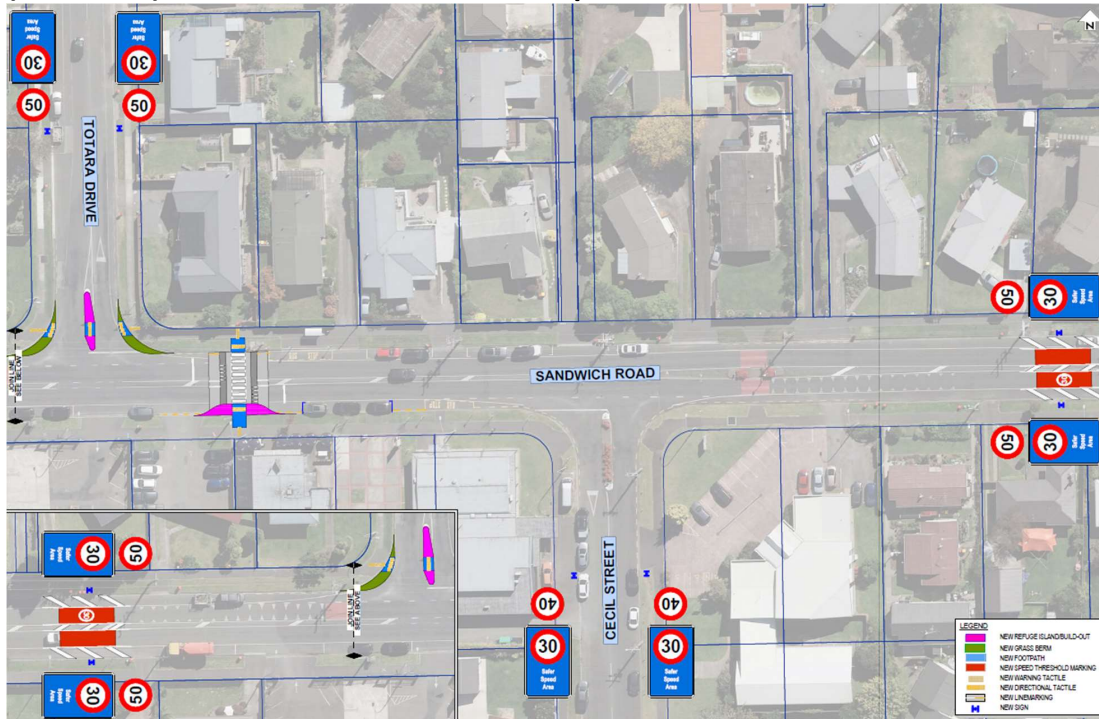


Figure 1 - Alternative Option - At Grade Signals

At grade signalised crossing on Sandwich Rd at the same location as Option 1, complete with kerb buildout one side. This option does not have the benefits of enhanced pedestrian safety without a formal speed limit reduction, however, will have some benefit from speed management measures/ driver awareness such as gated signage/delineation encapsulates the Bryant Shopping Precinct. This option (although with RSP) was consulted, supported, and does not require bus stop relocation. Some consideration of overhead power lines will be required for the signal type to be used.

For this treatment at this location, we will have loss of 2 car parks due to the crossing and kerb buildout.

(Option D in treatment selection) – Zebra crossing with RSP and kerb buildout (mid-block) – near Totara Drive, 30km/h speed limit.

