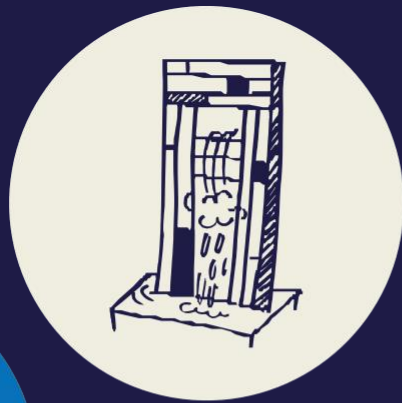


HAMILTON CITY COUNCIL – INITIAL STAFF FEEDBACK

Waikato Regional Direction - Arataki - Our 30 Year Plan (Draft)

Waka Kotahi NZ Transport Agency



8 February 2023



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- **A city that's easy to live in**
- **A city where our people thrive**
- **A central city where our people love to be**
- **A fun city with lots to do**
- **A green city**

The topic of this feedback is aligned to the priority '**A city that's easy to live in**'.

Council Approval and Reference

This initial staff feedback was approved by Hamilton City Council's Chief Executive on 8 February 2023.

Hamilton City Council Reference D-4557440 - Feedback # 716.

Introduction

1. Hamilton City Council (Council) staff appreciate the opportunity to provide early initial feedback to Waka Kotahi NZ Transport Agency's **Waikato Regional Direction - Arataki - Our 30 Year Plan (Draft)**.
2. Council has made previous submissions on Arataki dated 17 February 2020 and 30 June 2017, which we have attached to this feedback (noting that the 2017 submission is shown as Appendix 1 of the 2020 submission). They show an evolving view on some issues.
3. Overall, we support the direction and content outlined in the Waikato Regional Direction - Arataki - Our 30 Year Plan (Draft).
4. Our initial feedback is structured by the Draft Plan's key sections.

Specific Initial Feedback by the Draft Plan's Key Sections

5. **PAGE 1 - WAIKATO AT A GLANCE**
6. *"The Waikato region, including the Hamilton metro area, is highly car dependent. Joint spatial planning work, the rollout of high-quality cycling networks and the progressive implementation of aspirational public transport plans will be essential to address this car dependency and begin to make progress towards reducing transport emissions".*
7. We would like to see discussion in this section around the term 'Transit-orientated-development' (TOD), noting that TOD is considered best practice for sustainable urban planning and influencing modal shift regarding growth and development.
8. It is important to note that the aim is not to force people into other modes for every trip, but instead to create the optimal conditions for the majority of trips to be made via the most efficient mode.
9. **PAGE 1 - GRAPH TITLED 'SCALE OF EFFORT TO DELIVER OUTCOMES IN WAIKATO'**
10. Does this graph mean that 'Environmental Sustainability' and 'Health and Safe People' are the areas requiring the most effort? Should it be read the other way around, such that the hashed portion is the missing effort for us to reach our desired future state?
11. **PAGE 2 - CONTEXT**
12. *"High growth is projected on all sides of Kirikiriroa and in surrounding towns, which are already home to more than half of the region's population".*
13. This statement arises from a previous document which assumed all of the growth was northward towards Auckland. Hamilton has a balanced approach to growth with new growth areas to the west (Rotokauri), East (Ruakura) and south (Peacocke) of the City. Hamilton has had a very high portion of growth through intensification over the last 10 years (over 50 percent). This is likely to increase over time. Greenfield growth will continue to form a part of the city's land supply but at a reduced share over time as intensification increases. There is a lot of development pressure for further greenfield areas in and surrounding Hamilton.
14. We recommend changing this statement to read: "High growth is projected within Kirikiriroa and in surrounding towns".
15. *"Ensuring that urban development, particularly in Kirikiriroa, remains on the western side of the Waikato Expressway is important to maintaining efficient interregional connections".*

