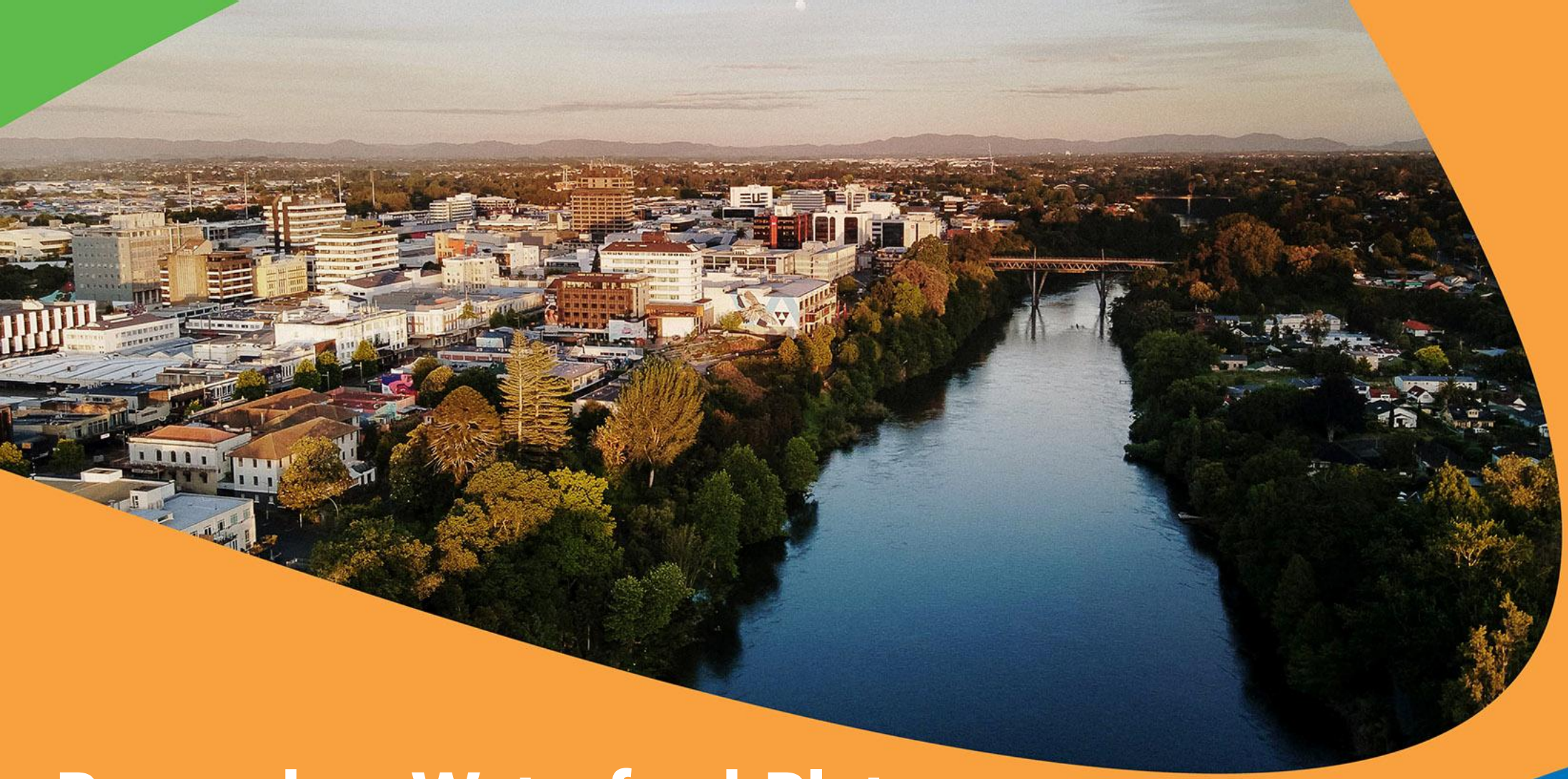

Peacockes-Waterford-Plateau intersection proposal

24 September – 24 October 2026

Hamilton City Council
Te kaunihera o Kirikiriroa

Background and context

Between September 2024 and November 2025, members of the community raised concerns about speeding, poor visibility and crossing safety, and a lack of pedestrian facilities at this intersection.

In the last 10 years, there has been one serious-injury crash, two minor-injury crashes and five non-injury crashes within approximately 75 metres of the intersection. Of these, five were intersection crossing/turning crashes and three resulted from loss of control. Residents have also reported several near miss incidents that are not captured within official crash statistics. The average speed recorded at this intersection is 54km/h. The posted speed limit at this location is 50 km/h.

This intersection plays a key role in connecting local residents and businesses with the wider Hamilton area, including the central city, schools, parks, and public services. Continued residential development and changes in travel patterns after the opening of the Te Ara Pekapeka Bridge have significantly increased the number of people commuting in the area. As this area continues to grow over the coming years, so too will the number of commuters using it.

There is IAWAI work scheduled for March 2027 in this area that involves disruption at this intersection. If Council approves any work for this intersection it would be coordinated with IAWAI to limit disruption in the area.

