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# Infrastructure and Transport Committee

## *Te Komiti Tuaapapa me nga Waka*

### OPEN MINUTES

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Minutes of a meeting of the Infrastructure and Transport Committee held in Council Chamber and Audio-Visual Link , Municipal Building, Garden Place, Hamilton on Tuesday 5 March 2024 at 9:30 am.

#### PRESENT

<b>Chairperson</b>	Deputy Mayor Angela O’Leary
<b><i>Heamana</i></b>	
<b>Deputy Chairperson</b>	Cr Maxine van Oosten
<b><i>Heamana Tuarua</i></b>	
<b>Members</b>	Mayor Paula Southgate Cr Ewan Wilson Cr Mark Donovan Cr Louise Hutt Cr Kesh Naidoo-Rauf Cr Andrew Bydder Cr Geoff Taylor Cr Sarah Thomson Cr Emma Pike Cr Anna Casey-Cox Cr Tim Macindoe Maangai Norm Hill

<b>In Attendance:</b>	Lance Vervoort – Chief Executive Andrew Parsons – General Manager Infrastructure and Assets Chris Allen – Executive Director Development Tania Hermann – Acting Executive Director Infrastructure Operations Tracey Musty – Financial Director Marie Porter – Unit Director Three Waters Gordon Naidoo – City Transport Unit Director Glenn Bunting - Urban Transport Policy & Planning Manager Robyn Denton – Network and Systems Operations Manager
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<b>Governance Staff:</b>	Amy Viggers – Governance Lead Arnold Andrews and Keryn Phillips – Governance Advisors
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The Chair opened the meeting with a karakia.

- 1. Apologies – *Tono aroha***  
**Resolved:** (Deputy Mayor O’Leary/Cr van Oosten)  
That the apologies for full absence from Cr Huaki and for lateness from Cr Tauariki are accepted.
- 2. Confirmation of Agenda – *Whakatau raarangi take***  
**Resolved:** (Deputy Mayor O’Leary/Cr Taylor)  
That the agenda is confirmed noting that *Item C5: Infrastructure and Transport Strategic Issues Matter Public Excluded Report* will take questions in the public excluded part of the meeting and will return for debate and vote on the matter in the open session of the meeting.

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

Prior to the discussion on the matter Cr Donovan declared an interest in Item 8 (Wairere Drive and Karewa Place - Macroscopic Approval of Intersection Design). He noted he was not conflicted and would take part in the discussion and vote on the matter.

**4. Public Forum – *Aatea koorero***

The following members of the public spoke to item 7 (Notice of Revocation and Notice of Motion – Transport Projects)

- MP Ryan Hamilton
- Paul Perry
- Helen Carter (Waikato/Bay of Plenty Cancer Society)
- John Macdonald
- Peter h Bos (Living Streets Kirikiriroa)
- Melissa Smith (Bike Waikato)
- Donna Barraclough
- Margaret Rogers
- Vanessa Cappie (Whitiora School)
- Maria Monde

Written submissions received prior to the meeting were circulated to members and a copy of them is included in the minutes as **appendix 1**.

**5. Confirmation of the Infrastructure and Transport Open Minutes of 9 November 2024**

**Resolved:** (Cr Wilson/Cr van Oosten)

That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 9 November 2024 as a true and correct record.

**6. Chair's Report**

The Chair spoke to her report and the work she was undertaking with the Mayor's office to review the decision making process for transport projects. The Executive Director Development then provided an update on the Government Policy Statement (GPS) that was released on 4 March 2024. They responded to questions from Members on in relation to the engagement and consultation process.

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

That the Infrastructure & Transport Committee:

- a) receives the report; and
- b) requests staff provide guidance to the Mayor's office as they work through the process review to address the matters raised in the Chair's report.

**Motion:** (Cr Bydder/Cr Donovan)

That the Infrastructure and Transport Committee requests staff organise a project review meeting with the Hamilton-based Service Delivery Officers of FENZ, Police, and St John to discuss actual outcomes on emergency services of any roading projects that are concerns to them. The meeting is to be chaired by the FENZ, with agenda and minutes by FENZ, and attended by council staff appointed by the CE. Elected Members are invited to attend as observers. The minutes will be made publicly available.

**Amendment:** (Mayor Southgate/Deputy Mayor O'Leary)

That the Infrastructure and Transport Committee:

- a) notes the previous work done by the Mayor's Office with emergency services;
- b) requests the Mayor's Office continue to work with emergency services at a governance level, and connecting them to the rights parts of the organisation to ensure their views are reflected across decision making; and
- c) notes that regular updates will be provided to Members through the relevant Committee.

**The Amendment was then put.**

**Those for the Amendment:** Mayor Southgate, Deputy Mayor O'Leary, Councillors Casey-Cox, Hutt, Thomson, van Oosten and Maangai Hill.

**Those against the Amendment:** Councillors Bydder, Pike, Naidoo-Rauf, Taylor, Wilson, Donovan and Macindoe.

**The Amendment was declared EQUAL.**

**The chair exercised their casting vote and the Amendment was declared CARRIED.**

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

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

That the Infrastructure and Transport Committee:

- a) notes the previous work done by the Mayor's Office with emergency services;
- b) requests the Mayor's Office continue to work with emergency services at a governance level, and connecting them to the rights parts of the organisation to ensure their views are reflected across decision making; and
- c) notes that regular updates will be provided to Members through the relevant Committee.

**Councillors Bydder, Taylor, Wilson and Macindoe Dissenting.**

**The meeting was adjourned from 10:30am to 10:45am during the discussion of the above item.**

## **7. Notice of Revocation and Notice of Motion - Transport Projects**

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

That Infrastructure and Transport Committee revokes the following parts of the resolutions of the Infrastructure and Transport Committee for transport projects from the current financial year and the project costs removed from the budget:

### **a. 7 March 2023**

- c) approves the proposed Low Cost Low Risk Transport Improvement Programme (attachment 1 of the staff report) for the 2023/24 financial year:

**Site 3** - Anglesea Street (Bryce Street to London Street)

**Site 12**- Grey/Beale Street Intersection Improvements,

**Site 18** – Abbotsford/Ulster Intersection Improvements,

### **b. 21 September 2023**

That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of Project 20 - River Road Footpath Western Side – Kirikiriroa Bridge to Comries Road.

**Councillors Casey-Cox, Hutt and van Oosten Dissenting.**

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

That Infrastructure and Transport Committee requests staff undertake the necessary process to amend the Bylaw to reflect the removal of Site 3 - Anglesea Street (Bryce Street to London Street) Notice of Revocation.

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

That the Infrastructure and Transport Committee requests staff:

- a) undertake further investigations of alternative options for pedestrian crossing facilities on Ulster St without a raised platform;
- b) organise an information session to seek direction from Members on the alternative options; and
- c) report back to the Committee with a proposal for consideration that would be implemented in the 2024/25 financial year.

