



## Submission to Hamilton City Council Annual Plan 2008/2009

Full name: Judith Clare McDonald  
Organisation: Living Streets Hamilton  
Address: 29 Claude St, Hamilton  
Daytime phone: 8552019  
Evening Phone: 8552019  
Fax: 8552012  
Email: [dave.mcd@xtra.co.nz](mailto:dave.mcd@xtra.co.nz)

### Comments:

This submission relates to Transport: Access Hamilton, pages 91 to 93 in the Proposed Annual Plan.

The deferral or reduced funding of proposed projects in areas such as Peachgrove Rd, Hukanui Rd, East St, Te Aroha St and Ruakura Rd suggests that very little expenditure on sustainable transport is proposed for the coming year.

Living Streets Hamilton continues to be extremely concerned by the lack of available safe crossings on major roads within the city and would like to address these individually and suggest possible approaches to dealing with the most hazardous.

**This submission addresses three main areas of concern on Anglesea St: the crossing outside the Transport Centre on the corner of Anglesea and Bryce St, the crossing at The Warehouse, on the corner of Ward and Anglesea St, and the crossing further south at the intersection of Collingwood and Anglesea St, at the end of the Wintec wall.**

In all these cases, pedestrian traffic can be very high at certain times of day, due to both central city commuter pedestrians and Wintec students crossing. All crossings suffer from what may be as simple as timing issues in the phasing of the lights, which cause a great deal of unpleasantness for both vehicle drivers and pedestrians alike. The difficulty arises from the fact that pedestrians get a very short phase (about 6 seconds) before the vehicle lights turn green, giving drivers the go-ahead to turn. At this point the pedestrian is conveniently located as a target right in the middle of the road, even if said pedestrian is very fleet of foot. When there are lots of pedestrians, as there often are at these locations, they just keep going, and the vehicle sits waiting, as it legally should, often to the point where the driver misses his chance to turn at all. This generates angry drivers, who sometimes start threatening pedestrians.

Living Streets Hamilton would like to suggest three possible approaches to this problem:

(a) Barnes Dance crossings to isolate pedestrians from vehicles. We acknowledge that these are viewed with disfavour because of the perceived delays imposed on

motorists. We would suggest that motorists might be more tolerant than expected of the longer delay, if they know that they are then going to get a fair go at the light sequence when it comes around. At present they are likely to miss out completely for more than one sequence if pedestrian traffic is heavy.

(b) Alter the light sequences to provide a red and green turning arrow on all crossings, while also providing an extended crossing time for pedestrians. This is almost a default Barnes Dance but does not allow for diagonal pedestrian movement. The longer delay would allow pedestrians to complete the crossing, while the waiting traffic is stopped by a red turning arrow. Turning traffic would then have an unimpeded turning sequence once the pedestrian phase has ended. Again, delays would be introduced but might be less than the present frustrating delays experienced in heavy traffic.

(c) Try out the "count-down" light sequences currently in use in Auckland and in other countries. The pedestrian lights display a countdown of the time remaining for pedestrians to use the crossing. This gives both pedestrians and motorists a clear idea of how much time they have available and may reduce frustration. Again, it requires lengthened pedestrian phases in order to work safely.

I do wish to speak about this submission at a council hearing.

I would be able to attend before 3pm on any of May 19, 20 or 21