Council has invested $20,000 into auditing this intersection and exploring early design options to help determine if the current layout remains appropriate for all road users. This information and community feedback were taken into consideration when developing the proposal for this consultation.

The proposal

Option A: Leave the intersection as it is (no further cost)

- People will continue to cross the road without dedicated crossing facilities
- No additional cost to Council for this intersection
- No additional construction and traffic disruption in the area from this project (there has been ongoing disruption in the area from other work)

Option B: Kerb build outs on all four corners (to narrow the roads at the intersection) and three pedestrian crossing islands on all roads except Plateau Drive (estimated cost $350,000)

- Slows all turning vehicles at the intersection
- Shorter distances for people to cross on all four roads
- Low maintenance costs
- Low disruption during construction
- May not reduce the speed of vehicles travelling straight through the intersection
- Traffic not required to give-way to people at the pedestrian crossing islands

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Option C: Roundabout with pedestrian crossing islands on all roads (estimated cost $1.4m)

- Slows vehicles travelling through the intersection from all directions
- Low maintenance costs
- High disruption during construction
- Improves traffic flow and safe turning opportunities for vehicles
- Traffic not required to give-way to people at the pedestrian crossing islands

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Option D: Signalised intersection (traffic lights) with designated crossing points on all four roads (estimated cost $2.4m)

- Provides designated crossing points and opportunities for people to cross all four roads
- Moderate to high maintenance costs and ongoing operational costs
- May increase travel time for drivers who stop at red lights
- High traffic disruption during construction
- No physical deterrent to speeding, vehicle speeds rely on driver behaviour and timing of lights
- Requires Council to purchase land at the intersection that would involve additional consultation with affected landowners (cost of land purchase is included in the estimated cost)

Processing feedback

This consultation was live from 24 September – 24 October 2026 and received **347 valid submissions*** from:

- 344 individuals
- three organisation representatives
- nine respondents indicated they want to make a verbal submission at a 10 November 2026 Council meeting.



Respondents were asked:

- to indicate their preferred option
- to indicate their support/opposition for the options that are not their preferred choice
- if they support any raised zebra crossings at the intersection and if so, on which roads
- for any additional feedback (optional).

Most submissions were made online through Council's Have Your Say page and hardcopy submissions were entered into Have Your Say by staff.

*1 respondent made duplicate submissions which have been consolidated into one single submission.

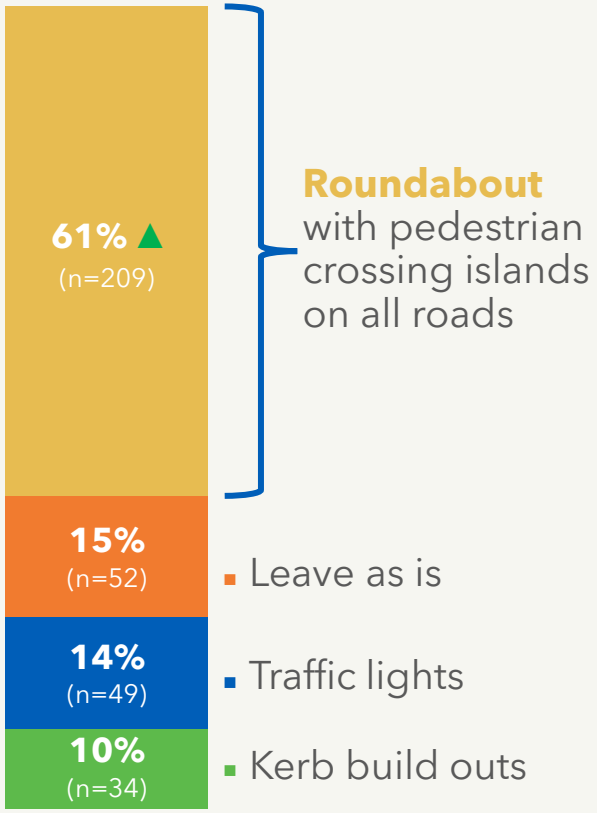
Submission insights

Individual responses

A roundabout at this intersection is the most widely preferred and supported option

