



East Street Improvements Insights Report

3 June – 1 July 2026



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Background

- There are safety concerns with the current East Street and Peachgrove Road intersection due to a blind corner that limits sightlines for drivers, particularly for right turns from East Street onto Peachgrove Road. Several design options were explored and four options were put forward for consultation.
- Respondents were also asked about adding a pedestrian crossing point at East Street and Brooklyn Road to make it safer and easier for people walking and cycling to cross to the nearby Claudelands Park.
- This consultation was live from 3 June – 1 July 2026.
- We received a total of 170 submissions – from 166 individuals and 2 from representatives of organisations. Two respondents did not disclose their submission types and were counted as individuals.
- 15 submitters indicated they wish to make a verbal submission at the Hearing on 11 August.

Processing feedback

- Respondents were asked which of the four options for East Street they prefer, and asked for any additional comments on their preferred option.
- They were also asked whether they support the proposal for a new pedestrian crossing point on Brooklyn Rd, and any comments on their reasons.
- The majority of submissions were made through our online survey tool, hosted on Council's Have Your Say page.
 - Any emails or hardcopies were entered into our online survey tool.
- Counts and percentages were calculated using Microsoft Excel. Text comments were grouped into themes.

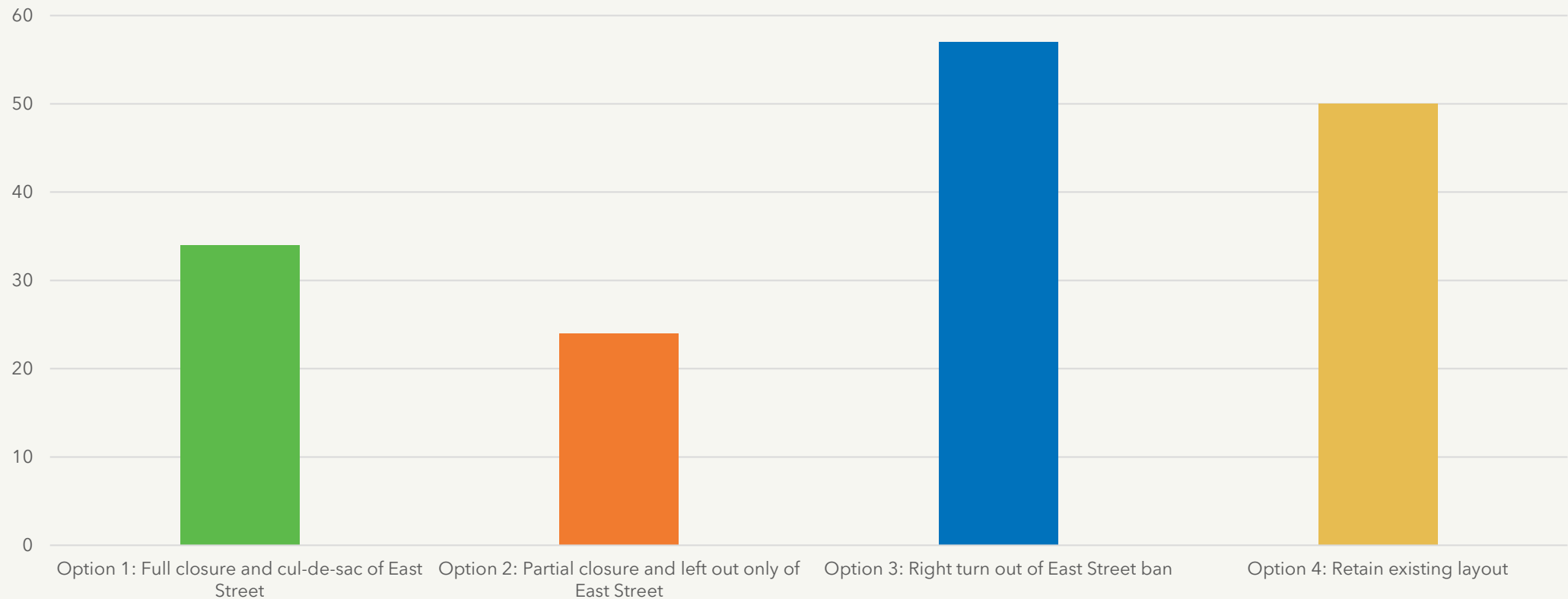


Submission insights

Individual responses

Individual responses

“Which option do you most prefer?”



Reasons for preferring Option 1

Full closure and cul-de-sac of East Street

Of the 34 respondents who preferred Option 1, 21 provided a comment.

This option makes the intersection safer

n = 11

"Option one gives the safest solution to the present blind corner when approaching Peachgrove Road from East Street from the Brooklyn road end."