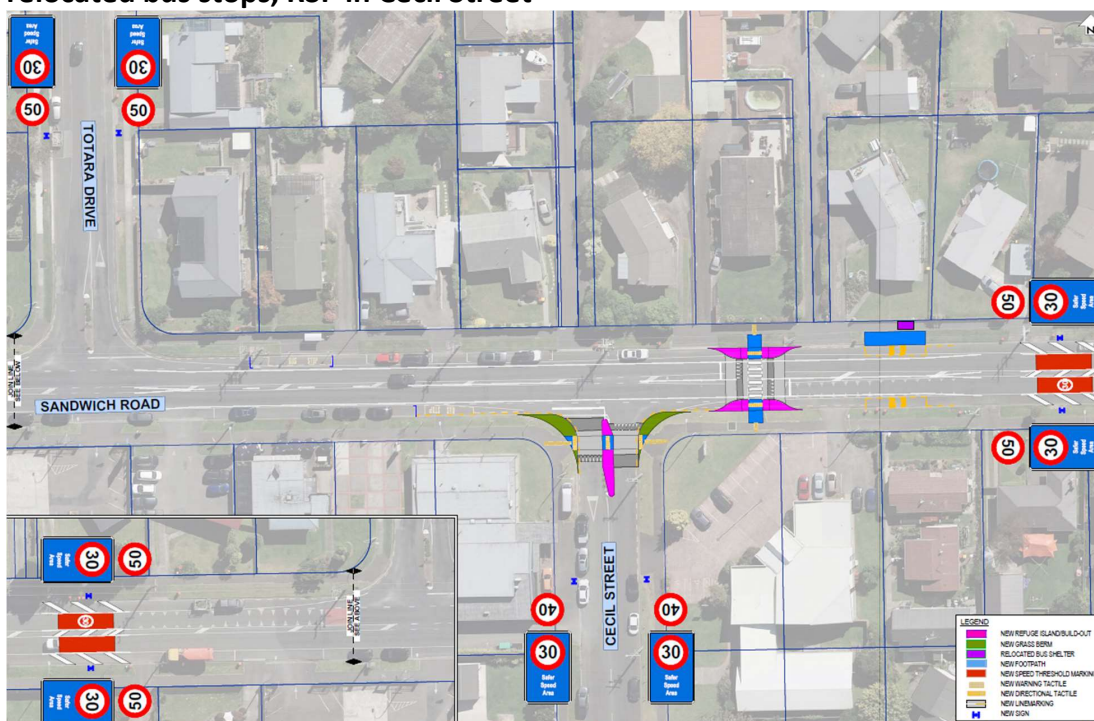


Raised Zebra crossing near Totara Drive and accessibility improvements on Totara Drive

Installing a raised zebra crossing provides pedestrians with a priority crossing point and reduce traffic speeds to a survivable impact speed. The raised platform provides increased conspicuity of the crossing and pedestrians. Kerb buildouts will narrow the road, reduce the crossing distance, provide increased sight lines for any oncoming traffic, and reduce pedestrians being obscured by parked vehicles. This option reduces community severance across busy roads.

For this treatment at this location, we will have loss of 2 car parks due to the crossing and kerb buildout.

(Option D in treatment selection) - Raised Zebra Crossing, 30km/h speed limit, relocated bus stops, RSP in Cecil Street



Installing a raised zebra crossing provides pedestrians with a priority crossing point and reduces traffic speeds to a survivable impact speed. The raised platform provides increased conspicuity of the crossing and pedestrians. Kerb buildouts will narrow the road, reduce the crossing distance and provide increased sight lines for any oncoming traffic reducing the risk of pedestrians being obscured by parked vehicles. A permanent 30km/hr speed limit thresholds is recommended. This option reduces community severance across busy roads.

For this treatment at this location, we will have no loss of car parks because it is at the existing refuge island.

EXISTING REFUGE ISLANDS – ALL OPTIONS

The existing courtesy crossing and refuge island is recommended to remain in place (for all options) as it is used frequently. The refuge island will require an increase in width to safely accommodate mobility scooters and pedestrians with pushchairs to meet current standards. The landscaping on the refuge island should be removed to reduce maintenance costs and infilled with concrete.

Traffic signs and road markings need to be upgraded to support speed management in association with the selected option. Gated “Bryant Shopping Precinct” signs to help with visual narrowing of the road would be particularly important if a speed limit reduction is not implemented.