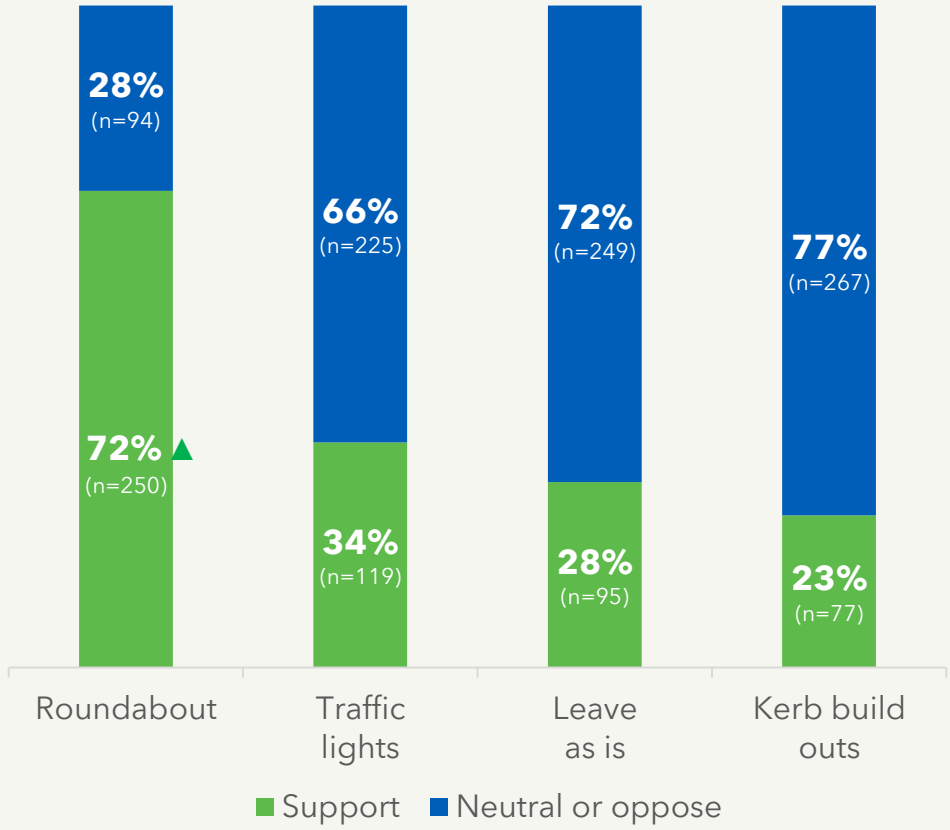
The roundabout is the preferred choice for 61% of respondents. A further 11% of respondents would support the roundabout option if Council chose to progress it.

Preferred option for the intersection



Q. Overall, which option do you most prefer.
Base: All respondents (n = 344). ▲/▼ = significantly +/-

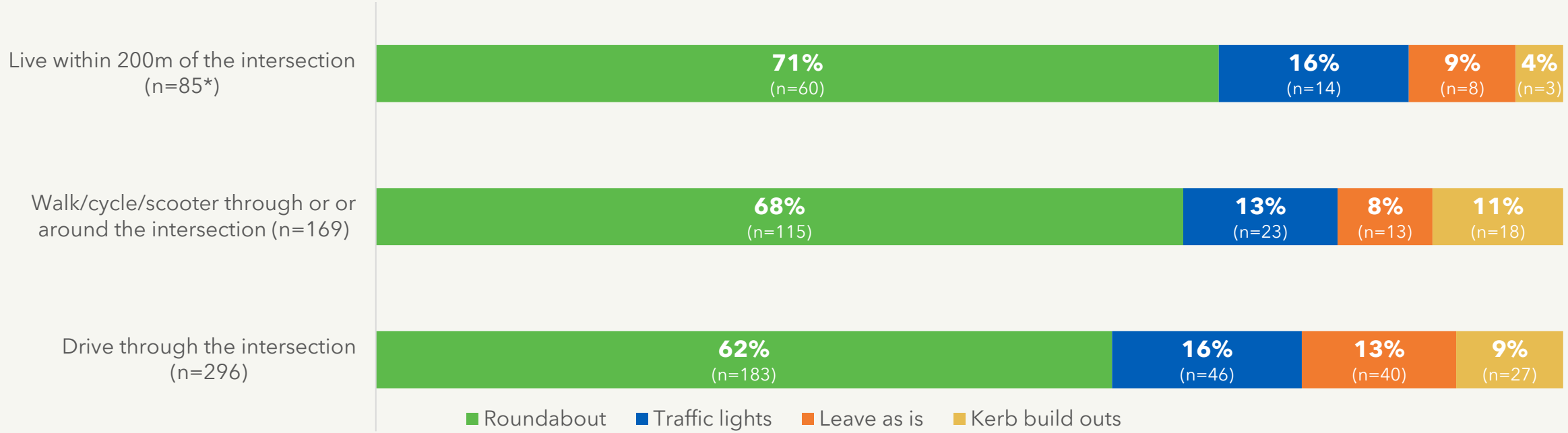
Overall support for each option



Q. Overall, which option do you most prefer and Q. If Council decided to proceed with [option], how much would you support or oppose this option?
Base: All respondents (n = 344). ▲/▼ = significantly +/-

There's strong support for a roundabout from respondents with a connection to the area

Respondents who live near and/or commute through this area largely favour a roundabout being installed. Across these groups, traffic lights are the second most favoured option, indicating a strong preference for more comprehensive improvements for the intersection.