**The meeting was adjourned from 12:15pm to 1pm during the discussion of the above item.**

*Prior to the discussion of the below item Cr Donovan declared an interest in item 8 (Wairere Drive and Karewa Place - Macroscopic Approval of Intersection Design). He noted that he was not conflicted and would take part in the discussion and vote on the matter.*

#### **8. Wairere Drive and Karewa Place - Macroscopic Approval of Intersection Design**

The Network and Systems Operations Manager took the report as read. She responded to questions from Members in relation to ramifications of delaying the decision, conditions of consents monitoring and enforcement, speed limit reductions, work disruptions, and the communication strategy.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the macroscopic design of the Wairere Drive and Karewa Drive intersection for traffic signals as presented in Figure 4 of this report;
- c) notes that the final extent of any raised safety platforms or raised intersection within Wairere Drive will be minimised and determined by the safety audit process of the detailed design;
- d) notes that the Safety Audit and Corridor Access approval requirements must be undertaken by Foodstuffs;
- e) notes that the implementation of the intersection changes will be completed by Foodstuffs at their cost;
- f) requests staff work with Foodstuffs on the development of a communication plan to inform the Community of the project, that is reported to Members via an Executive Update; and
- g) requests staff work with Foodstuffs on a implementation plan to enable works to be undertaken with minimal disruption, where possible.

#### **9. Parking Policy Alignment Review (Recommendation to the Council)**

The Urban Transport Policy & Planning Manager and City Transport Unit Director took the report as read. They responded to questions from Members in relation to the reason why this decision is being made prior to the Long-Term Plan.

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

That the Infrastructure and Transport Committee recommends the Council:

- a) receives the report;
- b) approves a revised Hamilton City Council Parking Policy 2022 (**Option 1**), as outlined in **Attachment 1** of the staff report, subject to minor amendments to simplify/clarify the language, noting that:
  - (i) the recommended changes to the policy follows on from the resolution made at the 28 November 2023 Extraordinary Council 2024-2034 Long Term Plan meeting - “for the purposes of financial modelling and proposed fees and charges approves the inclusion of demand-responsive parking pricing...for short term parking...(and)...all day paid parking.”;
  - (ii) the policy alignment review identified minor changes were needed to ensure the policy aligns with any decisions on paid parking Council may make through the draft 2024-2034 Long Term Plan process and for ease of interpretation and administration;
  - (iii) decisions around the provisions of paid parking that may be agreed from the 2024-2034 Long Term Plan will be detailed and set by the Fees and Charges (policy implementation);
  - (iv) the parking policy will continue to be used to help make decisions on the direction and approach of parking management in Hamilton city;
  - (v) no changes have been made to the policy guiding principles which were developed by Members alongside the Access Hamilton Strategy refresh 2022;
  - (vi) the policy will be reviewed every three years, in response to any issues that may arise, at the request of Council, or in response to changed legislative and statutory requirements (whichever occurs first); and
- c) implementation of the policy will continue to include effective and appropriate communications with businesses and parking space users.

## 10. Infrastructure and Transport Strategic Matters Report

Executive Director Development took the report as read.

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

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) approves the draft Waikato Regional Land Transport Plan 2024 – 2054 submission, and that Deputy Mayor O’Leary and Councillor van Oosten (as the HCC representatives on the Regional Transport Committee) be delegated to work with staff to finalise the submission and incorporate any additions or changes agreed in this Infrastructure and Transport Committee meeting prior to submission to Waikato Regional Council before 6 March 2024.

## 11. Resolution to Exclude the Public

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

### **Section 48, Local Government Official Information and Meetings Act 1987**

The following motion is submitted for consideration:

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

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

resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport public excluded minutes of 9 November 2024	) Good reason to withhold ) information exists under ) Section 7 Local Government ) Official Information and ) Meetings Act 1987	Section 48(1)(a)
C2. Water and Wastewater Treatment Plants Chemical Supply		
C3. Ranfurly Gully Wastewater Line		
C4. Stormwater and Wastewater Maintenance Contract		
C5. Infrastructure and Transport Strategic Issues Matters Public Excluded Report		

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 avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations	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 to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C5.	to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (i) Section 7 (2) (j)

**The meeting moved to the public excluded session at 1:51pm.**

**The meeting returned to the open session at 2:58pm.**

**C5. Infrastructure and Transport Strategic Issues Matters Public Excluded Report**

The Network and Systems Operations Manager and General Manager Infrastructure and Assets responded to questions from Members in relation to revenue losses, sunk costs, traffic signals, safety audits, school bus schedules, speed limits, traffic accident statistics and engagement with stakeholders.

**Motion:** (Cr Thomson/Deputy Mayor O’Leary)

That the Infrastructure and Transport Committee requests staff to proceed with Project #5 River Rd - Waikato Diocesan school pedestrian facilities Option b) (signalised crossing, no platform) in the staff report.

**Amendment:** (Cr van Oosten/Maangai Hill)

That the Infrastructure and Transport Committee defers decision of Project #5 River Rd - Waikato Diocesan to the next available Council/Committee meeting to enable stakeholder engagement.

**The Amendment was put.**

**Those for the Amendment:** Deputy Mayor O’Leary, Councillors Casey-Cox, Hutt, Thomson, van Oosten and Maangai Hill.

**Those against the Amendment:** Mayor Southgate, Councillors Bydder, Pike, Naidoo-Rauf, Taylor, Wilson, Donovan and Macindoe.

**The Amendment was declared LOST.**

**The Motion was then put.**

**Those for the Motion:** Councillors Casey-Cox, Hutt, Thomson, van Oosten and Maangai Hill.

**Those against the Motion:** Mayor Southgate, Deputy Mayor O’Leary, Councillors Bydder, Pike, Naidoo-Rauf, Taylor, Wilson, Donovan and Macindoe

**The Motion was declared LOST.**

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the reallocation of \$50,000 of Low Cost Low Risk public transport funding (51% Waka Kotahi funding) to carry out improvements at the existing bus stop at 373 Anglesea St, being project #1 **Option b)** in the report;
- c) requests staff to proceed with the following projects:
  - i. Project # 7 Silverdale Rd - school pedestrian facilities **Option b)** (signalised crossing, no platform);
  - ii. Project #13 Ellicott Road / Hyde Ave public transport improvements **Option a)** (continue as consulted);
- d) 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;

- e) requests staff to cease work on the remaining projects contained in the table in paragraph 4 of the staff report; and
- f) notes that the decision and information in relation to this matter be released at the appropriate time, to be determined by the Chief Executive, along with appropriate communication to the community.