16. Ruakura East is to the western side of the Western Expressway. This statement should be changed to reflect that Ruakura East is strategically enabled land through Future Proof (Waka Kotahi NZ Transport Agency is a Future Proof partner). Additionally, we might want/need further industrial land to the east of the Waikato Expressway.
17. *"The Te Huia service is trialling inter-regional commuter rail, connecting Kirikiriroa and Tāmaki Makaurau, and **could** play a role in encouraging mode shift and VKT reduction".*
18. We recommend that this be reworded to read: **"and will play a key role...."**. This will particularly be the case given connections to satellite towns on the H2A route.
19. **PAGE 3 - WAIKATO: OUTLOOK**
20. *"It will be a challenge to fund new infrastructure and services to keep pace with growth, especially in the wider Hamilton and north Waikato urban areas. In areas with significant numbers of people living on fixed incomes, the region will face increased pressure to raise funds to maintain existing networks and deliver new infrastructure and services. The increasing impacts of climate change will exacerbate this further".*
21. Need to identify if this characterisation true nationally for all high growth areas i.e., identify if Hamilton/Waikato have a higher portion of people living on fixed incomes.
22. We recommend that this be reworded to read: "As high growth urban areas, Hamilton and north Waikato will continue to face infrastructure funding challenges to keep pace with growth. Low or no growth areas face different funding pressures as an ageing population with an increasing number of people on fixed incomes face increased pressure to raise funds to maintain existing networks and deliver climate friendly infrastructure services".
23. **PAGE 4 - ENVIRONMENTAL SUSTAINABILITY - CHALLENGES AND OPPORTUNITIES**
24. *"Waikato will need to make an important contribution to reducing transport emissions, to both reach **draft 2035 targets** set in the government's Emissions Reduction Plan as well as the long-term goal of net zero emissions by 2050. **Waikato has the second highest carbon emission profile in the country, with a significant proportion from inter-regional freight movement**".*
25. We recommend replacing the first highlighted text with **"the 2035 emissions budgets"**.
26. It is important to note that the Decarbonising Transport Action Plan 2022-2025 is more ambitious than what's stated here, with the goal to **"reduce transport emission by 41 percent by 2035"** for the country.
27. *"To meet **draft** national emissions targets, a reduction in light vehicle **VKT of 23%** (compared to the proposed 2035 baseline) will be required in the **Hamilton metro area**. Achieving this goal will require significant change to how people travel, in a growing city with an urban form and transport **system focused** on high car use. Supporting decarbonisation of freight transport will also be necessary, through adoption of lower-emitting fuels, and increasing mode share for rail".*
28. We note that these are **not draft** national emissions targets - they are final.
29. **Hamilton metro area**: The VKT reduction is for beyond the 'Hamilton Metro' area. The targets are for the Tier 1 councils (containing Waikato Region, Waikato District, Waipa District and Hamilton City).
30. It's also important to note that the 23 percent is not official, and that Waka Kotahi NZ Transport Agency and the Ministry of Transport will be consulting on this in early 2023 (the last known target was 24 percent).

31. **"System focused"** - We recommend that this be reworded to read: "Achieving this goal will require significant change to how people travel in a growing city with an urban form and transport system that has historically focused on high car use".
32. **"Supporting decarbonisation of freight transport will also be necessary, through adoption of lower-emitting fuels, and increasing mode share for rail"**.
33. We also recommend that further consideration needs to be given to linking national freight routes with the implementation of 'first mile and last mile' freight solutions. This is significant for Hamilton being part of the 'Golden Triangle' and the high transport emissions associated with freight movement. The form and function of Southern Links is still being reviewed in relation to freight routes as well as potential land use scenarios in the MSP.
34. We would like to highlight the importance of supporting the growth of inland rail ports, particularly at Horotiu (Northgate) and Ruakura (Ruakura Inland Port) in order to maximise the opportunity for increasing mode share for rail.
35. *"The way Kirikiriroa grows, including the share of growth occurring in surrounding towns, will need to be carefully managed to ensure it is supported by public transport, infrastructure for active transport modes and restrictions on parking that encourage travel by alternative modes"*.
36. We recommend this be reworded to read: **"occurring between the city and surrounding towns"**.
37. We would like to add **while maintaining the appropriate balance on economic development** after "restrictions on parking".
38. *"Contaminated stormwater runoff from roads needs to be treated before it enters waterways while the impact of new and improved transport infrastructure on the natural environment must be appropriately managed"*.
39. We recommend this be reworded to read: **"...needs to continue to be treated to ensure there is an improvement of the quality of water before it enters waterways..."**.
40. **PAGE 4 - MAKING PROGRESS**
41. *"Key actions over the next 10 years to make progress on this outcome are: length and car dependency"*.
42. We recommend this be reworded to read: **"Reduce car dependency and appropriate mode to length duration"**.
43. *"Encouraging growth and urban development decision-making to support a compact, mixed use urban form that reduces trips"*.
44. We recommend this be reworded to read: "Encouraging growth and urban development decision-making to support a compact, mixed use urban form that reduces trips and focuses on 'Transit oriented development' "
45. *"Making changes to the allocation of space on existing roads and streets to enable and encourage mode shift to public transport, and walking and cycling"*.
46. We should be doing more than "encourage" - we should be "prioritising" mode shift, public transport and active transport modes.
47. *"Supporting the ongoing progressive improvement of inter-regional passenger rail on the strategic connection between Kirikiriroa and Tāmaki Makaurau"*.
48. We recommend this be reworded to read: "Supporting the ongoing progressive improvement of inter-regional passenger rail on the strategic connection (Hamilton to Auckland (H2A) Corridor Plan/Te Huia) between Kirikiriroa and Tāmaki Makaurau".