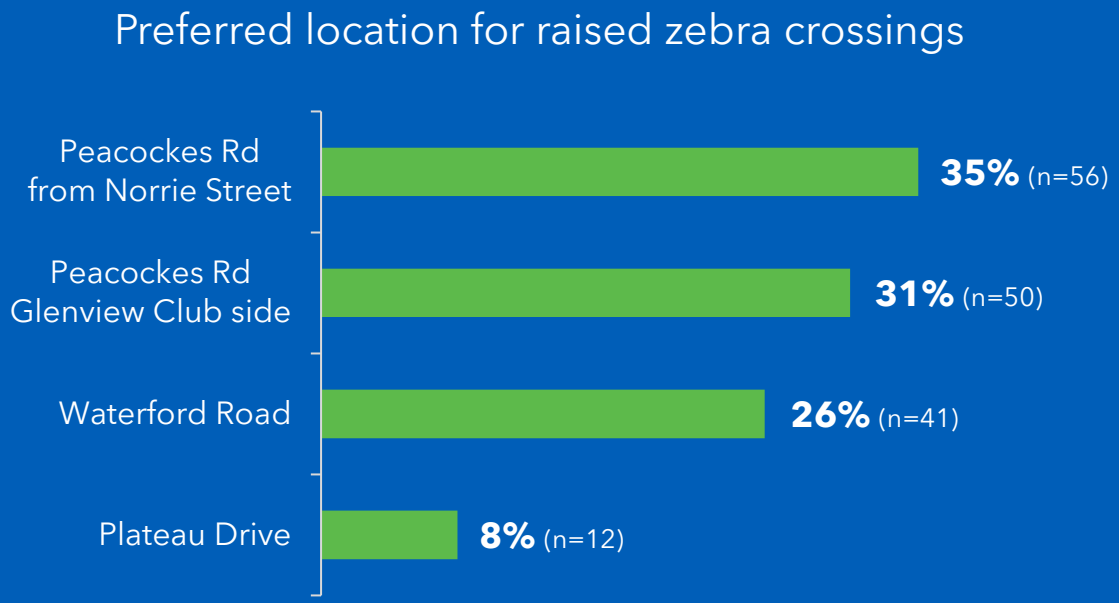
Q. Which of the following best describes your relationship to this intersection? (Select all that apply). Categories with less than 10 responses are not shown. *Response sample <100, indicative result only.

Installing raised zebra crossings with the roundabout is opposed by 54% of respondents



Q. If Council decided to proceed with a roundabout option, would you support raised zebra crossings being installed on any of the four streets instead of a pedestrian crossing island? Base: All individual respondents (n = 344). ▲/▼ = significantly +/-

Among the 46% of respondents who do support the installation of raised zebra crossings, the Peacockes Road approaches are the most preferred locations.



Q. Which road(s) at the intersection would you support a raised zebra crossing being installed on? Base: All respondents who support/in-part raised zebra crossings (n = 160).

Additional feedback from those who want a roundabout at the intersection

Support for a roundabout is largely due to increasing traffic creating more risks to both drivers and other commuters in the area

Safety

60 mentions

- The current intersection is unsafe for all commuters. Upgrading to a roundabout provides safer opportunities for all vehicles to pass through the intersection and reduces vehicle speeds to improve safety for all other commuters in the area.
- Ongoing development/infrastructure work has degraded the roads, and this is another safety risk that needs addressing

"A roundabout effectively regulates the flow of traffic…allowing all lines of traffic a chance to move ahead. It is [currently] especially difficult…to find an opening to travel across both lanes to turn right."

"Road surfaces at present, in all directions is seriously dangerous for all users with generally poor top seal, subsidence dips, manhole covers raised by other road subsidence, very poor and dangerous curbs with negative cambers."

Increasing traffic

33 mentions

- Local residents note increased traffic in the area that makes navigating this intersection in a vehicle difficult and dangerous
- Increased traffic combined with a lack of pedestrian and cycling infrastructure exacerbates risk for other commuters in the area also
- Beyond the intersection, investment in safe pedestrian and cycling infrastructure is also needed

"The intersection in current form is a risk to safety of vehicles and pedestrians…There are a lot of young families in this area. Footpaths and controlled vehicle speed and passage must ensure safety of foot traffic at all costs. Less intervention is not acceptable in keeping residents safe."

"This intersection is busy especially with a growing community. So a roundabout will definitely have an impact for traffic flow and prevent future accidents."

Q. If you have any other feedback about this proposal, please share it here. Base: Individual respondents who provided a response and prefer Option C (n=82).

Additional feedback from those who want a roundabout at the intersection

There's support for pedestrian crossings, but some prefer that they're not raised

Raised crossings and speed bumps

24 mentions

- There is support for pedestrian crossings, provided they're not raised. Opposition to raised crossings/speed bumps is due to:
  - discomfort and inconvenience
  - vehicle damage
  - inconsistent heights make them hard to navigate at appropriate speed
  - hindering emergency service vehicles.

"I dont mind including new pedestrian crossings but they should be flush not raised. If [no-one is] crossing the road cars should not be forced to slow down."

"…the height of them varies too much…can't afford to get suspension components repaired/replaced, regardless of how slow [you] drive over them."

"There are way too many and they are becoming super uncomfortable to drive over, even at low speeds."

Other mentions

8 mentions

- There's been ongoing disruption in the area, coordinate work to limit further disruption and cost
- Expected more competitive pricing for a roundabout
- Install speed bumps/chicanes along the road corridor to manage vehicle speeds
- Divert traffic by:
  - promoting alternate routes
  - removing speed bumps from Whatakooruru Dr to make it a more appealing route

"Significant review of actual costs need to be done. Costs seem massively inflated."