The current intersection is dangerous or difficult

n = 9

"From when I lived in East Street, I recall this as a dangerous intersection."

Supports walking and cycling in the area

n = 8

"While an inconvenience with extra travel, I think the walking and cycling plan this option supports from the city, to Claudelands, the University, and Wairere Drive Underpass, make sense, potentially providing safer walking and cycling connections to those centres, off the main arterial routes"

Reasons for preferring Option 2

Partial closure and left out only of East Street

Of the 24 respondents who preferred Option 2, 12 provided a comment.

Most logical and balanced option

n = 4

"This seems to be the best balance of safety while minimising disruption for residents and drivers."

Support for pedestrian crossing improvements

n = 3

"What is important to me is the pedestrian crossing and improved cycle and walking access planned in all options, except Option 4. ."

Suggested further changes

n = 5

Five people made suggestions for changes or additions to this option, which included keeping left turns into East St (2 comments), improving cycling connections, installing traffic lights and improving the carpark for wheelchair accessibility (1 comment each).

Reasons for preferring Option 3

Right turn out of East Street ban

Of the 57 respondents who preferred Option 3, 37 provided a comment.

Best balance of traffic flow, safety and limits impacts on nearby streets

n = 23

"This would be the safest option and still allows traffic to flow otherwise you are going to get a backing up of vehicles which will back up to the light on peach Grove and affect the flow on Te aroha street which is already tight."

Suggests an alternative solution including a roundabout (n=9) and traffic lights (n=5)

n = 20

"To be honest, a roundabout is way better option all round. For the east st intersection."

The right turn onto Peachgrove Rd is the biggest concern

n = 10

"From personel experience turning right from East street into Peachgrove is very dangerous"

Reasons for preferring Option 4

Retain existing layout

Of the 50 respondents who preferred Option 4, 45 provided a comment.

Other options are not suitable*

n = 45

"Closing the right turn from East to Peachgrove will significantly impact traffic. It will force the U-turn behaviour."

*Reasons include worsening traffic (12 comments), increasing travel times or impeding residents (12 comments), and impacts on nearby streets (12 comments).

Suggests an alternative solution including roundabout (n=12) traffic lights (n=11) mirror (n=9)

n = 40

"A better more longer term solution which will ensure money well spent and keep traffic moving efficiently and quickly whilst allowing vital thoroughfare of emergency service vehicles, is to install traffic lights or a roundabout.."