49. *"Completing walking and cycling networks, with a focus on access into and within the central city from surrounding suburbs, access to key centres, enabling safe journeys to schools, and expanding existing infrastructure to provide connected networks".*
50. We recommend this be reworded to read: "Continue to support the development and improvement of walking and cycling networks and infrastructure, with a focus on access into and within the central city from supporting suburbs, access to key centres and multi-modal transport hubs, enabling safe, integrated and connected multi-modal networks".
51. *"Continuing to improve public transport services and exploring opportunities to use technology to help deliver better services at a lower cost".*
52. We recommend this be reworded to read: "Continuing to improve and prioritise public transport services and exploring opportunities to use technology to help deliver better services at a lower cost".
53. *"More actively managing carparking in major destinations and employment areas, to increase use of public transport, and walking and cycling for trips to these locations".*
54. We recommend this be reworded to read: "Review and actively manage car parking in major destinations and employment areas, to prioritise and support the uptake of public transport, and walking and cycling for trips to and around these locations, while maintaining the appropriate balance on economic development".
55. *"Supporting the implementation of key policies like vehicle fleet transformation".*
56. We recommend this be reworded to read: "Supporting the implementation of key policies like vehicle fleet transformation, such as vehicle fleet transformation, public transport funding initiatives, priced parking (demand-responsive), congestion charging and zero-low emission zoning".
57. **PAGE 5 - MAKING PROGRESS**
58. *"Targeting road policing and behaviour change programmes with a focus on alcohol and drug impairment, people not wearing seatbelts and speeding".*
59. We recommend this be reworded to read: "Targeting road policing and behaviour change programmes with a focus on alcohol and drug impairment, people not wearing seatbelts, distracted driving and speeding".
60. **PAGE 6 - INCLUSIVE ACCESS - CHALLENGES AND OPPORTUNITIES**
61. *"Emerging technologies, such as on-demand shuttles, could provide a feasible shared transport option to help people get around within smaller towns and rural communities....".*
62. We recommend this be reworded to read: "Emerging technologies, such as on-demand shuttles, could provide a feasible shared transport option to help people get around within smaller towns and rural communities....".
63. **PAGE 6 - INCLUSIVE ACCESS - MAKING PROGRESS**
64. *"This includes encouraging mixed-use development and the concept of 20-minute neighbourhoods aligned with key nodes along the rapid transit corridors and micro-mobility networks".*
65. Future Proof should be updated from 30 minutes to ensure alignment. Hamilton City Council had adopted the terminology of a "20-minute city" rather than "neighbourhood". This definition needs to be updated to ensure alignment.
66. *"Improve public transport service frequency and bus infrastructure (stops and crossing points),"*
67. There is a spelling mistake - please use the word 'crossing'.

