

From: [Official Information](#)
To: [fyi-request-23900-8d4d58f8@requests.fyi.org.nz](#)
Cc: [Official Information](#)
Subject: Final response - LGOIMA 344360 - 57(2)(a) - Hukanui Rd upgrade information
Date: Friday, 15 September 2023 1:50:49 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)
[image004.jpg](#)

Kia ora,

We refer to your information request below. Hamilton City Council provides the following response.

Your request:

What calculations did Hamilton City Council do to arrive at less than 800 vehicles per hour in peak hour traffic on Hukanui Road as noted in the information distributed to residents?

What are the Hamilton statistics for the number of people using buses compared to those driving or using motor vehicles? Who or which organisation did this research? Is this research available for the Public? If so, can it please be included in the response?

In-lane bus stops. What research has Hamilton City Council done in relation to the impact of in-lane bus stops on traffic flow? The distributed document states that each passenger will take 5 seconds to embark and disembark the bus. How was this figure arrived at? Was consideration given to the time taken for the elderly, disabled, those in wheelchairs, young mothers with prams, young mothers with children, tradesmen with tools, people with baggage including shoppers to disembark from the bus? If so, what is the estimation of embarkation and disembarkation times for this group and how often do they travel by bus?

What research has been done to consider the impact on traffic of in-lane bus stops in the event of a vehicle breakdown, or a cyclist or pedestrian accident, or other emergency including medical emergencies?

What is the work safe assessment that has been completed in relation to the current road changes? Has the Health, Safety and Employment Act (HSEA) 2015 been referred to in relation to this? Please include the impact on the physical and emotional state of all road users including emergency response teams.

Our response:

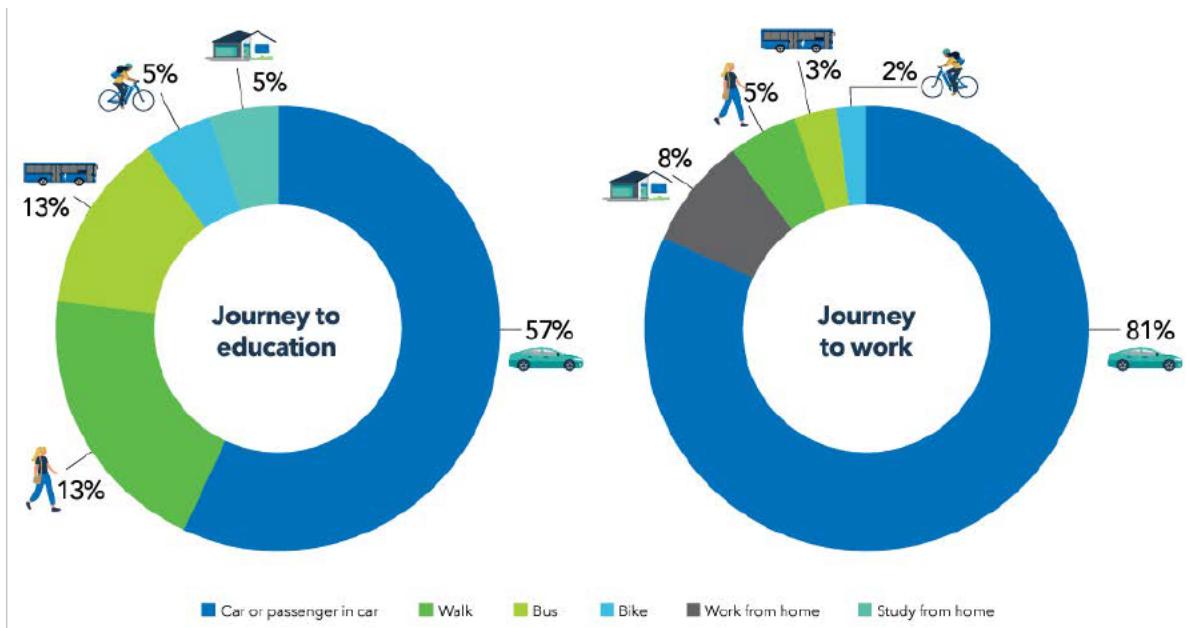
What calculations did Hamilton City Council do to arrive at less than 800 vehicles per hour in peak hour traffic on Hukanui Road as noted in the information distributed to residents?

The flyer does not state that Hamilton City Council calculated that there are less than 800 vehicles per hour in peak hour traffic on Hukanui Road. The flyer states that “Situations we might consider an in-lane bus stop include ... Fewer than 800 vehicles per hour travel in the same direction as the bus”.

The information distributed to residents is based on national public transport design guidance from Waka Kotahi NZ Transport Agency. More information on the design guidance can be found [here](#).