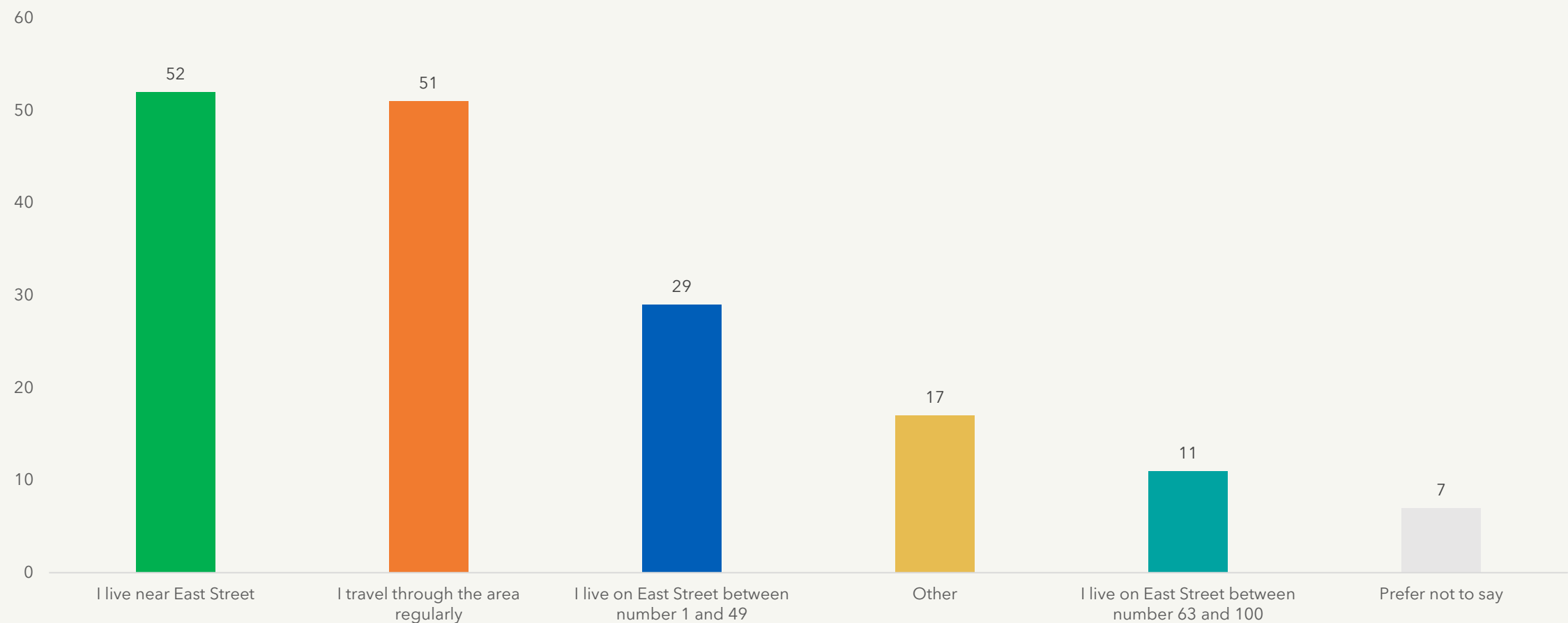
Be financially responsible

n = 10

"You need to start looking for more cost-effective options rather than changes in the millions of \$!"

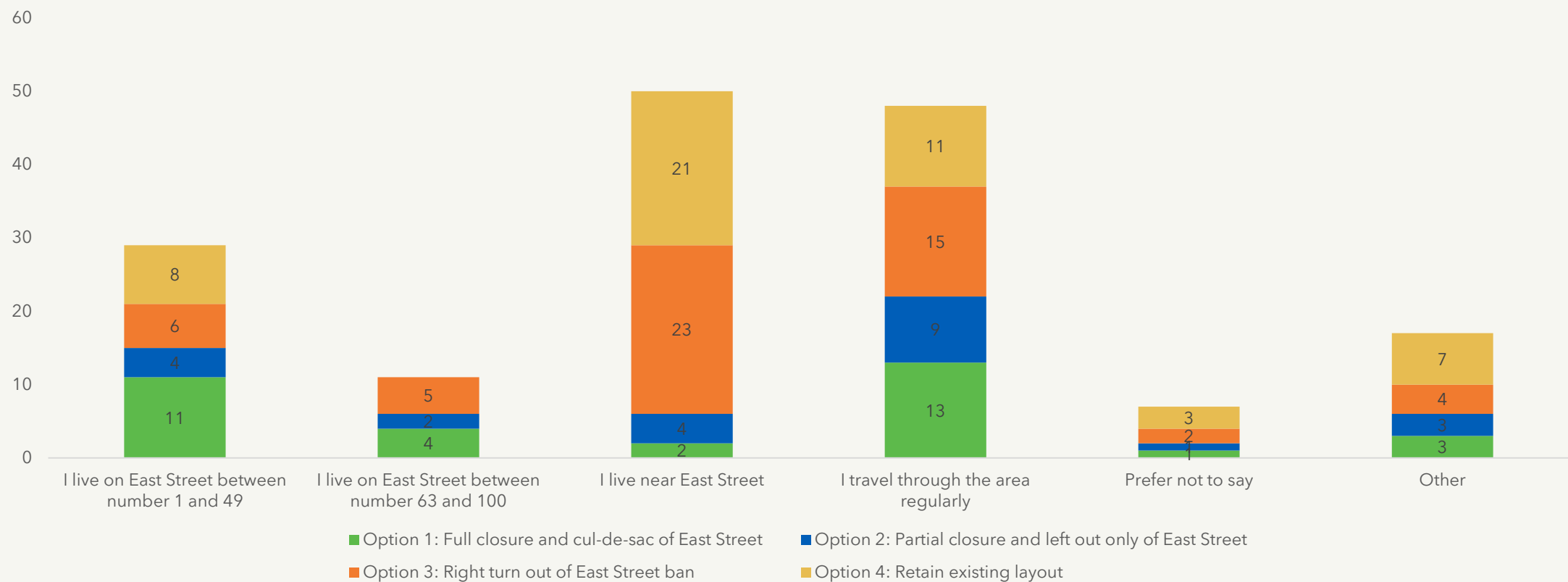
Connection to East Street

“Which of the following best describes you?”



