

Impacts on residential roads likely to be used for subdivision access by residents and contractors are Bader, Norrie, Waterford, Dixon and Peacockes.

- These are normal suburban streets which are not suitable for heavy traffic flows or for heavy vehicles. The narrowest section is only 8.5 metres wide from curb to curb (in a residential part of Peacockes Rd and Norrie St). If the residents of the section of the road were to park vehicles on the roadside, as they are entitled to do, these roads becomes one-way.
- The social and amenity impacts of projected increased traffic on the residents and existing users of these access roads, and users of the facilities along these roads, have not been identified or examined.

Note that along Bader Street there are two shopping centres, a church, two community centre, two pre-schools, and the entrance to a park. Only two pedestrian crossings. No cycle lanes. A lot of children play on the street in Bader St/Norrie St.

Objective 4 of the Hamilton City Council's Transport Activity Action Plan

"To ensure that economic, social, cultural and environmental factors are all considered when planning or undertaking any works" has not been met.

- No additional pedestrian crossings are proposed. A raised pedestrian platform for outside the main Bader shops is not a proper, safe crossing. Here there is a lot of illegal vehicle use of the median turning strip, which increases the hazard to pedestrians.
- There has been no consultation with the residents and other people who would be affected by the increased traffic.
- The mitigation proposals put forward by the City Council are very minor and would do very little to improve safety or slow speeds along the affected roads. In particular, they would not result in wider carriage ways, or provide adequate road parking space and bus stops.
- Vehicle usage figure are out of date (2016). Projections from earlier dates cannot be relied upon because of changing driver behaviour, for example the use of Dixon/Waterford/Norrie/Bader streets as a 'rat run' for cars turning off SH 3 to avoid congestion on Ohaupo Rd. This has increased greatly in the past

two years. There has also been rapid development of residential sections in the Dixon Rd area in the past 2 years and this generates a lot of additional traffic along Bader St.

The decision I wish the Council to make is:

- Decline the application and allow it to be resubmitted if and when the Southern Links arterial access roading and bridge infrastructure that is to service the proposed subdivision is in place.
- Require the applicant to provide updated measurements and projections of traffic movement through existing residential streets for the period leading up to the provision of the Southern Links arterial road network, and to revise the assessment of effects and proposed mitigation measures accordingly.