What are the Hamilton statistics for the number of people using buses compared to those driving or using motor vehicles? Who or which organisation did this research? Is this research available for the Public? If so, can it please be included in the response?

Below is an infographic from our transport strategy, Access Hamilton, with statistics for journeys to education and work. This is based on the most recently available census data from Statistics New Zealand.



In-lane bus stops. What research has Hamilton City Council done in relation to the impact of in-lane bus stops on traffic flow? The distributed document states that each passenger will take 5 seconds to embark and disembark the bus. How was this figure arrived at? Was consideration given to the time taken for the elderly, disabled, those in wheelchairs, young mothers with prams, young mothers with children, tradesmen with tools, people with baggage including shoppers to disembark from the bus? If so, what is the estimation of embarkation and disembarkation times for this group and how often do they travel by bus?

Hamilton City Council follows national public transport design guidance from Waka Kotahi NZ Transport Agency when determining where are appropriate locations for in-lane bus stops. The flyer states that “On average, the delay is no more than five seconds per passenger”. The figure is an average and recognizes that the time per bus passenger will vary. We do not have an estimate of times for specific groups, and we do not hold data for how often the specific groups travel by bus in Hamilton.

Statistical analysis undertaken in conjunction with Waikato Regional Council examining boarding and alighting times on the Comet bus service route show the figures are accurate. These figures align with TRL research report 593: Forecasting the Demand for Public Transport and Urban Bus Transport: Open All Doors for Boarding research.

What research has been done to consider the impact on traffic of in-lane bus stops in the event of a vehicle breakdown, or a cyclist or pedestrian accident, or other emergency including medical emergencies?

We're not aware of any evidence that in-lane bus stops have any additional impact in the situations outlined.

What is the work safe assessment that has been completed in relation to the current road changes? Has the Health, Safety and Employment Act (HSEA) 2015 been referred to in relation to this? Please include the impact on the physical and emotional state of all road users including emergency response teams.

Road controlling authorities do not perform work safe assessments. The Health, Safety and Employment Act (HSEA) 2015 has not been referred to. For all transport projects independent Safe System Audits are completed. Any serious or significant risks must be addressed before a project can proceed.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Ngaa mihi

Keeley Faulkner

Official Information Coordinator

Governance & Assurance Team | Business Services

Email: officialinformation@hcc.govt.nz





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I support flexibility at work. While it suits me to send this email now, I don't expect a response outside of your own working hours.

-----Original Message-----

From: [s7\(2\)\(a\)<fyi-request-23900-8d4d58f8@requests.fyi.org.nz>](#)

Sent: Sunday, 20 August 2023 2:35 pm

To: Official Information <officialinformation@hcc.govt.nz>

Subject: CM: [Mass email/Possible SPAM] Official Information request - Hukanui Road Upgrade

Dear Hamilton City Council,

What calculations did Hamilton City Council do to arrive at less than 800 vehicles per hour in peak hour traffic on Hukanui Road as noted in the information distributed to residents?

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What research has been done to consider the impact on traffic of in-lane bus stops in the event of a vehicle breakdown, or a cyclist or pedestrian accident, or other emergency including medical emergencies?

What is the work safe assessment that has been completed in relation to the current road changes? Has the Health, Safety and Employment Act (HSEA) 2015 been referred to in relation to this? Please include the impact on the physical and emotional state of all road users including emergency response teams.

Yours faithfully,

[s7\(2\)\(a\)](#)

This is an Official Information request made via the FYI website.

Please use this email address for all replies to this request:

fyi-request-23900-8d4d58f8@requests.fyi.org.nz

Is officialinformation@hcc.govt.nz the wrong address for Official Information requests to Hamilton City Council? If so, please contact us using this form:

<https://us-west-2.protection.sophos.com?>

<https://us-west-2.protection.sophos.com?d=fyi.org.nz&u=aHR0cHM6Ly9meWkub3JnLm56L2NoYW5nZV9yZXF1ZXN0L25ldz9ib2R5PWhhbWlsdG9uX2NpdHfY291bmNpbA==&i=NWY2MmI1MjYyMzg2NDIwZWNkYjU3NDUz&t=THM3bWs4MEgrU2ZqNFJIWnFSUIJT29xME9RT21TRCtjZ2UxLy8wNjh6QT0=&h=6b9917e85849495b8af6935a044958bc&s=AVNPUEhUTONFTkNSWVBUSVY91iTFTTNCJzq8Tvnk7BmjYBIVewRfTir1XaW8Hlobtdq5yQwPoXUEtJdVzKG4FzGlemdZQ6bNnOzS-upOcTBcalonyl2Qlt1m1Qury6VkH09DnadnvpUloOaFp-I0jU>

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