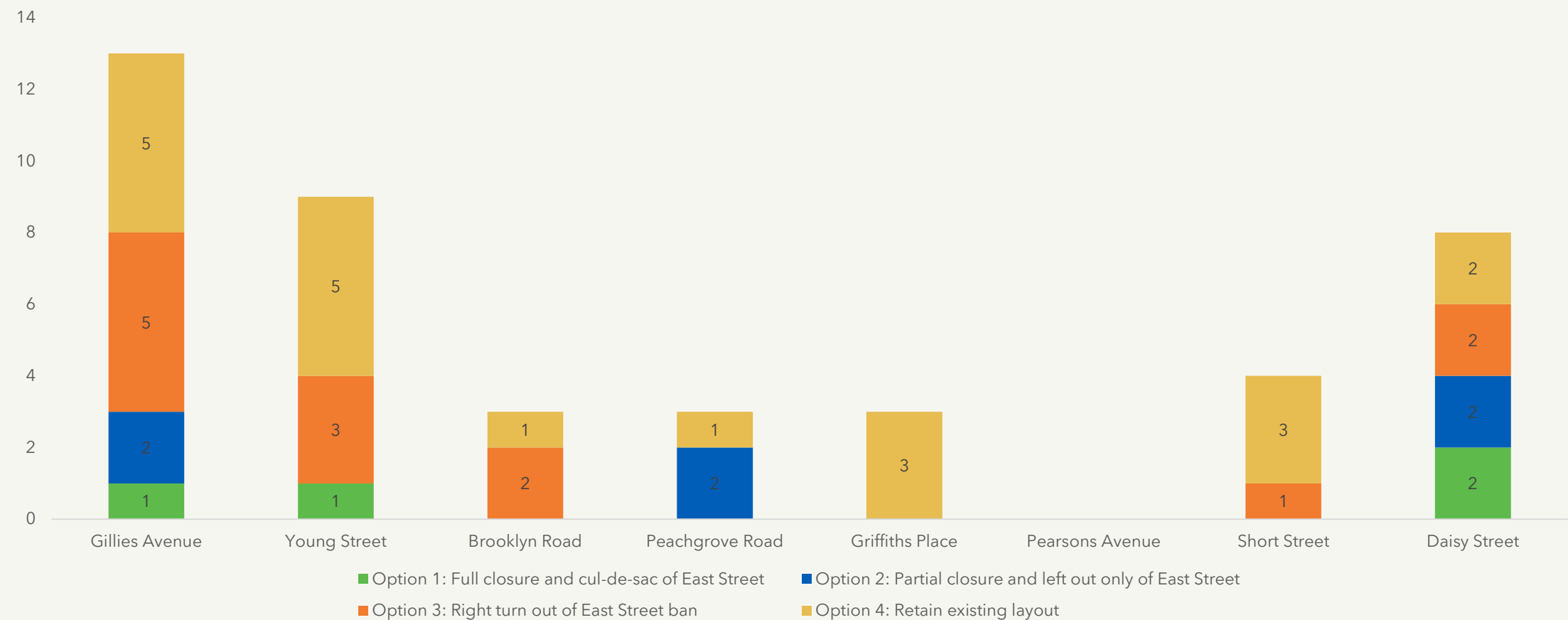
Preferences of different user groups

Preferred option split by connection to East Street



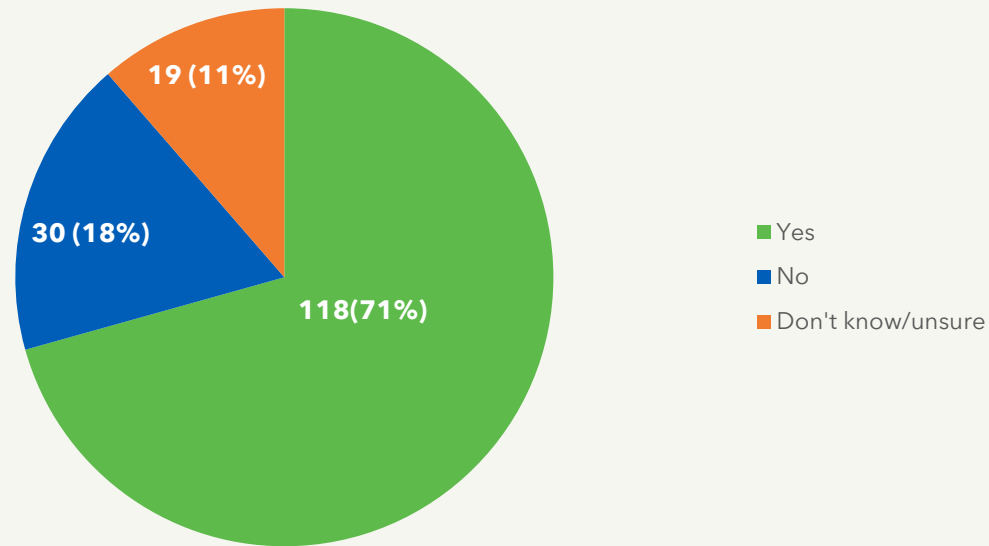
Preferences of neighbouring streets

Preferred option of those who live on neighbouring streets



Brooklyn Road crossing point

“Do you support the proposal for a new pedestrian crossing point on Brooklyn Rd near East Street?”