"If the…speed bumps on Whatukooruru Drive, Peacocke were moved, a lot of the extra through traffic at this intersection would travel across that way instead."

Q. If you have any other feedback about this proposal, please share it here. Base: Individual respondents who provided a response and prefer Option C (n=82).

Additional feedback from those who want traffic lights at the intersection

Safety for all commuters is the main driver of support for traffic lights.

Safety

26 mentions

- While traffic lights have the highest upfront cost, it is seen as the safest, long-term solution as it will accommodate future growth and increased traffic, while providing designated time for all road users and pedestrians to safely navigate the intersection

"I think that while traffic lights are the most expensive option, they are also the most future proofed option. There needs to be a way for pedestrians and cyclists to safely cross the road with the increased traffic."

"Traffic lights would also allow intelligent control at different times, as well as allowing Pedestrians to control their crossing safely. This has become a major route when it used to be a minor route and is likely due to more development in the future to become even busier."

"I have a mobility scooter and find it hard crossing over in time somedays due to no traffic lights."

Raised crossings and speed bumps

3 mentions

- Oppose speed bumps due to inconvenience and vehicle damage

Other mentions

3 mentions

- Install speed bumps/chicanes along the road corridor to manage vehicle speeds
- Reallocate library funding back to Bikes on Pipes to support safer active mode commuting in the area
- 'Hidden queue' signs will be needed on certain approaches due to impeded visibility

Q. If you have any other feedback about this proposal, please share it here. Base: Individual respondents who provided a response and prefer Option C (n=28).

Additional feedback from those who want to leave the intersection as it is

The main reason this group want the intersection left unchanged is they don't see the work as a necessity and therefore, don't think the spend is justified.

20 mentions

Spending priority

- Changes are considered a nice to have and money should be prioritised to debt repayment
- Cost estimates are too high and don't align with the level of risk

"Improvements are always great, but when you have real money to do them with. Stop spending tomorrow's money, wait for today's money to catch up. Pay off your debts."

5 mentions

Other solutions

- Education campaign to address speed issues
- Leave intersection as it is and install speed bumps along the length of road corridors to reduce speeds

"Council should space additional humps along this stretch, targeting high-risk zones highlighted by residents."

5 mentions

Raised crossings and speed bumps

- Opposed due to vehicle damage and increased petrol consumption
- Remove speed bumps from alternate routes to make them more user-friendly and divert traffic away from this intersection

"Whatakooruru…and the ridiculous number of speed bumps…remove then traffic would use that option…reducing traffic to the Intersection."

Q. If you have any other feedback about this proposal, please share it here. Base: Individual respondents who provided a response and prefer Option A (n=25).

Additional feedback from those who want kerb build outs at the intersection

Spending priority and prudence

5 mentions

- Preference for low-cost option in order to leave funding available for improving pedestrian and cycling infrastructure in the area
- Preferred due to lower cost as more evidence is required around safety risks to warrant more expensive upgrades
- Prefer low-cost upgrade as intersection is only busy twice a day

"I think a minor upgrade will go a long way and will be cost effective to go with a more basic upgrades and still get a safety benefit. Any of the other options will require more data to support spending the additional money for the increase in safety benefit."

Other solutions

4 mentions

- Install raised pedestrian crossings with kerb build outs
- Reduce speed with speed bumps at the intersection approaches
- Enforcement measures to address speeding
- Divert traffic by removing speed bumps from alternate routes (Whatakooruru Dr) to make them more appealing

Other mentions

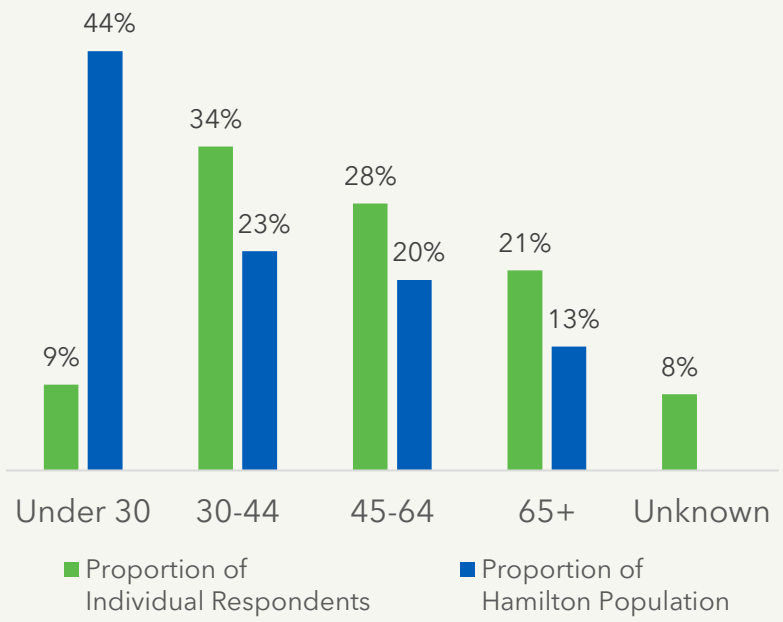
2 mentions

- Oppose speed bumps, they're an inconvenience even when traffic is light and slowing traffic isn't needed
- Supports option that least impedes traffic flow