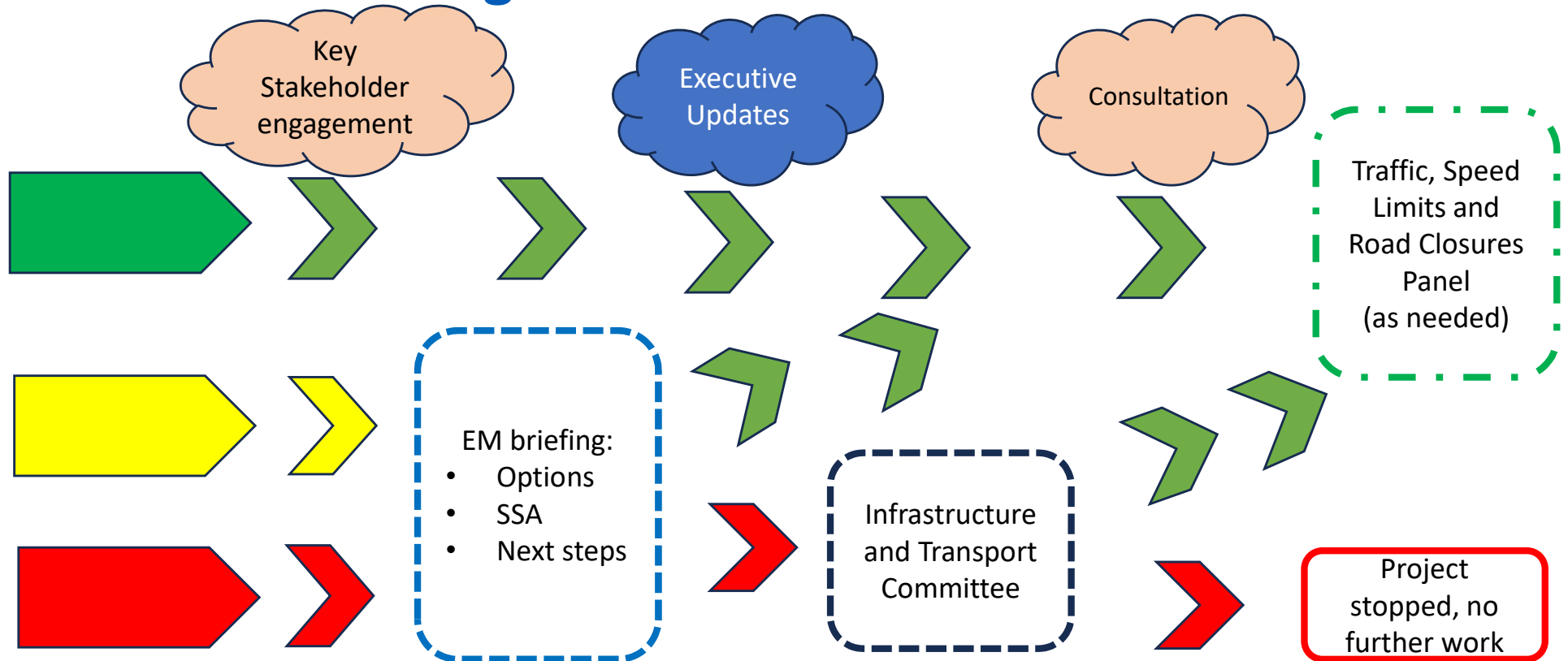
Purpose of Briefing

To present the work that has been completed investigating options for improvements to pedestrian facilities in Sandwich Road at the Bryant Park Shops as requested at the 5 March 2024 Infrastructure and Transport Committee.