Brooklyn Road crossing point

Reasons for supporting the proposed crossing point

Of the 118 respondents who support the proposed crossing point, 82 provided a comment.

**Safer and easier for
pedestrians and cyclists**

n = 36

*"many elderly, and disabled
and School children will be
very much safer with a
crossing."*

**The road is busy,
dangerous or difficult to
cross**

n = 30

*" This is a very difficult road to
get across especially for
pedestrians and cyclists,
mainly because it is a blind
bend."*

**Improved access to the
park, playground and
events**

n = 25

*"Helpful for crossing road to
Claudelands park."*

Brooklyn Road crossing point

Reasons for not supporting the proposed crossing point

Of the 30 respondents who did not support the proposed crossing point, 24 provided a comment.

Financial concerns and desire to save costs

n = 12

"There being no crossing would save costs and not necessarily cause accidents to pedestrians."

A crossing isn't needed here

n = 10

"It is easy enough to wait until the traffic is clear before crossing and no need to force traffic to stop for one person to cross."

Experiences of no problems crossing the road

n = 10

"Not needed. I live in Gillies and cross Brooklyn at least twice a day at all hours. I have never had an issue - myself or with grandchildren."

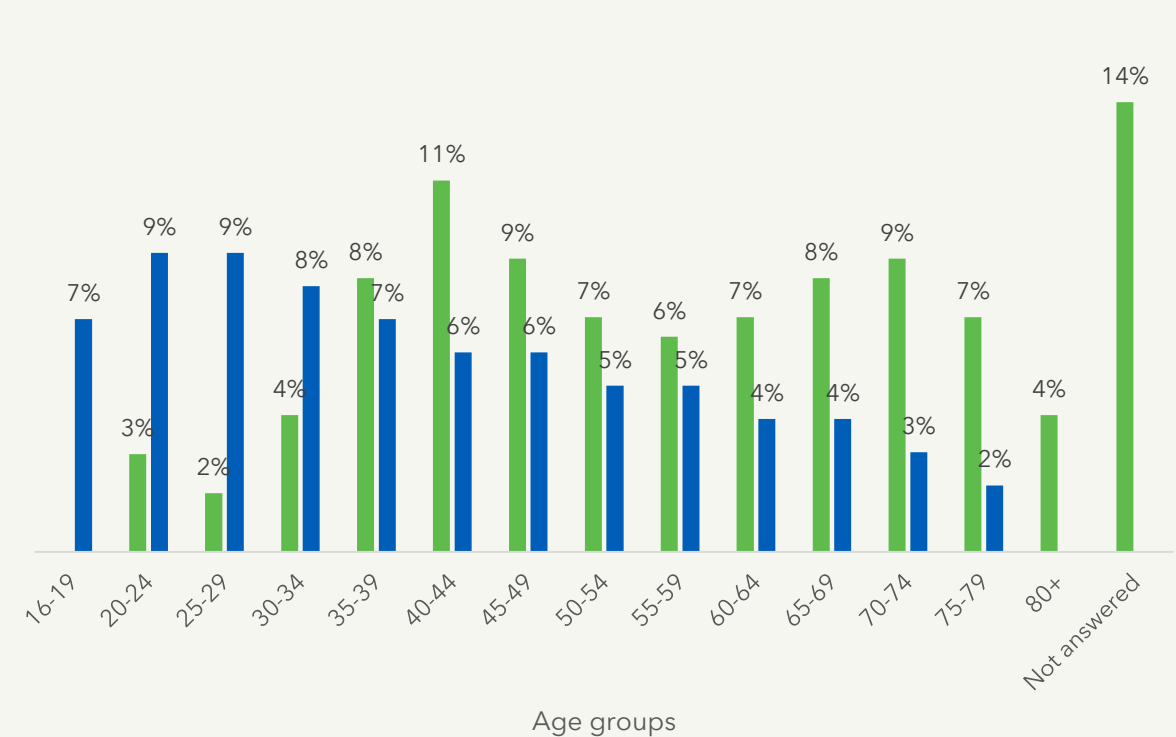
Key findings

- 165 individuals responded with their preferred choice for the intersection. Three people skipped this question.
- The highest proportion of respondents supported Option 3, a right turn out of East Street ban (n=57).
- However, a total of 65 respondents proposed alternative suggestions for the intersection, including a roundabout and traffic lights.
- Key considerations across all comments included balancing safety and traffic flow, maintaining access and limiting impacts on nearby streets.
- 71% of respondents support the proposed pedestrian crossing point at Brooklyn Road.
- Making it safer and easier for pedestrians and cyclists was the top theme.