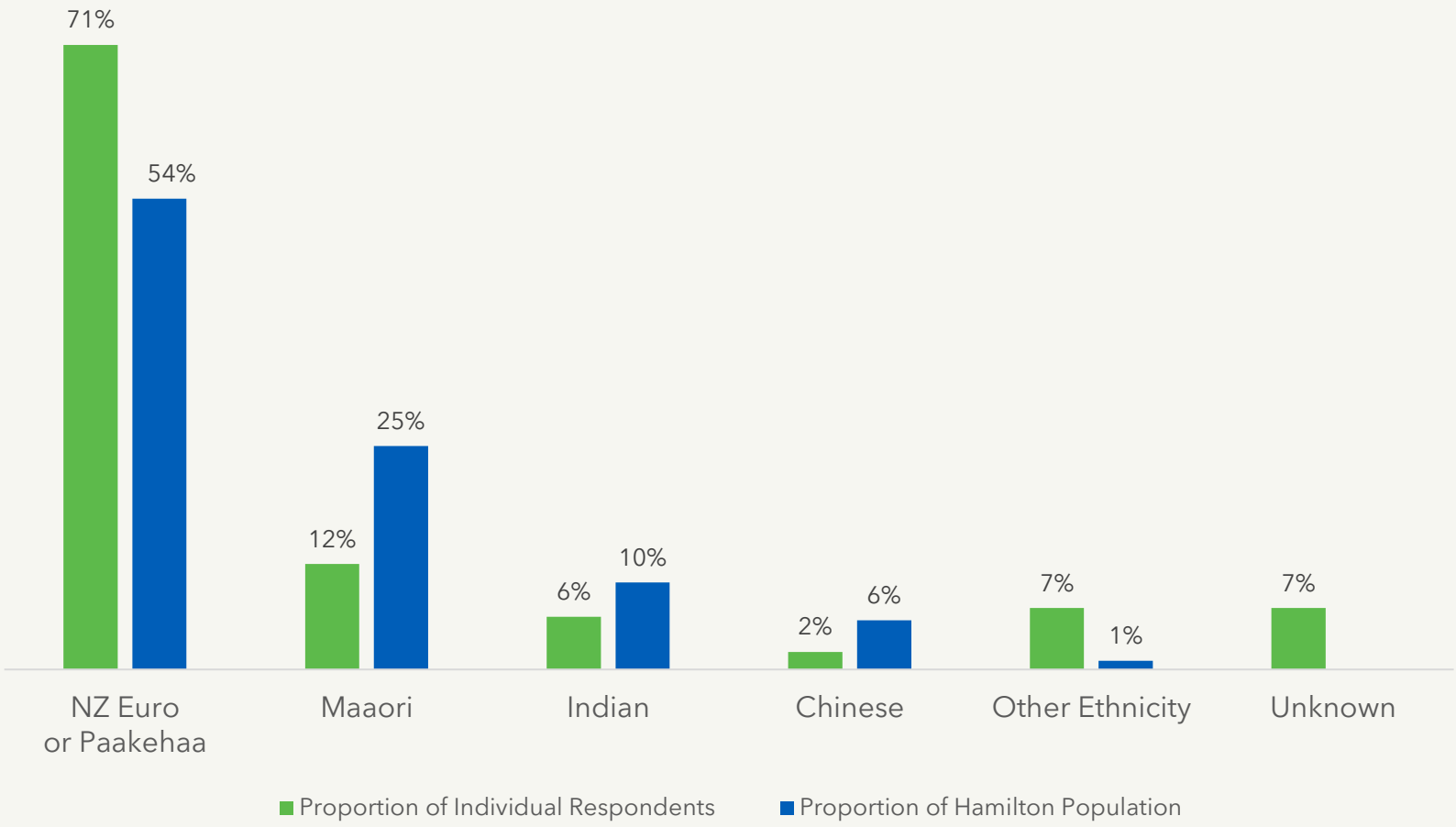
Q. If you have any other feedback about this proposal, please share it here. Base: Individual respondents who provided a response and prefer Option B (n=11).

Our Hamilton resident respondents

Age Comparison



Ethnicity Comparison



Q. What is your age? Base: All Hamilton resident respondents (n = 321). Q. Which ethnic group do you identify as? (Select all that apply). Base: All Hamilton resident respondents (n = 321).
Source: Stats NZ. (2025). Hamilton City: Place and ethnic group summaries. https://tools.summaries.stats.govt.nz/places/TA/hamilton-city#quick-stats

Key findings

We heard feedback from **344 respondents** writing as individuals.

85% of respondents want to see some level of upgrade for this intersection.

A roundabout is significantly more preferred (61%) than the other three options in the proposal. An additional 11% of respondents would support a roundabout being installed if Council did not progress with their preferred option, bringing **total support for a roundabout to 72%.**

Improving safety to account for increased traffic is the key priority among respondents. Traffic increases have brought increased risks for both drivers and other commuters in the area. Upgrades to the intersection, as well as pedestrian and cycling infrastructure, are needed to offset the increased safety risks that come with increased traffic.