*The meeting was closed by the chair with a karakia.*

**The meeting was declared closed at 3:55pm.**



## Public Forum Submissions

Dear sir/madam

I have already sent in my feedback regarding the above proposal. This is a waste of money. Travelling around the world especially around Europe you don't see any of this stupid planning. We are one of the best street and roading country in the world nothing wrong with our road and street, its our people/driver need education. You travel around Paris (very big city) with huge round about but no lane markings, people share and drive responsibly like five lanes of cars at once no accident. Your data shows 37 accidents in 13 years its shows very low and still safe as average of 2 per year and its because of our careless drivers. Please reconsider your proposal.

LM4 Group

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Dear sir/madam.

I would like to put in a submission before your meeting on the 5<sup>th</sup> March concerning your new ideas about the bus stops and crossings. The idea of putting bus stops in the middle of the road is causing more congestion and traffic delays. Because of the limited space given the risk of accidents will increase. As for the at roundabouts, I have seen and nearly had near misses try to negotiate the roundabouts with foot traffic, line up of cars and cyclists on the road. The crossing should be a suitable distance from the roundabouts, so people don't get hit.

Your faithfully

Heather Grant

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I am writing to express my concerns over the above project on River Road, a summary of which was sent to us on 11 December 2023.

I have been a rate payer on River Road for over 30 years, and during that time have had no concerns about wanting more paths, more crossings, more boardwalks, more plantings, more raised signalised crossings, when there is already enough. With regard to cyclists, there is adequate laning and respect for their travel.

However, I have concerns that River Road is also a main, important thoroughfare for emergency, Police and ambulance services, accessing SH1 and districts. Why do these services have to be held up by more raised, signalised crossings, delaying their essential, and urgent services to the community? It's important that their services are given a high priority in any road changes so that their efficiency is not compromised.

I acknowledge that the decision to proceed with this project is subject to final confirmation of construction funding from Waka Kotahi NZ Transport Agency.

I want the Infrastructure and Transport committee to cancel this upgrade, thus saving the Council thousands of dollars in capital expenditure. The threat of even greater increases in rates suggests that this upgrade should not be proceeded with at this time, when the current use of the road is doing its job. It makes sense to be functional and leave "the frills" for another future time when the Council priorities and financial position change.

Please acknowledge that you have received this submission.

Yours sincerely

Rosalie Dickens

Kia ora,

I would like to write a submission to the committee regarding the proposal to no longer construct a crossing on Ulster St.

We provide education support for students who reside in Emergency Housing in and around the Ulster St. area. It has come to our attention, since starting this work, just how dangerous this street is. As mentioned when I spoke to the chamber last year, this road is busy and heavily populated with families. The road is used regularly by foot traffic, a large percentage of these individuals are children.

To stop this work project, in our opinion, would be to endanger the lives of these tamariki and their families. There are currently limited and insufficient crossings on this very long stretch of roading. I urge the council to continue with their plans to keep these children and other pedestrians safe by erecting a crossing near the Abbotsford-Ulster intersection. This must surely be a priority and a great deal of time and consultation has already gone into this planning.

Ngā mihi nui,

Chrystal Hapuku

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**Chrystal Hapuku**

Education Consultant and Director  
STUDYFIT Ltd

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Kia ora koutou

Hope that this email finds you well.

I understand that the Council is considering whether to continue with the pedestrian crossing proposed for the vicinity of the Ulster/Abbotsford intersection and across Ulster Street. Thank you for your attention to this matter.

I recommend that the Council continue to support the establishment of the proposed pedestrian crossing within suitable fiscal parameters. The fiscal pressures may require a design reset to ensure that safety is the key driver of any proposal rather than ancillary matters like public transport. These matters can be designed, delivered and operationalised within 3-4 months with the right energy and commitment.

My core concern is the pedestrian traffic on the southern end of Ulster Street is significant particularly with children (including students at Whitiara School and emergency accommodation residents) and there are 'near miss' incidents on a regular basis. Council and community leaders have a responsibility to identify these risks and either eliminate or mitigate same.

I look forward to Council confirming the direction of this matter.

Mauriora

Tama Potaka

Hamilton West MP

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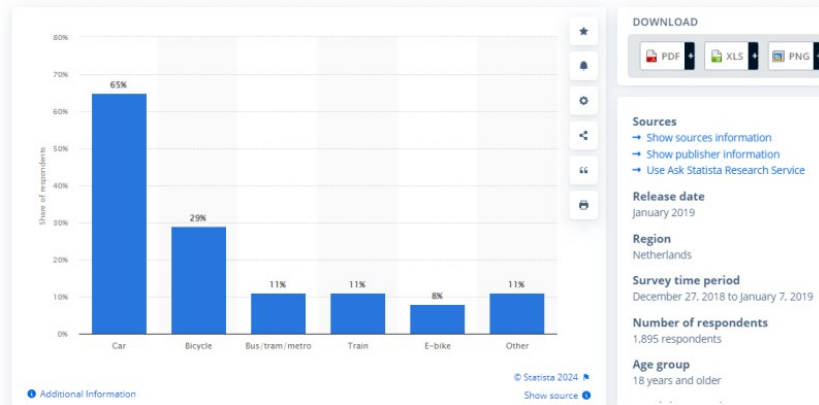
Peter H Bos

Good Morning– I am speaking in relation to item 7

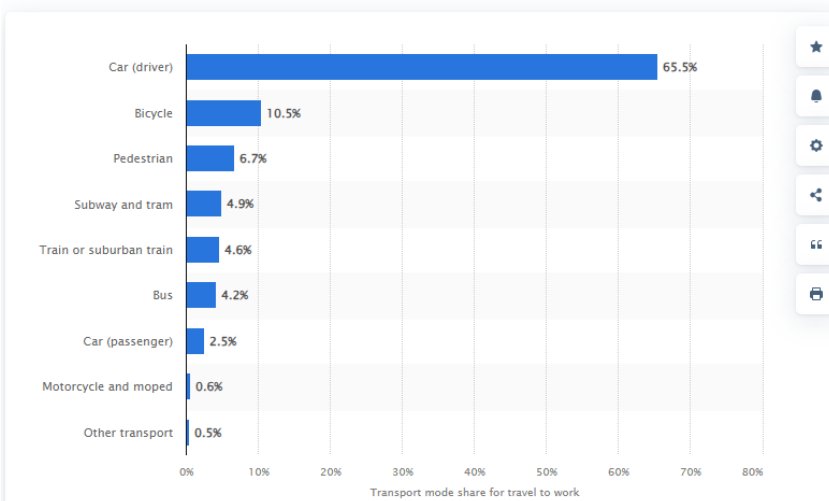
There are background notes to this speech on Hamilton Urban Blog

**In the Netherlands and Germany, most people drive to work and the percentages are similar (65-65.5%) to New Zealand (69%). Dutch cities by design make it easy for people to drive to work by making it easy for others to use other modes of transport, while in Germany you find extremes.**

Mode of transport used by commuters to travel to work in the Netherlands in 2019



Share of German workforce travelling to their place of work



Netherlands mode share 2019 - <https://www.statista.com/statistics/1013713/mode-of-transport-used-to-commute-to-work-in-the-netherlands/>  
 Germany mode share 2020 - <https://www.statista.com/statistics/1366401/travel-to-workplace-by-mode/>

The German city of Hagen (pop. 189k, density 1,200 ppkm<sup>2</sup>) is known as ‘the most bicycle-unfriendly city in Germany’. Visiting Hagen’s city centre there are many empty retail shops and I saw an aging customer base.