About our respondents

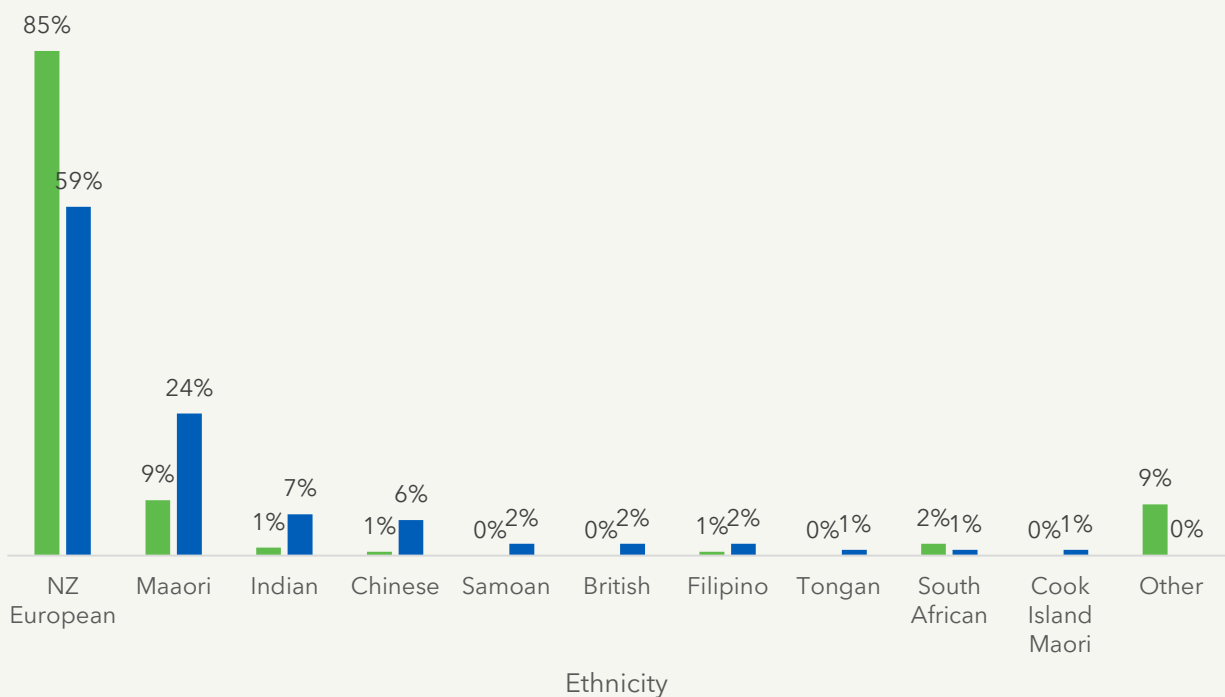
Age comparison

■ Proportion of respondents ■ Proportion of population



Ethnicity comparison

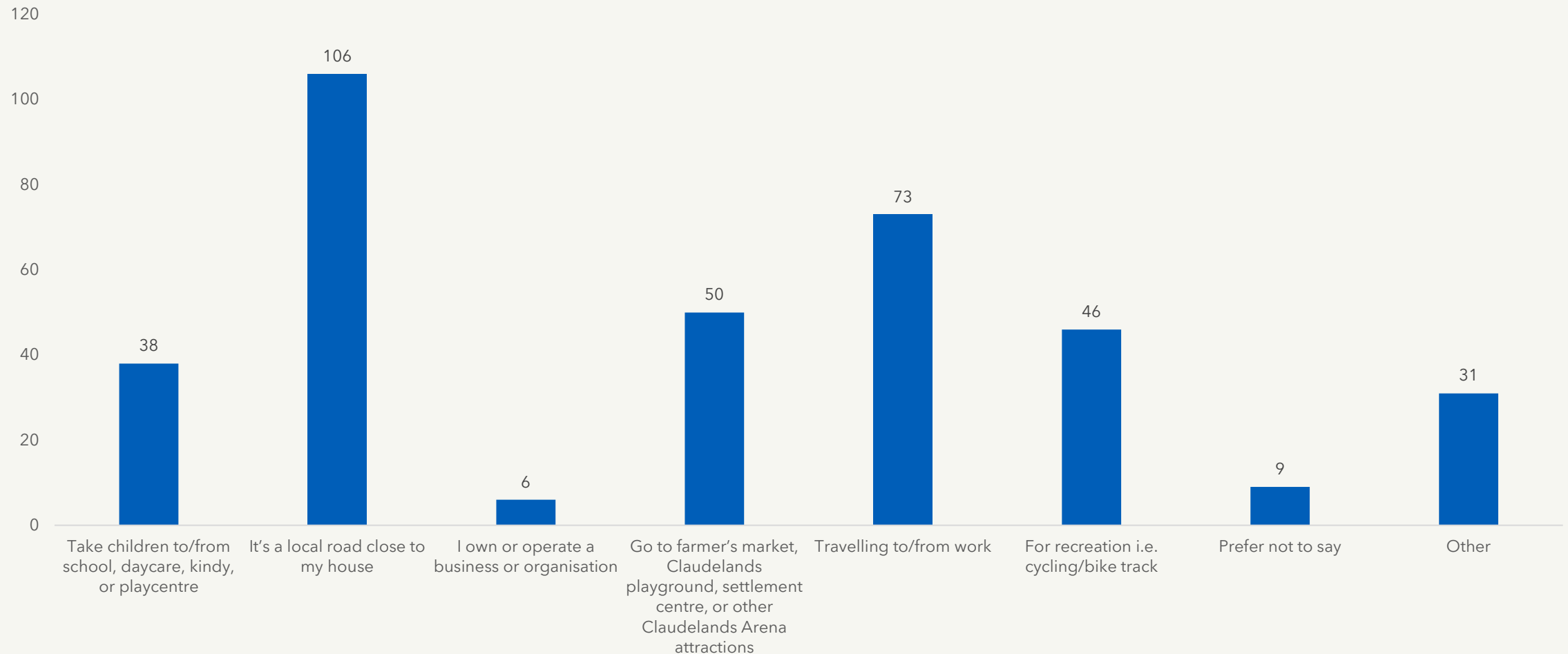
■ Proportion of respondents ■ Proportion of population



147 of the 170 respondents disclosed their age.
150 disclosed their ethnicity.
Respondents could select more than one ethnicity.

