

**Submitter: Peter Melrose (Via NZTA Tinwald Corridor consultation)**

***Survey Response to: 'SH1 Tinwald Corridor Improvements'***

Q1 - What do you think about the design – could it be improved? -

My concerns regard the proposed second bridge at the end of Chalmers Ave: that the proposal will divide the Hampstead Community/ suburb. Increasing the traffic flow along Chalmers Ave will mean those children travelling to the schools and early childhood centre dotted around Hampstead would then have to contend with larger volumes of traffic as well as increased heavy vehicle numbers. Such an increase will basically end any independent walking or biking by children- it will simply become too dangerous for children to travel by themselves. If lights are installed to enable pedestrian access across Chalmers Ave, this will disrupt traffic flow. That part of Hampstead, divided by East St and Chalmers Ave will become an island, bounded and confined by larger traffic flows. Far better to increase the lanes along West St with a new or expanded bridge at the present site where traffic volumes are already part of the environment.

Q2 - Is there anything else we should consider? -

The heavy traffic volumes have already necessitated the base replacement of South St- this had been scoured by increasing traffic and increasing heavy vehicles including truck and trailer units. What then the effect of additional traffic volumes on Chalmers Ave, which has not been constructed for such increasing volumes? Will this rip and scour the existing road and require extensive repairs. Who pays for this? Have the costings for repair/ renovation work along Chalmers Ave been factored into the \$30 million approx, cost of the Chalmers Ave bridge? Who is going to pay for this? Has a traffic count of existing heavy traffic been undertaken on Chalmers Ave? Rural areas east of Chalmers Ave move across Chalmers Ave- seed and stock units can be seen travelling along Beach Rd. These joining an increased flow down Chalmers Ave will have an impact. What of the property values of those houses adjoining Chalmers Ave and surrounding them- there can only be a decrease- this is not fair. The health issues from increased volumes and heavy transport, particularly diesel will be negative on a residential area. Access via Bridge St onto Chalmers Ave- currently a roundabout is negotiated by trucking units with difficulty- with some using Walnut Ave to proceed down Albert St, the turns are tight, historically a rock was placed to discourage trucks driving over a garden dividing strip. Why make a difficult intersection more difficult? What of the Netherby shops- a busy retail hub that serves the community? All facets of the community make great use of the supermarket, dairy and assorted shops- increasing volumes will make access to these retail areas more difficult and congested. There is a major housing subdivision planned for Trevors Rd- approximately 600 sites. Is this proposal in the best interests of this subdivision or a short term fix for the existing bridge's restrictions? Far better to develop the existing West St highway.