The German city of Oldenburg (pop. 170k, 1,700 ppkm<sup>2</sup>) has higher percentages of people biking than Dutch cities. Visiting Oldenburg city centre you will see retail everywhere and find a mix of younger and older people many who have bused or biked there. Retail is different in these cities because of the priorities of local leadership.

Main means of travel to work for people in Hamilton City and New Zealand

Category	Hamilton City (%)	New Zealand (%)
Work at home	8.3	11.9
Drive a private car, truck, or van	66.1	57.8
Drive a company car, truck, or van	10.7	11.2
Passenger in a car, truck, van, or company bus	4	4
Public bus	2.8	4.2
Train	0	2
Bicycle	2.4	2
Walk or jog	4.8	5.2
Ferry	0	0.2
Other	1	1.4

Main means of travel to education for people in Hamilton City

Category	Hamilton City (%)	New Zealand (%)
Study at home	4.6	5.3
Drive a car, truck, or van	16.1	11.1
Passenger in a car, truck, or van	39.8	39.1
Bicycle	5.4	3.6
Walk or jog	22.3	20.5
School bus	2.4	9.9
Public bus	8.1	7.1
Train	0	1.9
Ferry	0	0.1
Other	1.2	1.3

In Hamilton (pop. 185k, 1,700 ppkm<sup>2</sup>): 20 percent of people are too young to drive and the ‘main means of travel to education’ by foot, bike and bus is double that for travel to work (2018 Census). Cities that are attracting young people to their city centres know that most are not going to drive there.

There are 180,000 people living in Hamilton, of whom 58% (104,300 people) are in work\*. Of these, 77%

drive to work (80,000 people). However over half (100,000) of Hamilton's population is not driving to work or places of education.

Hamilton in 1988 had 32.7% of students biking and 43.9% walking to school. After decades of pushing **CAR-FRIENDLY MODE SHIFT SPENDING**, this has declined to 5.4% biking, and 22.5% walking (2018 census), making it harder for those that need to drive for work.

Please, include the 55% of people who are using the transport network for purposes other than driving to work, and do not promote further mode shift to cars by making other modes dangerous.

\* <https://hamilton.govt.nz/your-city/our-citys-economy/economic-data-and-reports/>

End

### **From - TCS (the Swiss equivalent to NZ AA)**

#### **Children are not mini-adults**

'We all know that because of their development, **children tend to have spontaneous reactions** that they often cannot suppress - But that doesn't mean you should wait until your child is fully developed before introducing them to traffic. On the contrary: **the sooner they get to know** this new environment, **the sooner they will develop the skills necessary for it**'.

#### **Set a good example!**

'Remember that your child is watching you and seeing how you behave in different situations'.

'Schooling models rely on **observation, imitation and repetition**. The same applies to traffic education'.

<https://www.tcs.ch/de/testberichte-ratgeber/ratgeber/verkehrserziehung/kinder-fussgaenger.php>

### **From - Evidence base for key strategic problems – the case for investment: Waikato RLTP 2024-2054**

'Cyclists and pedestrians are at risk on the Waikato transport network, with cyclists representing 15 percent of urban fatal and serious crashes, and pedestrians 21 percent of urban casualties in the region between 2009 and 2018 (p.37) ... **Pedestrians aged 5-9 years were the highest proportion of pedestrian casualties** and adults aged 39-45 years were the highest proportion of cycle casualties (p.42) ... 31% of casualties in urban areas are cyclists and pedestrians (p.42) ... In the Waikato region, **transport is the leading cause of unintentional injury and death for children and young people aged 0-24**, accounting for 69% of all unintentional injury deaths. Pedestrians aged 5-9 years are the age group most at risk, followed by those aged 10-14, and 20-24 years' (p.44).

<https://www.waikatoregion.govt.nz/assets/WRC/RLTP2024SupplementaryEvidence.pdf>

Hi Governance Team

Can this message, my emails and original submission and any subsequent discussion be forwarded to the meeting on 5 March 24?

HCC Councillors should be aware that the issue they are voting for is very small. The real issue for Ulster Street is Social Housing and how our residents have had to deal with this situation.

In essence my 5 point submission does not revolve around just "bus stops and road bumps"

Our issue with "Loading Zone, enhancing planting & barriers, lighting and cameras, maintenance" - still exist...

The basis of HCC submission started with "the crash rate on our intersection" - will still exist...

HCC Councillors are welcome to come and see me to understand the debt you have for not supporting Tourism on Ulster Street.

Kind regards

Narinder Sagoo

Hi Matt,

Thanks for your message.

To emphasize my situation please look at the email stream below from Tracey on 2 February 24 and before -

You will see my attached submission had been accepted and progressed to within the design drawings.

Kind regards

Narinder

Hi Tracey & George

It seems from the article below things are stalling?

<https://www.waikatotimes.co.nz/nz-news/350176223/road-refits-face-screeching-halt-hamiltoncity-council>

I need to know what my position is moving forward?

From the article a Meeting is to be held on 5 March 24.

In essence my 5 point submission does not revolve around just "bus stops and road bumps"

Our issue with "Loading Zone, enhancing planting & barriers, lighting and cameras, maintenance" - still exist...

The basis of HCC submission started with "the crash rate on our intersection" - will still exist...

Can this message, my emails and original submission and any subsequent discussion be forwarded to the meeting on 5 March 24?

Kind regards

Narinder Sagoo

Sagoo Enterprises Ltd

211 Ulster Street  
Hamilton

21 November 2023



Public Transport and Urban Mobility  
Hamilton City Council  
Private Bag 3240  
Hamilton

Dear Sir , Madam

Your Reference : Ulster/Abbotsford Intersection TP4720

Thank you for notifying information on the planned upgrade in front of my properties:

Ulster Street Superette, 211 Ulster Street

Ulster Lodge Motel on 33 & 35 Abbotsford Street

Motel Six, 30 Abbotsford Street

I would like to submit the following comments.

- 1 Over the past 30 years the size of some delivery trucks arriving at the Superette has increased and are too large to stop within our carpark. Problems include trucks hitting the side of our building, hitting the electrical pillar box causing area wide outages, blocking thru traffic within our driveway parking area, damage to the kerbing along our driveway, damage to the grass verges, driving and parking on the pedestrian footpath, subsistence to the driveway as the trucks are too heavy for the footpath and around an electrical pillar box , etc. I can provide pictures, videos or correspondence to support my comments if required.

