

From: [Official Information](#)
To: S 7(2)(a) [REDACTED]
Cc: [Official Information](#)
Subject: Final response - LGOIMA 344366 - S 7(2)(a) - Traffic calming measures
Date: Friday, 15 September 2023 1:51:11 pm
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)

Kia ora,

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

Your request:

1. *What research has Hamilton City Council done to evaluate the overall effects of the traffic calming measures which have been and will be put in place in Hamilton City and urban areas of Hamilton? These measures include raised platforms, judder bars, raised crossings, restricted, and narrowed vehicle lanes with concrete barriers, coloured plastic poles and multicoloured cycle lanes, platforms, and roads.*

Has there particularly been research or data collected on the following:

2. *The ability of drivers to navigate effectively and safely with so many visual distractions.*
3. *The danger to cyclists of colliding with yellow markers, concrete barriers, plastic poles and riding over judder bars and raised platforms.*
4. *The overall stress, health, and wellbeing of road users as in the Health and Safety and Employment Act (HSEA) 2015 re question 1.*
5. *The extent to which these measures have slowed transit times down for motorists and other road users.*
6. *The effect on CO2 emissions of increased exhaust fumes due to these reduced speeds and increased idling times.*
7. *The effect of increased levels of brake dust residue, due to increased braking in response to traffic calming measures, on air pollution and toxicity of water supplies and the impact of this on the health of the population (is Hamilton City Council aware that brake dust is 13% more polluting than exhaust fumes, is carcinogenic, inflammatory, and immune suppressing?).*

Our response:

-

1. *What research has Hamilton City Council done to evaluate the overall effects of the traffic calming measures which have been and will be put in place in Hamilton City and urban areas of Hamilton? These measures include raised platforms, judder bars, raised crossings, restricted, and narrowed vehicle lanes with concrete barriers, coloured plastic poles and multicoloured cycle lanes, platforms, and roads.*

Monitoring and evaluation of network safety has considered crash statistics and speeds primarily associated with installation of lower speed limits and installation of speed management devices such as raised safety platforms and

other devices as referenced by yourself.

2. *The ability of drivers to navigate effectively and safely with so many visual distractions.*

No – We do not collect this data as per S17(e) of LGOIMA – this information doesn't exist.

3. *The danger to cyclists of colliding with yellow markers, concrete barriers, plastic poles and riding over judder bars and raised platforms.*

No – We do not collect this data as per S17(e) of LGOIMA – this information doesn't exist.

4. *The overall stress, health, and wellbeing of road users as in the Health and Safety and Employment Act (HSEA) 2015 re question 1.*

No – We do not collect this data as per S17(e) of LGOIMA – this information doesn't exist.

5. *The extent to which these measures have slowed transit times down for motorists and other road users.*

We have completed analysis at some intersections to understand the impact on travel times where the primary change was only the installation of raised safety platforms. We have only recently started collecting information on other road users to understand the changes they have experienced in their travel times.

6. *The effect on CO2 emissions of increased exhaust fumes due to these reduced speeds and increased idling times.*

No – We do not collect this data as per S17(e) of LGOIMA – this information doesn't exist.

7. *The effect of increased levels of brake dust residue, due to increased braking in response to traffic calming measures, on air pollution and toxicity of water supplies and the impact of this on the health of the population.*

No – We do not collect this data as per S17(e) of LGOIMA – this information doesn't exist.

8. *Is Hamilton City Council aware that brake dust is 13% more polluting than exhaust fumes, is carcinogenic, inflammatory, and immune suppressing?*

No, however most of the locations would have required braking previously.

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



Hamilton City Council | Private Bag 3010 | Hamilton 3240 | www.hamilton.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: **S 7(2)(a)**

Sent: Sunday, 20 August 2023 2:33 pm

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

Subject: CM: [Mass email/Possible SPAM] Official Information request - Traffic Calming Measures

Dear Hamilton City Council,

What research has Hamilton City Council done to evaluate the overall effects of the traffic calming measures which have been and will be put in place in Hamilton City and urban areas of Hamilton? These measures include raised platforms, judder bars, raised crossings, restricted, and narrowed vehicle lanes with concrete barriers, coloured plastic poles and multicoloured cycle lanes, platforms, and roads.

Has there particularly been research or data collected on the following: -

1. The ability of drivers to navigate effectively and safely with so many visual distractions.
2. The danger to cyclists of colliding with yellow markers, concrete barriers, plastic poles and riding over judder bars and raised platforms.
3. The overall stress, health, and wellbeing of road users as in the Health and Safety and Employment Act (HSEA) 2015 re question 1.
4. The extent to which these measures have slowed transit times down for motorists and other road users.
5. The effect on CO2 emissions of increased exhaust fumes due to these reduced speeds and increased idling times.
6. The effect of increased levels of brake dust residue, due to increased braking in response to traffic calming measures, on air pollution and toxicity of water supplies and the impact of this on the health of the population (is Hamilton City Council aware that brake dust is 13% more polluting than exhaust fumes, is carcinogenic, inflammatory, and immune suppressing?).

Yours faithfully,

S 7(2)(a)

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

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

S 7(2)(a)

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

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