68. *“Expand and improve walking and cycling facilities, especially through completion of cycling networks in and around Kirikiriroa, and improving active mode facilities in smaller towns, so these low-cost, sustainable and healthy travel options are safe and attractive for a greater proportion of journeys”.*
69. We recommend this be reworded to read: “Continue to support the development and improvement of walking and cycling networks and facilities in and around Kirikiriroa, with a focus on improving active”.
70. **PAGE 7 - ECONOMIC PROSPERITY - CHALLENGES AND OPPORTUNITIES**
71. *“Urban areas are reliant on increasing commuting distances, which are not compatible with low carbon aims”.*
72. We recommend this be reworded to read: “Urban areas are reliant on increasing commuting distances, which are not compatible with **transport’s low emission and VKT targets**”.
73. *“The region’s strategic location within the Upper North Island also means that delivering safe and reliable inter-regional journeys, especially road and rail freight connections to key ports and hubs, is particularly important for the national economy”.*
74. We recommend this be reworded to read: “The region’s strategic location within the Upper North Island **and ‘Golden Triangle’** also means that delivering safe and reliable inter-regional journeys, especially road and rail freight connections to key ports, **including Hamilton’s inland rail ports**, and hubs, is particularly important for the national economy”.
75. *“An increasing proportion of residents on fixed incomes is likely to put pressure on the region’s ability to maintain existing infrastructure, fund new infrastructure and provide appropriate services to residents”.*
76. Is this specifically talking about more retirees? Is this a local issue or a national one?
77. **PAGE 7 - ECONOMIC PROSPERITY - MAKING PROGRESS**
78. *“Key actions over the next 10 years to make progress on this outcome are”*
79. We recommend adding the following as the first bullet point: “Investigate first mile and last mile freight solutions in key activity centres to meet and balance loading and servicing needs, with low emission zoning and emission targets”.
80. *“Completing, and then progressively implementing, the Hamilton-Waikato Metro Spatial Plan and integrated transport programme, including undertaking long term corridor protection to help shape the city’s future urban form”.*
81. We recommend this be reworded to read: “Completing, and then progressively implementing, the Hamilton-Waikato Metro Spatial Plan and integrated transport programme **(including Access Hamilton)**, including undertaking long term corridor protection to help shape the city’s future urban form”.
82. *“Supporting improved accessibility to local and town centres to better enable them to provide for the day-to-day needs of local residents”.*
83. We recommend this be reworded to read: “Supporting improved accessibility to local and town centres **to enable people/residents to live locally by meeting most of their daily needs walking from their home, in pleasant surroundings and with safe, easy access to other parts of the city by biking, using more micro-mobility or public transport**”. This statement would then be in alignment with Hamilton City Council’s 20-minute city definition.

84. **PAGE 8 - MAKING PROGRESS**

85. *“Continuing planning and design work to identify and prioritise interventions and responses to natural hazards in high-risk areas, including working with communities to identify plans for when to defend, accommodate and retreat”.*

86. We are of the view that this framework needs defining/further explanation.

87. *“Improving personal security for people using the region’s transport system”.*

88. We are unclear as to what this means and how it relates to the rest of the context i.e., it feels misplaced when the rest of the section has been discussing climate change impacts on the network. Is it referring to passengers’ personal safety e.g., not experiencing harassment or crime on public transport? Or more like ensuring people stay safe if/when using the network in times of more extreme weather?

89. **PAGE 9 - KIRIKIRIROA - HAMILTON: NEW ZEALAND’S FOURTH LARGEST CITY WITH A GROWING DIVERSE ECONOMY**

90. **Refence to Access Hamilton needs to be added on this page, similar to the MSP. There is nothing highlighted about the Hamilton 30-year Transport Strategy. It is also important to have Access Hamilton sit ABOVE the MSP on this page as well.**

91. **We propose the following wording to be added:**

Access Hamilton is Hamilton's 30-year transport strategy.

Its vision is “Our transport network enables everyone to connect to people and places in safe, accessible and smart ways”.

The strategy sets out what our transport system needs be like to serve our community’s needs now and into the future and identifies where we need to focus our efforts to achieve it.

The Access Hamilton transport strategy outlines opportunities and challenges, but more importantly, it highlights outcomes for our city’s transport future – and how we plan to get there.

Our vision for the future of transport in Hamilton:

- *Everyone is safe and feels safe while using our streets and public spaces.*
- *A low-emission transport system that is resilient against climate change.*
- *Hamilton Kirikiriroa is a great place to live for everyone.*
- *A healthy te awa o Waikato (Waikato River) and natural sites which sustain abundant life and prosperous communities for all generations.*
- *More people choose to travel on foot, by bike, by bus, or using micromobility devices such as scooters.*
- *Hamilton Kirikiriroa is accessible for all because it has a city culture and heritage that is shared, protected, and celebrated.*
- *Hamilton Kirikiriroa is a great place for everyone to work and do business.*
- *An adaptable, future-ready transport system that supports quality and compact urban form.*

Making changes to the transport system takes time and can involve significant costs. We need to make sure we are doing the right thing at the right time and spending our money wisely. The Access Hamilton transport strategy outlines what’s important to us and guides our investment decisions through our Long-Term and Annual Plans.