To share the proposed format of project report that will be prepared for the Minor Improvement projects which have been identified via the Transport Decision Making Framework as 'Red' or 'Orange' status

7 August 2024 Briefing

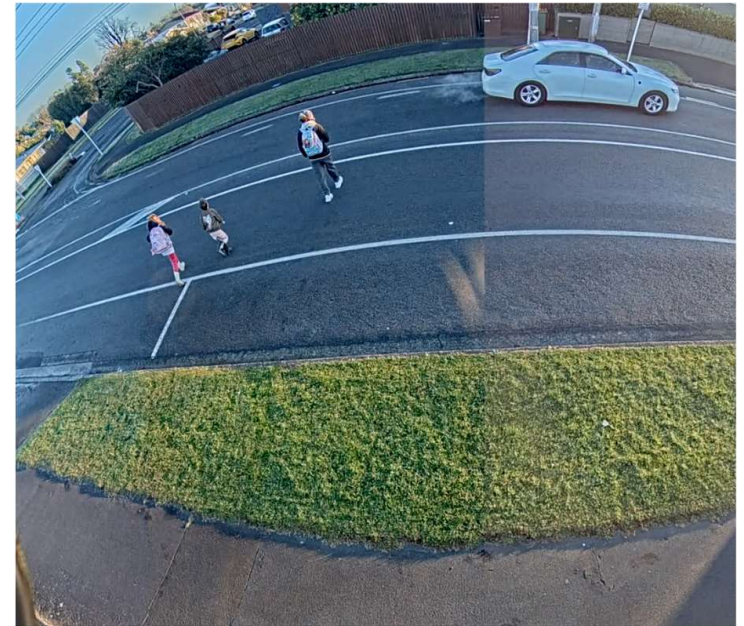
Decision Making Framework



Sandwich Road – pedestrian facilities at shops

5 March 2024 Infrastructure and Transport Committee resolved:

requests staff investigate alternative options for pedestrian crossing facilities Sandwich Rd shops pedestrian facilities and report back to the Committee with a proposal for consideration that would be implemented in the 2024/25 financial year;



Sandwich Road – pedestrian facilities at shops

The primary goal of the proposed crossing is to increase road safety for pedestrians, particularly younger aged by making it easier to access the nearby bus stops, café and businesses in this area.

- The refuge island outside #191 Sandwich Road is less than 2m wide making it difficult for mobility scooter and bicycle users to be safely accommodated;
- The current refuge island is too far away from the pedestrian desire line for most people accessing the shops and business to use it;
- The current road layout with wide traffic lanes and wide shoulders encourages high operating speeds not commensurate with the traffic pedestrian mix; and
- Site has been identified for 30km/h safer shopping area as part of Hamilton Speed Management Plan.

Sandwich Road – pedestrian facilities at shops



Date and Time	Area 1	Area 2	Area 3	Total
Thursday 25 April 2024 (12pm to 4pm)	21	32	31	84
Sunday 2 June 2024 (7am to 6pm)	37	24	15	76
Tuesday 4 June 2024 (7am to 6pm)	10	19	27	56
Wednesday 5 June 2024 (7am to 6pm)	17	20	21	58
Total	85	95	94	274

Sandwich Road – pedestrian facilities at shops

In the last five years (2019 - 2023) there have been seven recorded crashes, including pedestrian and cyclist crashes.

Three of these crashes were injury crashes and four non-injury crashes resulting in \$1,130,000 of social costs.

Given the high volumes of traffic (8,000 AADT) and pedestrians (84 in a 4-hour period) composed of many children it is likely that ongoing crashes will occur.

The severity outcome is likely to be high.

