

From: Official Information
Sent: Wednesday, 20 September 2023 9:23 am
To: **S 7(2)(a)**
Cc: Official Information
Subject: Final response - LGOIMA 34787 - **S 7(2)(a)** - Information about Raised Safety Platforms

Kia ora,

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

Your request:

Many of those within the local Hamilton community are displeased with the implementation of Raised Safety Platforms within our local area due to increasing congestion, troubles to trucks and vehicles, causing spills, discomfort ect. On the Hamilton City Councils website you state a death rate reduction of 40% due to the implementation of RSP's can you provide more details on this statistic and the trials and statistical examination of evidence that led the City Council to validate this statistic?

Our response:

The Hamilton City Council website states that 'International research shows raised safety platforms reduce deaths and serious injuries by about 40% here on our website here is our information on [Raised Safety Platforms](#).

Are you just installing speed bumps?

Raised safety platforms are different to old fashioned speed bumps. Rather than jolting you to an uncomfortable halt, they're designed to comfortably moderate your speed when entering and exiting the intersection. Raised safety platforms reduce speeds to a level where crashes can be avoided and crash speeds are survivable. This keeps everyone safe, including pedestrians and people on bikes. International research shows raised safety platforms reduce death and serious injuries by about 40%.

This statistic is taken from the Waka Kotahi Standard Safety Intervention Toolkit [Standard-Safety-Intervention-Toolkit](#)

which indicates:

Page 33 – Raised safety platforms (at existing signalised intersection /roundabouts) have assumed DSI reduction of 40%

Page 35 – Signalised intersection with raised safety platforms (from an uncontrolled/priority controlled) have assumed DSI reduction of 55%

Page 37 – mid-block raised pedestrian crossing has assumed DSI reduction of 20%

Further information on the Summary of DSI effectiveness of standard safety interventions can be found at the end of the Toolkit document including the DSI effectiveness references and research related to Raised Safety Platforms can be found on pages 51 & 52.

Hamilton City Council has implemented raised safety platforms in a variety of situations/locations and the results of our crash monitoring for some key locations can be found in the information booklet [here](#)

Raised safety platforms (at existing signalised intersection/roundabouts)



Assessed economics for streamlined investment pathway
Applicable cost range: \$0.3M - \$2M per site
Assumed DSI reduction: 40%
Figure 16
Mid-block raised pedestrian crossing
Picture credit: Department of Transport Victoria

Mid-block raised pedestrian crossing



Assessed economics for streamlined investment pathway
Applicable cost range: \$0.03M - \$0.3M per site (based on an approx. 250 metre site length)
Assumed DSI reduction: 20%
Figure 16
Mid-block raised pedestrian crossing

Signalised intersection with raised safety platforms (from an uncontrolled/priority controlled)



Assessed economics for streamlined investment pathway
Applicable cost range: \$0.5M - \$2M per site
Assumed DSI reduction: 55%
Figure 14
Gordonton Road Intersection, Hamilton City Council

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

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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) [REDACTED]

Sent: Wednesday, 6 September 2023 8:57:27 am

To: info@hcc.govt.nz

Subject: Raised Safety Platforms

Many of those within the local Hamilton community are displeased with the implementation of Raised Safety Platforms within our local area due to increasing congestion, troubles to trucks and vehicles, causing spills, discomfort etc. On the Hamilton City Council's website you state a death rate reduction of 40% due to the implementation of RSP's can you provide more details on this statistic and the trials and statistical examination of evidence that led the City Council to validate this statistic?

S 7(2)(a) [REDACTED]