I would like to propose a long term solution

**By creating a 5 or 10 minute "Loading Zone" (LZ – P5 or 10) between the driveways in front of 33 Abbotsford Street. With operating restriction of the shop trading hours.**

Discussion : This would create a permanent obligation for oversized trucks to park safely, off the footpath, without causing damage.

It may also pay to consider bringing the LS P5 or 10 in front of the Abbotsford Street side of 211 Ulster Street (at a similar distance away from the corner similar to the proposed new in-lane bus stop) as there will still be Hamilton City Council (HCC) Rubbish trucks coming to collect refuse from the public bin on the site of 211 Ulster Street. These trucks come at night and sometimes stop on the grass verge to reduce the distance to the bin.

With the removal of the tear drop traffic island on the Abbotsford street side of the intersection there will be space for vehicles to travel around a new LZ position. If HCC can prove that buses can safely stop within the Ulster Street lane – this would also prove that trucks can safely stop at a loading zone on the side of Abbotsford Street.

- 2 The current grassed verges within the precinct of the “New widened shared path” could be replaced with permanent low-level shrubs, or carpet roses with a metal barrier to prevent pedestrians taking a short cut. This should be extended to the “New median island”
- If trees are being considered then they should be planted “adjacent” to our existing electrical street signage (ESS) on the Ulster Street sides of 211 Ulster Street and 30 Abbotsford Street.
- The problem with HCC past tree planting was that the species chosen were not significantly mature to develop a canopy over the moteliers electric street signage (ESS) and inconsiderately planted “in front” of ESS with the developing canopy growing over the ESS facings.

Discussion : Adding Trees & shrubs will enable a fresher greener approach to a central tourist hub. Trees & Shrubs (T & S) should be further considered within the “new median Island”. Tree planting has already proved successful along the median island of the main shopping promenade on Victoria Street. Barriers need to be used as a significant number of pedestrians crossing the street are of Primary school age whom tend to be more risk prone in taking short cuts. It would be sad to have a pedestrian crossing that no one is encouraged to use.

- 3 Security is part of good design. At present the Superette boundaries on the corner of 211 Ulster Street have a significantly raised edge along the footpath, the road kerb is further lower on Ulster Street. This prevents smaller vehicles from travelling over these edges and towards the entrance of the shop. “Touch wood” there have been no ram raids. Any modifications with the proposed HCC works should not create a detrimental effect to these vertical profiles and make it easier for vehicles to travel at speed towards the shop doors.

We have added large concrete blocks to the grass verge sides of our driveways. These have proved effective in “stopping vehicles mounting our manicured grass verges”. If no T & S are planted with barriers, HCC should still look at stopping vehicles using the driveways/accessways to mount the footpaths. Note the HCC timber bollards immediately adjacent to driveways/accessways no longer act as a barrier to vehicles.

The “new in-lane bus stops” should have effective central median street lighting and a 360\* camera installed. The pedestrians waiting or egressing from this stop need to be visible/ have a safe scope of view when light levels are low especially during winter, the days become shorter while the buses are operating. HCC and the Police are well aware of the increase in general disorder on Ulster Street with long term unconsented accommodation from non-complying motels providing Social Housing. Security cameras for bus patrons is a minimum for the general public if HCC Strategic Planning persists with a long term strategy for allowing Social Housing.

The existing phone box by the new bus stop should remain for the community and also have a free 111 emergency call ability.

- 4 Maintenance on the corner of 30 Abbotsford Street (Ulster Street corner facing). Please review our past reports to HCC regarding the Kerb and Channel beside the stormwater metal drain. A void had been created under the road where water had flushed out the base substrate/foundation under the tarseal.  
Maintenance on the corner of 211 Ulster Street (Abbotsford facing) HCC footpath side of the smaller green WEL pillar box. There is a void under this box which has slowly collapsed inwards caused by the heavy trucks on the shop driveway parking up. We can fix our carpark but if the void exists on the HCC footpath side it is possible subsistence may continue as the void collapses and fills in around the cables.

Discussion : It is our intention to bring these existing matters to your attention as it is not hard and cost effective to incorporate remediation at the same time as your proposed works to the intersection and footpaths.

- 5 The extent of "No parking yellow lines" needs to be considered. HCC's "notified" process could create a way to override any HCC obligations to not replace the current off street parking and reduce vehicle parking numbers due to additional "No parking yellow lines" (NPYL). The following should be considered to mitigate the loss of parking spaces and help HCC out.  
NPYL in front of 33 & 35 Abbotsford Street. It's a waste of yellow paint as no one parks over the driveways. Having the NPYL go part way along the 35 Abbotsford Street has no real purpose apart from a standard prescriptive design length. HCC could not prove the past accidents within Ulster Street have been caused by an absence of yellow lines at 33 and 35 Abbotsford St?  
NPYL in front of 30 and 32b Abbotsford Street. Once again, it's a waste of yellow paint as no one parks over the driveways and further NPYL going part way along 32b Abbotsford Street. The NPYL should be trimmed back to match the beginning of the driveway on 33 Abbotsford Street. HCC could not prove the past accidents within Ulster Street have been caused by an absence of yellow lines at 30 & 32b Abbotsford St?

I think HCC has a solid case in creating the new median island on Ulster Street and could prove that this would have stopped past accidents as there was a reduction when the white central median strip lines were painted in.

In Summary

The HCC notified Intersection upgrade is based on 31 accidents over 10 years. I have been living at 211 Ulster Street since 1975 and hope you favourably consider my submission which is based on my 48 years' experience of good and bad decisions by HCC transport officials, pedestrians, private vehicles, HCC trucks, maintenance personnel and the larger delivery trucks.

Kind regards



Narinderpal Sagoo, Director of Sagoo Enterprises Ltd



05 March 2024

John McDonald-Wharry's comments to Hamilton City Council's Infrastructure and Transport Committee

Today I am going to first address **Item 7** (page 14 of [today's Agenda](#)) regarding the motion to **revoke funding for the Site 12 Grey/Beale Street Intersection Improvements** and **Site 18 – Abbotsford/Ulster Intersection Improvements**. Stopping these two projects is welcomed as a small step towards halting and reversing the intentional degradation which has been imposed on our City's transport network. However, this revocation does not go far enough. The majority of Hamiltonians travel by automobile, Hamilton City Council's own data indicates a significant drop in numbers cycling on rainy days. Much of the cycling community appear to be only fair-weather friends of HCC's "**modeshift**" and "**vehicle kilometre travelled**"-reduction aims. Many cyclists will travel by automobile on rainy days and might then view the "**raised safety platforms**" as additional speed humps from the perspective of an automobile traveller.