The initiatives that stem from this strategy allow us to work alongside our partners to deliver a Hamilton Kirikiriroa that can be enjoyed for generations.

92. *"The wider Hamilton metropolitan area covers around 250,000 people living between Taupiri in the north and Te Awamutu and Cambridge in the south. It has grown steadily in recent decades".*
93. We recommend that the figure be changed to 270,000 (which includes Morrinsville, Cambridge, Te Awamutu, Ngaruawahia and Taupiri).
94. *"Growth is primarily happening through urban expansion rather than intensification, which reinforces dependence on private vehicles and increases trip lengths to access jobs and essential services".*
95. In our view, this statement is written the wrong way around. Hamilton has had a very high portion of growth through intensification. Over the last 10 years this has been well over 50 percent of growth. In the year to October 2022, 68 percent of growth was through intensification with 32 percent through greenfield. Our view is that this will increase over time. Greenfield growth will continue to form a part of the city's land supply, but at a reduced share over time.
96. *"Only 1% of trips are currently made by public transport in Hamilton. This percentage reflects low population densities, dispersed employment, relatively low levels of congestion, and a strong culture of car use. However, Kirikiriroa is well positioned to increase active mode trips given its scale, distribution of employment, services and education, and the relatively flat terrain".*
97. Is another driver of low trip percentage poor provision of public transport services? This does not relate to the previous statement about public transport. Could there be a statement about our response to the low percentage public transport, such as "However, the MSP business case and Access Hamilton has outlined a pathway to improving the provision of public transport in the city and wider metropolitan area".
98. The statement could then go on to outline the active mode split i.e., We recommend this be reworded to read: "Kirikiriroa also has only X percentage of trips made using active modes of transport. However, Kirikiriroa is well positioned to increase active mode trips given....".
99. Heading of 'The Hamilton Metro Spatial Plan' – we recommend that there should be a section before this outlining Access Hamilton and its alignment with Government's emissions (and therefore VKT) and DSI reduction targets. The MSP then follows as a contributor to achieving the transformational changes heralded in Access Hamilton.
100. Heading of 'The Hamilton Metro Spatial Plan' - We recommend that following wording be included:
 - With the MSP it is important to note the document is a response and acts as a starting point to direct our focus, our investments and our time in helping us to deliver that radical transformational shift to a multi-modal transport network shaped around there and how communities will grow.
 - The MSP along will not be enough to meet/deliver on our emission and VKT reduction targets, and it was never designed to. To meet the enormity of the challenge we face, implementation will require a range of infrastructure and policy interventions including reallocation of road space, bus priority, building micro-mobility networks, reviewing parking and network optimisation programs.
 - The SCALE and PACE of the MSP's deliver will need to be coordinated alongside Hamilton strategies and plans like Access Hamilton, HUGS and the Biking and Micro-mobility PBC (and RPTP). The coordination with land use planning, urban intensification and coordinated growth (HUGS) will be critical in shaping an integrated multi-modal network that will play a role in delivering radical transport shift from how we move both in Hamilton and inter-regionally.

- 101.** *"As noted above, the MSP outlines a vision for a significantly different urban future from recent trends, anticipating that 70% of growth will be in Kirikiriroa and 30% in Waikato and Waipa townships. Half the growth is expected through infill or intensification of existing urban areas, while 50% will require expansion into Future Urban Areas. Employment will be focused on easily accessible corridors moving people and goods".*
- 102.** We recommend adding "focused at nodes on" in this sentence as it currently sounds like employment will spread down the corridors instead of the corridors enabling access to areas of employment. For instance, the Central City and Hospital Campus are two nodes which will continue to grow employment.
- 103.** Hamilton's Operative District Plan has a hierarchy of business centres which provides structure and context to the functioning of the urban area and its transport network. It provides a clear framework within which public and private investment can be prioritised and made, and also provides a basis for regeneration and intensification initiatives.
- 104.** The Regional Policy Statement calls for the Central City to be recognised and enhanced as the primary commercial, civic and social centre of the Future Proof area. It encourages the greatest diversity, scale and intensity of activities to encourage and provide for the vitality and amenity of the Central City. It is important to ensure that activities outside the Central City do not undermine the City's core function.
- 105.** The Central City forms the Regional Centre of Hamilton and is the dominant commercial, civic and social centre for the City and region and the focal point for the majority of the City's workforce. However, the previous planning framework has enabled an unplanned dispersal of retail and office development, which has contributed to the underperformance of some elements of the Central City with consequential effects on its function, amenity and vitality. It is important that future development in other parts of Hamilton does not adversely impact the important role of the Central City as the primary centre for the Waikato Region.
- 106.** Refer section 2.2.4 of Hamilton's Operative District Plan.
- 107.** *"The MSP has four key directives for transport"*. This section should be rounded out by saying something along the lines of "The MSP alone will not deliver the Access Hamilton/Government emissions and VKT reduction targets Timeframes within MSP would need to be significantly accelerated at least for these targets to be achieved".
- 108.** **PAGE 10 - KEY CHALLENGES**
- 109.** *"Kirikiriroa has the highest rate of DSIs involving pedestrians and cyclists, although the city's death and serious injury (DSI) rates are lower than other Tier 1 urban centres"*.
- 110.** We recommend providing the full text first followed by the acronym.
- 111.** As a point of clarification, does the document define what Tier 1 urban centres are?
- 112.** **PAGE 10 - CLIMATE CHANGE**
- 113.** *"Reducing vehicle kilometres travelled and overall emissions in a growing urban area like Kirikiriroa will be extremely challenging....."*.
- 114.** We recommend that this wording be changed to read: "Reducing vehicle kilometres travelled and overall emissions in a growing urban area like Kirikiriroa will require transformational change which can be extremely challenging when behaviour change will play a central role, especially given its car.....".