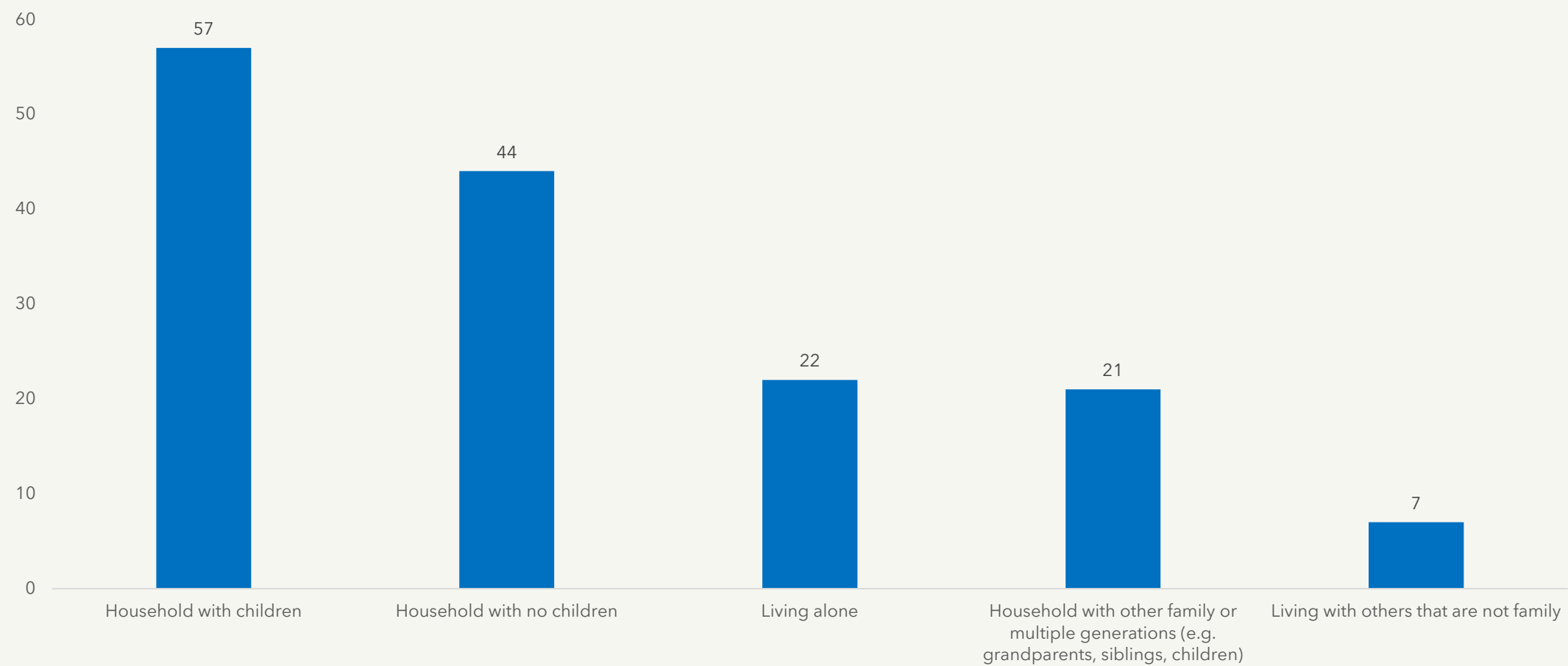
Use of East Street intersection

“What do you use the East Street intersection for?”



Household demographics

“Which of the following best describes your household situation?”



Submission insights

Organisation responses

Responses from organisations

Bike Action Hamilton and Living Systems Development

- We heard from two representatives of organisations – Bike Action Hamilton and Living Systems Development.
- Both organisations supported **Option 2 - partial closure and left only out of East Street.**