Rainfall was a contributor to the reduction we saw last year, with rain falling on average every four out of five days – a total of 708mm, with an average of 7.6mm per day. We had previously seen a 40-50% drop in cycling when daily rainfall was within in the 5-10mm range compared to days with no rainfall.

Page 97 of the [Finance and Monitoring Committee Agenda, 29 February 2024](#)

What Hamilton City Council describes as "**Improvements**" and "**Upgrades**" are not viewed as improvements by many automobile travellers. Those words indicate that a project will likely result in: fewer carparks, a rougher journey with more raised platforms and other speed humps, lowered speed limits, often combined with confusing road markings and additional obstacles. Most of these new road installations are viewed as negative changes by many automobile travellers. Given that "**discourage the use of private vehicles**" and using "**disincentives**" to "**support mode shift**" are clearly parts of the **Hamilton-Waikato Metro Area Mode Shift Plan 2020** (as well as being present in more euphemistic framing within the **Access Hamilton Strategy**), we can reasonably assume that degenerating<sup>1</sup> and degrading the travel experience of those using automobiles is an intention of some within the bureaucracy.

Focusing, for the time being, on the raised features... the vertical deflection "traffic calming" measures to use a technical term (raised platforms, raised roundabouts, and other speed hump-like designs). Both the **Grey/Beale Street** and **Abbotsford/Ulster** projects, incorporated raised features, according to the [Infrastructure and Transport Committee 7 March 2023 Agenda](#). Fewer raised "traffic calming" measures being installed is a likely an improvement from the perspective of an automobile traveller. These raised "traffic calming" features are the more expensive installations, more difficult to remove, and are (physically, economically, and psychologically) punishing automobile travellers.

Looking at the table "**LCLR – Road-to-Zero programme & budget**" (pages 114-115 of that [7 March 2023 Agenda](#)), 33 of the 39 site projects listed feature some type of "raised" installation... such as "**raised safety platforms**", "**raised crossings**", "**raised intersections**", or "**raised roundabout**". Today's motion to revoke only covers 2 of those 33 **LCLR – Road-to-Zero** projects from the [March 2023 meeting](#).

<sup>1</sup> See page 32 of this [University of Utah report](#) for the concept of using severe and restrictive "traffic calming measures" to "degenerate" automobile trips and suppress such travel.

05 March 2024

John McDonald-Wharry's comments to Hamilton City Council's Infrastructure and Transport Committee

Moving on to the topic of safety and the "**Road-to-Zero**" justification for these installations. In pages 97 and 98 of the [Finance and Monitoring Committee Agenda, 29 February 2024](#) document, we can see reports that the numbers of crashes on our City's roads that result in fatalities and serious injuries and greatly increased over the last 6-months of 2023 were much higher than the last 6-months of 2022. Increasing the amount of "traffic calming" and installing more raised platforms is not currently leading to an overall reduction in serious crashes. We do need to be careful with over-interpreting limited data and mistaking statistical noise for an important signal. However, Hamilton City Council propaganda documents such as this one on [Raised Safety Platforms](#), make much bolder claims of safety and effectiveness, based on much smaller data sets.

We also need to be cautious when interpreting crash data over the last five years due to various COVID-19 policies impacting the travel behaviour and health of people in our City. Lockdowns, more working-from-home, more online shopping, adverse medical events following mRNA injections, increased mental health issues, increased stress and disruptions, brain fog... all could have impacts on crash data and overall numbers of people travelling.

There have been eight vulnerable users seriously injured: six pedestrians, a cyclist and a wheeled pedestrian (wheelchair or mobility scooter user).

There were four seriously injured vulnerable users in the same period last year: two pedestrians, a cyclist and a wheeled pedestrian, with a total of eight for all of 2022-23 (five pedestrians, two cyclists, one wheeled pedestrian).

*As a part of the review of our performance measures for the 2024-34 Long-Term Plan, we are proposing that this measure's target be modified from 'decrease on previous year' to 'no increase on the five-year average'.*

Page 98 of the of the [Finance and Monitoring Committee Agenda, 29 February 2024](#)

The "**Road-to-Zero**" agenda has been used to justify installing the raised platforms and other "**traffic calming**" measures. However, we can see on page 98 of last week's, [Finance and Monitoring Committee Agenda, 29 February 2024](#) document that HCC staff are proposing to change their performance measure for "fatal and serious injury crashes on the local road network" from the current target of "**decrease on previous year**" to a new proposed target of "**no increase on the five-year average**". It seems that the ambition to work towards zero injuries and deaths is being replaced with a 'we hope the situation with serious crashes on our roads does not get any worse'-type target.

On previous occasions, Hamilton City Councillors have been informed about the range of [negative impacts and disadvantages associated with "traffic calming measures"](#) and how unwise implementation of "traffic calming" measures can make the transport network more dangerous and damaging.

I have previously asked, by email, if a full, objective, and open assessment has been conducted on the likely social, economic, environmental, and cultural wellbeing impacts of these "traffic calming measures" on the travellers, residents, ratepayers, and taxpayers within Hamilton City?

Hamilton City Council should halt and reconsider the installation of "traffic calming measures" on major roads and arterials. Carefully consider if these "traffic calming measures" are actually in the best interests of people travelling within Hamilton City and if their installation will benefit the overall wellbeing of those who consider this City home.

I also recommend that Councillors and senior Council staff start budgeting, potentially on a personal level, to fund the costs of removing these raised platforms and other obstacles from the roads and arterials throughout Hamilton City.

05 March 2024

John McDonald-Wharry's comments to Hamilton City Council's Infrastructure and Transport Committee

### Regarding Item 8...

The re-designs for the Wairere Drive and Karewa Place intersection feature either a raised intersection or multiple raised crossings (page 24 of [today's Agenda](#)). These raised features should be opposed, and definitely not installed unless a thorough, public, and objective assessment of their potential impact has been conducted. If the installation of those raised features goes ahead, Hamilton City Council and their corporate partners need to clearly establish where the liability will sit for any resulting negative impacts and paying for the future restoration of a smooth intersection at that location.

### Regarding Item 9...

Councillors should carefully consider the implications of the proposal from Council staff to insert the phrase "**Integrated multi-modal plan**" into many parts of the **Hamilton Parking Policy** (page 38 of [today's Agenda](#)). Councillors need to make sure that these language changes do not result in a Parking Policy that is more focused on using "...**a mix of incentives and disincentives**..." to influence "...**travel demand and transport choices**" involving plans to "**reallocate**" "**kerbside space**", than on providing and managing parking spaces (See the **Access Hamilton Strategy** and the **Hamilton-Waikato Metro Area Mode Shift Plan 2020** for the uses of those terms).