115. *“As one of New Zealand’s inland cities, Hamilton is expected to be less impacted by the direct effects of climate change than many other centres. Some areas of the Waikato River are prone to flooding and have required at times the closure of cycleways in the city. It is anticipated more slips and closures are likely to occur with high rainfall events. However, more extreme weather events will place pressure on the transport system, and the city may experience migration from areas that are more affected. Hamilton also has less exposure to earthquakes and volcanic activity”.*
116. We recommend that the above be replaced with the following wording: “As one of New Zealand’s inland cities, Kirikiriroa will not be impacted by sea level rise like many other centres. However, it will likely be impacted by more extreme weather events, increases in temperature and increased drought conditions. Some areas of the Waikato River are prone to flooding and have required at times the closure of cycleways in the city. It is anticipated more slips and closures are likely to occur with high rainfall events and more extreme weather events will place increased pressure on the transport system. Hamilton may experience migration from areas that are more affected which will accelerate the growth of the city and contribute to the emissions reduction challenge. Hamilton also has less exposure to earthquakes and volcanic activity”.
117. **PAGE 10 - RESHAPING URBAN FORM IN KIRIKIRIROA**
118. *“A major shift in urban form in Kirikiriroa is required to achieve the outcomes identified in the Hamilton Metro Spatial Plan (MSP)”.*
119. We recommend that this be reworded to read: “A major shift in urban form in Kirikiriroa is required to achieve the outcomes identified in **the Hamilton Metro Spatial Plan (MSP) and Access Hamilton**”.
120. *“Moving from the current urban form that’s car-focused towards one that’s more compact and shaped around a multi-modal rapid and frequent public transport network means a dramatically different urban future for Kirikiriroa”.*
121. We recommend that this be reworded to read: “Moving from the current urban form that’s **historically been** car-focused towards one that’s more compact and shaped around a multi-modal rapid and frequent public transport network means a dramatically different urban future for Kirikiriroa”.
122. **PAGE 11 - WAIKATO - FOCUSING OUR EFFORTS**
123. *“Implement transport components of the Hamilton- Waikato Metro Spatial Plan and integrated transport programme, including protecting key corridors and enabling the stepped approach to potential future rapid transit corridors over time”.*
124. We recommend that this be reworded to read: “Implement transport components of the Hamilton- Waikato Metro Spatial Plan and integrated transport programme, including protecting key corridors and enabling **/accelerating** the stepped approach to potential future rapid transit corridors over time”.

Further Information and Opportunity to Discuss Our Initial Feedback

125. Should Waka Kotahi NZ Transport Agency require clarification of the initial feedback from Hamilton City Council staff, or additional information, please contact **Chris Allen** (General Manager Development Group) on 07 838 6697 or 021 224 7939, email chris.allen@hcc.govt.nz in the first instance.
126. Hamilton City Council staff would welcome the opportunity to discuss the content of this initial feedback in more detail with Waka Kotahi NZ Transport Agency.

Yours faithfully



Lance Vervoort
CHIEF EXECUTIVE

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