There is support for more pedestrian crossing facilities in the area however, some object to them being raised crossings.

Submission insights

Organisation responses

Responses from organisations

We received three submissions from organisations. The following two slides present their:

- preferred option for the intersection
- level of support for or opposition to the three options that are not their preferred choice
- support or opposition to raised zebra crossings being installed if the roundabout option were to progress
- additional feedback, noting that attachments submitted can be viewed via the link below.

The organisations' submissions can be viewed in full here.

Organisation responses

Organisation	Option A: Leave as is	Option B: Kerb build out	Option C: Roundabout	Option D: Traffic lights	Raised zebra crossings
Living Streets Kirikiriroa/Hamilton	Completely oppose	Completely oppose	**Preferred option**	Completely oppose	Support on Waterford Rd and Peacockes Road x 2

Living Streets Kirikiriroa/Hamilton supports the round-about with raised safety platforms and dual crossings on all approaches (Safest option). See attached drawing showing "Pedestrian platform" as the safest option.
Please consider that:

1. This is a local school route for students from the age of 5 years (St Plus X, Melville primary) and older (Mangakotukutuku College). Even though a new primary school is in the planning, its opening date is changeable.
2. Car parking at Waikato Hospital is in crisis: this is an important active transport route for hospital workers. If the route does not feel safe for active mode commuters, they will continue to overload car parking at the hospital.
3. Sizeable, out of town E-bike groups staying at the Glenview Club use this route to the city centre. The path through the intersection and gully to Norrie St/Bader St is too narrow for shared use.

Important Note: The raised crossing must be designed by HCC employees, with a comfort level that does not make bus trips unpleasant or a ride in an ambulance more uncomfortable. With the same design, when a driver travels faster than the speed limit, the faster he/she goes the more unpleasant the journey will be, but at the same time, should a driver inadvertently approach above the speed limit, the risk of losing control of the vehicle must be relatively low. Consultant or design contractors have so far been ad hoc, with some good examples of raised crossings in Hamilton (Odette Street, Betty Street, Matai Street, Aberdeen Drive, Courtney Ave ...) but also some examples that have led to people being unwilling to support even raised crossings with good comfort levels, regardless of the safety benefits.

Organisation responses

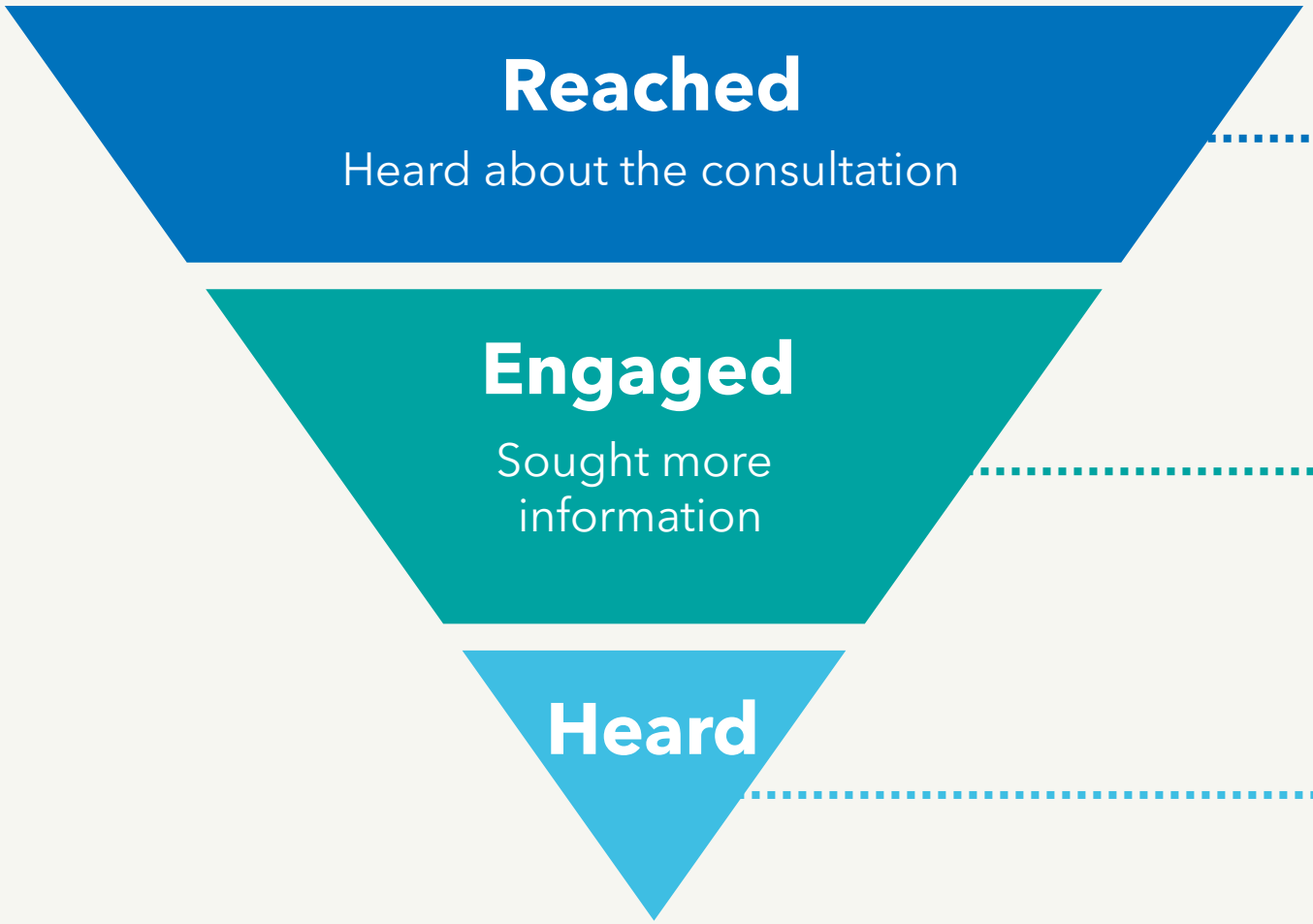
Organisation	Option A: Leave as is	Option B: Kerb build out	Option C: Roundabout	Option D: Traffic lights	Raised zebra crossings
Bike ACTION Hamilton	Completely oppose	Completely oppose	**Preferred option**	Completely oppose	Support on Waterford Rd and Peacockes Road x 2
This project requires far more than that specified in the 4 options. Speed coming along Waterford in both directions is far too fast, and there should be some form of chicanes or other speed lowering measure as part of the project. It is seriously dangerous to people on bikes where drivers accelerate down the gully, cutting the corner as they go. See the photo attached to this submission. Volume of traffic is not the only problem around this intersection. Also, your options for pedestrian crossings only state raised crossings, and not at grade crossings. That is not right. We should have had the option of at grade crossings, either pedestrian or signalised.					