The proposed changes to the Parking Policy also systematically removes the word "**choices**" and replaced it with the word "**options**" when discussing transport modes. On one hand this could just be a change in fashionable terminology within the corporate bureaucracies. On the other hand it could indicate a policy shift towards a City where we no longer have "**transport choices**", we are instead given "**transport options**"... with some options being more harshly 'disincentivised' than other options.

"**Principle Six**" of the Parking Policy is titled "**Reducing the demand for private vehicle parking**" with one part (pages 57 & 58 of [today's Agenda](#)) reading...

*"If there are more transport ~~choices~~ options, parking places for private vehicles can be managed and restricted to ensure alternative modes are more attractive and prioritised.*

*Where there are good transport ~~choices~~ options available, Council will consider apply time restricted and/or paid parking to parking places for private vehicles in the Central City and other key shopping areas."*

"**Principle Six**" says that the Parking Policy will continue to be aligned to various other policies such as the **Access Hamilton Strategy**. I remind the Council that the **Access Hamilton Strategy** represents an agenda to reduce private car ownership and vehicle travel, as well as "**reducing non-essential vehicles from the city centre**".

Aside from the risk that the Parking Policy may be used to further penalise automobile travellers and owners, the policy changes (pages 57 of [today's Agenda](#)) appear to be preparation for implementing a more complex parking pricing system, which increasingly relies on surveillance technology, and with aspects likely having various digital vulnerabilities and limitations. This raises a range of issues that should be addressed in the long-term plan consultations.

Sincerely,

John McDonald-Wharry

Attachment 1

Item 11



Access Hamilton - 2023/24 Low Cost Low Risk Transport Improvement Programme

Site	Project Location	Problem Description	Proposed Treatment	Phase	Year 3 - 23/24
Total Road To Rang - programme and budget					\$7,591m
1	Brymer/Newcastle Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Approach raised safety platforms. Part of the strategic biking network plan.	Construct	\$ 1,500,000
2	Naylor/Grey intersection improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, PT and slower speeds. Raised safety platforms, paired crossings (walking & cycling) and removal of Left turn slip lanes. Part of the strategic biking network plan.	Construct	\$ 900,000
3	Kahikatea/Higgins intersection	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, PT and slower speeds. Raised intersection with paired crossings and shared path. Part of the strategic biking network plan.	Construct	\$ 800,000
4	River/Te Aroha Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection, intersection priority change and paired crossing. Part of the strategic biking network plan.	Construct	\$ 600,000
5	Galloway/Naylor Intersection Improvements	Safer Intersections/Safe System Transformation.	New roundabout, improvements to walking, cycling and slower speeds. Raised safety platforms with paired crossings. Part of the strategic biking network plan.	Construct	\$ 1,000,000
6	Tristram / Rostrevor Intersection	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection with paired crossings. Part of the strategic biking network plan.	Construct	\$ 800,000
7	Mil/Willoughby Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Approach Raised Safety Platforms. Part of the strategic biking network plan. Raised slip lane and signal phasing works.	Construct	\$ 1,000,000
8	Hukanui/Waiere Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Approach raised safety platforms with accessibility to parks. Part of the strategic biking network plan.	Construct	\$ 800,000
9	Ward / Tristram Intersection upgrade - includes Tristram/Nisbet	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, accessibility and slower speeds. Raised intersection, signal improvements and lane configuration. Part of the strategic biking network plan.	Design	\$ 200,000
10	Tristram/Norton Intersection Improvement	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Signal upgrade and intersection realignment. Part of the strategic biking network plan.	Design	\$ 100,000
12	Grey/Beale Street Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, and slower speeds. Raised roundabout with paired crossings. Part of the strategic biking network plan.	Design	\$ 200,000
13	Victoria/Claudelands Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform across Claudelands Road plus other associated safety works. Part of the strategic biking network plan.	Design	\$ 100,000
14	Victoria/ Bryce Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection treatment and upgrade of signals. Part of the strategic biking network plan.	Design	\$ 100,000
15	Tristram/Bryce Intersection Improvement	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection treatment and upgrade of signals. Part of the strategic biking network plan.	Design	\$ 100,000
16	Victoria/London Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection treatment and upgrade of signals. Part of the strategic biking network plan.	Design	\$ 200,000
17	Te Rapa/Sunshine Intersection Improvements	Safer Intersections/Safe System Transformation.	Speed management and improvements to walking and cycling. Raised safety platform with priority crossing points at all legs. Part of the strategic biking network plan.	Design	\$ 200,000.00
18	Abbotsford/Ulster Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform crossing facility across Ulster Street to link up the bus stops. Part of the strategic biking network plan.	Design	\$ 100,000.00
19	Avalon/Forest Lake Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Intersection improvement, raised safety platform and signal phasing works. Part of the strategic biking network plan.	Design	\$ 140,000.00
20	Avalon/Dominion Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform with priority crossing points at all legs. Part of the strategic biking network plan.	Design	\$ 100,000.00
21	Collins/Anderson Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform and threshold entrance treatment to safer speed areas. Part of the strategic biking network plan.	Design	\$ 100,000.00
22	Knighton/May Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform and crossing improvements. Part of the strategic biking network plan.	Design	\$ 100,000.00
23	Wellington/Grey Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and PT. Raised roundabout forming an entrance to the Hamilton East shops. Part of the strategic biking network plan.	Design	\$ 150,000.00