Sandwich Road – pedestrian facilities at shops

Options analysis

Treatments	Cost Estimate	Safe Systems Score	Crash Reductions	Traffic Delays / Travel Costs	Driver Discomfort	5-10 year Maintenance	Active Mode Impact	Recommendations
Existing courtesy – Courtesy crossing Refuge island with kerb buildouts	<\$100k	>125	<50%	Zero	Zero	Low/Zero/Cleaning	Medium Benefit	
Existing courtesy RSP – Courtesy crossing on raised safety platform with kerb buildout	\$300k-\$400k	>125	<50%	Medium	Medium/Higher	Medium	High Benefit	
Option 1 – Zebra crossing with RSP (near totara drv)	\$400-\$500k	<80	>70%	Medium/Higher	Medium/Higher	Medium	High Benefit	
Option 2 – Signal crossing with RSP and kerb buildout (mid block) + Cecil RSP	\$600K-\$800k	<80	>70%	Medium	Medium/Higher	Medium/Higher	High Benefit	safest option with 30km/h speed limit
Option 3 – Zebra crossing with RSP/build out (mid block)+ Cecil RSP	\$500-\$600k	<80	>70%	Medium/Higher	Medium/Higher	Medium	High Benefit	second safest option with 30km/h speed limit
Option 4 – Signalised crossing east of Cecil st, RSP, with kerb buildout with RSP Cecil	\$600K-\$800k	<80	>70%	Medium	Medium/Higher	Medium/Higher	High Benefit	
Option 5 – ZEBRA crossing with RSP and kerb buildout	\$600K-\$800k	<80	>70%	Medium/Higher	Medium/Higher	Medium	High Benefit	
Alternative – At Grade Signal crossing near Totara	\$400-\$500k	90-100	60-65%	Light	Light	Medium	Medium Benefit	Alternative treatment with some speed management

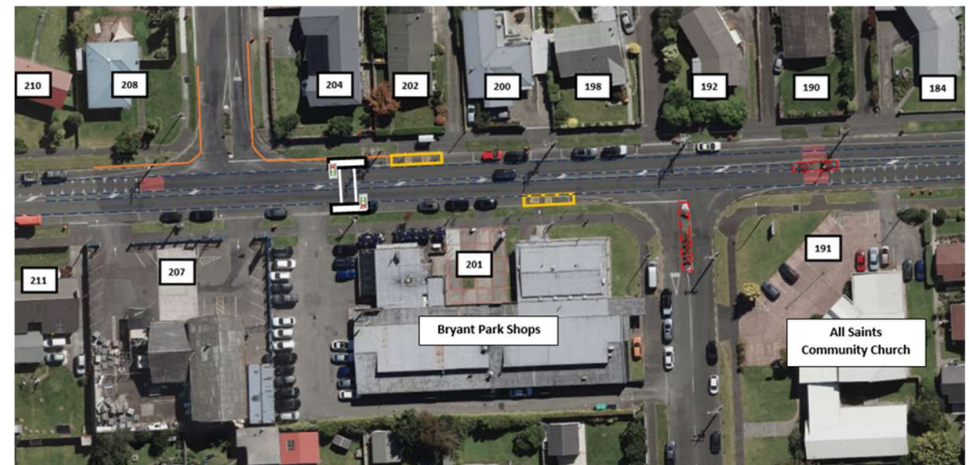
Sandwich Road – pedestrian facilities at shops

Preferred Option



Mid block Signalised Crossing with RSP, 30km/h Speed Limit, relocated bus stops, RSP in Cecil Street
\$780,000 and loss of 4 carparks.

Alternative Option



At Grade Signalised Crossing with Kerb Buildout
\$580,000 and loss of 2 carparks

Sandwich Road – pedestrian facilities at shops

Next Steps – pending confirmation of funding from NZTA

- Based on direction from this workshop staff will complete targeted consultation with key stakeholders:
 - Adjacent shops
 - Emergency Services
- Provide updates on outcome of consultation via Executive Update
- Report to Infrastructure and Transport Committee as needed

Sandwich Road – pedestrian facilities at shops

Feedback and Direction

- Staff need direction on preferred option to progress to targeted consultation?
- Staff need direction as to the status of the preferred direction – is it red, orange or green based on the Transport Decision Making Framework
- Staff would like to know if there is anything further that Members would like covered in future project reports?