- Both organisations also supported the proposed pedestrian crossing point on Brooklyn Rd.
- [Their submissions are available in full here.](#)

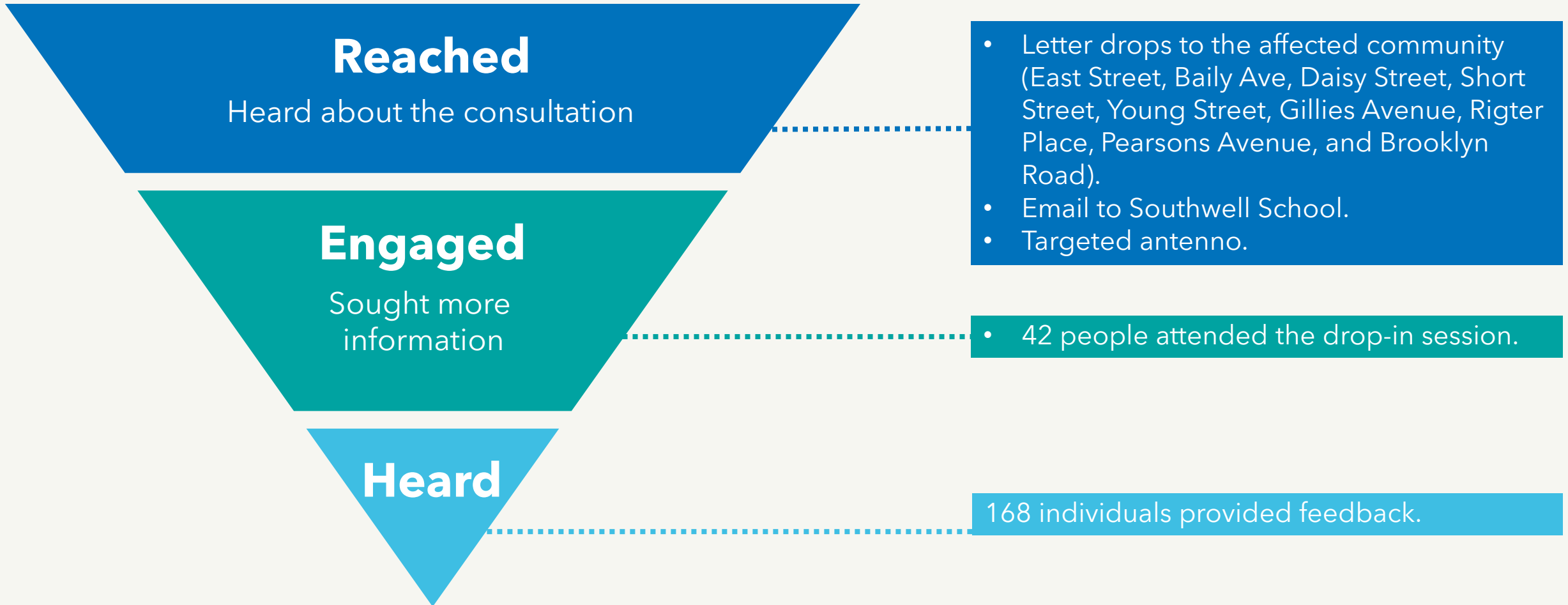


Engagement

Tactics + results

Engagement results

Note: this consultation was targeted to affected community only.



What's next?



**Community
consultation**

3 June – 1 July



**Hearings for
verbal submissions**

11 August



**Decision
made**

11 August



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