24	River/Wairere Intersection Improvements	Safer Intersections/Safe System Transformation.	Speed management and improvements to walking and cycling. Raised Safety Platform with priority crossing points on slip lanes and signal improvements. Part of the strategic biking network plan.	Design	\$ 200,000.00
25	Comries/Hukanui	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and PT. Change intersection to raised signals and supports eastern pathways school links project. Part of the strategic biking network plan.	Design	\$ 200,000.00
26	Clyde/Peachgrove	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and PT. Signal improvements and supports eastern pathways school links and the CBD to University link project. Part of the strategic biking network	Design	\$ 200,000.00
	40km/h Safer Speed Areas City Wide	Speed management works in residential areas	Physical works to support future 40k and making residential areas safer.		
27	St Andrews Area Saxbys Road Area	Implementation of Speed Management Plan (Safer Speed Areas)	30k shopping precinct works - raised safety platform and priority crossing points linking bus stops. 40k Safer speeds area	Design and construct	\$ 500,000
	30km/h Safer School Area	Speed management works outside schools	Physical works to support future 30k and making areas outside schools safer.		
28	30k Safe Speeds Around Schools	Speed issues outside schools - city wide action.	Bring speed limits down to 30km/h. Supported by Waka Kotahi nationwide 30k school speeds programme.	Design and construct	\$ 421,000
29	Te Rapa Primary - Ashurst Ave	Existing crossing is not very well utilised and there has been incidents relating to this.	New raised kea crossing on desire line outside school to the south. Supports 30k schools work.	Design and construct	\$ 200,000
30	Maeroa Intermediate - Maeroa Road	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform. Supports 30k schools work.	Design and construct	\$ 150,000
31	Melville High - Collins Road.	Speed, behaviour and safety concerns outside school.	New raised midblock signal crossing. Supports 30k schools work.	Design and construct	\$ 350,000
32	Waikato Diocesan School - River Road	Speed, behaviour and safety concerns outside school.	New raised midblock signals. Supports 30k schools work.	Design and construct	\$ 350,000
33	Hamilton Christian School - Borman Road.	Speed, behaviour and safety concerns outside school.	Raised safety platform. Supports 30k schools work.	Design and construct	\$ 150,000
34	Fraser High School- Ellicott Road	Speed, behaviour and safety concerns outside school.	New raised midblock signals outside school. Supports 30k schools work.	Design and construct	\$ 350,000
35	Pembroke Midblock Signals Hamilton west school	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform. Supports 30k schools work.	Design and construct	\$ 150,000
36	Fairfield Intermediate - Clarkin Road Midblock Signals	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform. Supports 30k schools work.	Design and construct	\$ 150,000
37	St Joseph's School - Clarkin Road Midblock Signals	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform. Supports 30k schools work.	Design and construct	\$ 150,000
	30km/h Safer Shopping Areas	Speeds issues within shopping areas.	30km/h shopping precinct speed reduction works		
38	Silverdale Road Shops	Unsafe speeds and inappropriate driver behaviour outside shopping areas	Gated 30km/h threshold signage/treatment and pavement marking. Supports 30k safer shopping areas.	Construct	\$ 30,000
39	Cambridge Road Shops - by Masters Ave and Flynn Road. Two locations.	Unsafe speeds and inappropriate driver behaviour outside shopping areas	Gated 30km/h threshold signage/treatment and pavement marking. Supports 30k safer shopping areas.	Construct	\$ 30,000
<b>Road To Zero Total</b>					<b>\$ 12,871,000</b>
LC/IR - Walking and Cycling Improvements - programme and budget (W03802)					\$2.05m
<b>New Footpaths</b>					
1	Fox Street - Brookfield Street to Fox Lane and along Brookfield Street east	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	New accessible footpath to service retirement village, local parks and other amenities.	Construct	\$ 200,000
2	Fox Street - Outside Galloway Park	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	New accessible footpath to service users, local parks and other amenities.	Design	\$ 50,000
3	Hamilton West School between Pembroke and Fow Street.	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	New accessible footpath to service school, local parks and other amenities.	Design and construct	\$ 150,000
<b>Accessibility Improvements</b>					
4	Fitzroy area	Reduced accessibility resulting in barrier to essential trips	Accessibility Improvements Works	Construct	\$ 50,000
<b>Pedestrian Facility Upgrades</b>					

Item 11

Attachment 1

33 / 39

Questions about...

# Raised safety platforms The little upgrade that's saving lives

The number and severity of crashes in Hamilton has dropped significantly in places where we have installed raised safety platforms.

## How do raised safety platforms save lives?

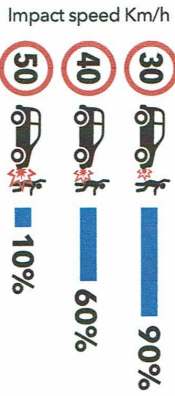
A raised safety platform is a flat topped speed hump. It's designed to slow vehicle speeds just enough so that when people make mistakes they have time to react and avoid a crash.

If a crash does happen, the human body has much better chance of surviving the impact at a slower speed.

## Why does speed matter so much?

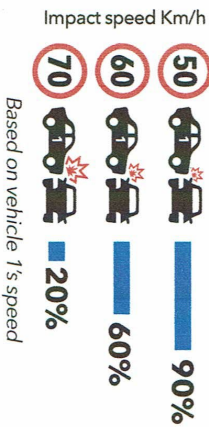
The severity of injuries resulting from a crash is directly related to the pre-crash speed of the vehicle whether or not speed caused the crash.

### Chances of surviving a car impact



Based on adult pedestrians.  
Risks are higher for children and elderly.

### Chances of surviving a side-on crash



## Four raised safety platform examples

Intersection			
<b>Thomas/ Gordonton</b>	<b>Grey/ Te Aroha</b>	<b>Bryce/ Anglesea</b>	<b>Bankwood/ Comries</b>
What was installed			
Signals and raised safety platforms on the Gordonton Road approaches	Raised safety platforms across the individual approaches/ departures	Raised the whole intersection	Roundabout with raised safety platforms across the four individual approaches/ departures

Date of installation			
April 2019	August 2019	February 2020	October 2020

Number and severity of crashes in the previous 5 years			
1 fatal 4 serious 15 minor injury 23 non injury	1 serious 8 minor injury 14 non injury	1 serious 4 minor injury 16 non injury	2 serious 7 minor injury 10 non injury
Number and severity of crashes since installation			
1 non injury	2 minor injury 4 non injury	2 minor injury 6 non injury	2 non injury

Every change we make on Hamilton streets is designed so that you and your loved ones can always get home safely.

## How much do raised safety platforms slow me down?

Raised safety platforms are designed to slow vehicles to a speed that is safe for the situation. This is usually 30km/h where there are pedestrians, or 50km/h where there are no pedestrians. Each platform is carefully designed for its specific location.

It doesn't cost anything to lower your speed for a moment, but every injury has wider costs and flow-on effects for families, employers, communities and our health system.

## But what about congestion?

Congestion is the result of more people living and driving in a growing city. We would see current levels of congestion growing with or without raised safety platforms.

## Why should I slow down if there's no one on the platform?

Not every crash involves pedestrians. The raised safety platform is for your safety too. The first raised safety platforms were installed in Hamilton in 2019 so we've had plenty of time to measure their effectiveness. We know they work.





29<sup>th</sup> February 2024

Robyn Denton  
Director –Transportation Unit (Acting)  
Hamilton City Council  
Robyn.Denton@hcc.govt.nz

Dear Robyn,

## Wairere Drive and Karewa Place – Macroscopic Approval of Intersection Design

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Further to the recent consideration of the Wairere Drive / Karewa Place intersection design at the Access Hamilton Working Group dated 19 February 2024, Foodstuffs North Island (FSNI) supports the report seeking intersection design approval tabled at the Infrastructure Operations Committee scheduled for 5 March 2024.

This request aligns with one of the key requirements that is required to be fulfilled as part of the approval of the Wairere drive speed limit change between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h.

As part of this approval FSNI acknowledges the following:

- The final extent of any raised safety platforms or raised intersection within Wairere Drive will be minimised and determined by the safety audit process of the detailed design; and
- The implementation of the intersection changes will be completed by FSNI subject to the safety audit and corridor access approval requirements.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Sam Coddard".

Sam Coddard  
Senior Development Manager  
Foodstuffs North Island