



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

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### 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 the absence of pedestrian facilities at the Fairfield Bridge. Both east and west ends of the bridge are hazardous, but the most obvious problem is at the west end, where there is no safe crossing at all.**

The council's intention in its long-term plan is apparently to provide safe access for all Hamiltonians, and this situation is definitely not fulfilling that obligation. The lights at the west end of the bridge have no pedestrian crossing facilities at all, and the situation is further compounded by the recent three-laning of the road approaching from the south, so that there is no median strip in which to wait. The entire area from Whitiora Bridge north to Fairfield Bridge provides no safe crossing point at all for pedestrians, cyclists or mobility scooters.

Living Streets would like to see urgent attention given to this situation in order to allow any possibility for safe active transport in this area. Our first suggestion would be to install crossings for pedestrians at the Fairfield Bridge lights so that they conform with other normal intersections within the city. This would require paint and some reprogramming of the lights to incorporate a pedestrian phase, along with the installation of additional lights for the pedestrian section of the intersection.

As a less desirable but probably cheaper alternative, a raised pedestrian crossing area away from the lights, with adequate warning to motorists, might provide some respite for walkers, cyclists and the disabled. Location always seems to be a difficult issue, but a preliminary suggestion might be just south of Edgecumbe St, where

drivers might reasonably be expected to be already slowing for the light-controlled intersection at the bridge.

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