Organisation	Option A: Leave as is	Option B: Kerb build out	Option C: Roundabout	Option D: Traffic lights	Raised zebra crossings
Ngāti Ngamurikaitaua	Somewhat oppose	**Preferred option**	Somewhat oppose	Completely oppose	Oppose
Please refer to the attached Ngāti Ngamurikaitaua submission. Ngāti Ngamurikaitaua supports infrastructure improvements that are proportionate to the identified problem, integrated with previous investments, and capable of demonstrating long-term value to the communities who use and ultimately fund the infrastructure. We encourage Council to clearly demonstrate the need for the preferred option, how it addresses unresolved issues, and how it complements existing investment within the wider Peacocke transport network.					

Engagement

Tactics + results

Engagement results



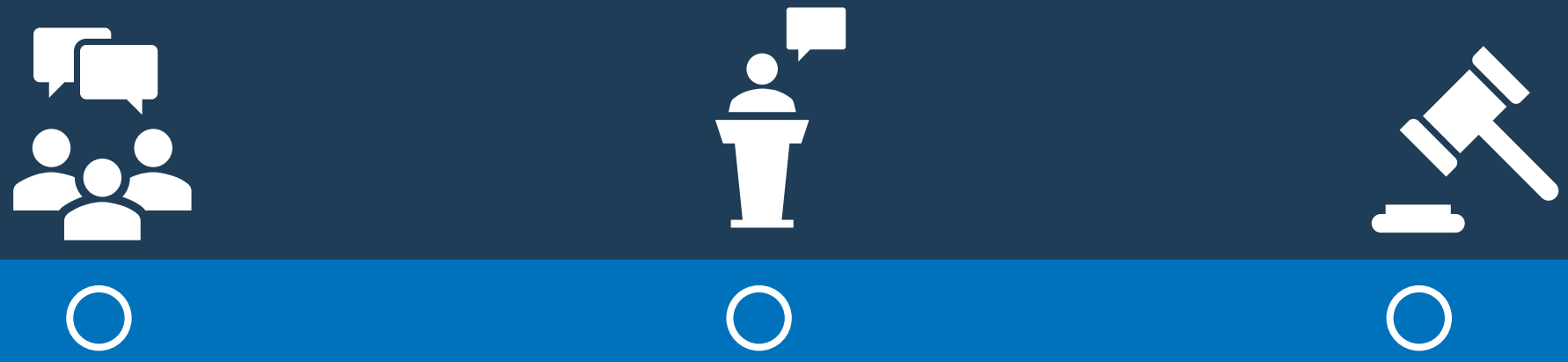
- 1633 letters delivered to affected residents
- VMS in the local area
- Two Antenno posts sent out to immediately surrounding community

- 160 antenno link clicks
- 1157 visitors* to our consultation page
- 60 (approx) visitors to our 14 October drop-in session at The Glenview Club.

344 individuals and 3 organisations provided feedback

*Visitors are defined as the number of unique users that have visited the Have Your Say consultation page.

What's next?



Community consultation

24 September – 24 October 2026

Hearings for verbal submissions

10 November 2026

Decision made

3 December 2026

Hamilton City Council
Te kaunihera o Kirikiriroa