

From: [Official Information](#)
To: [REDACTED] @gmail.com
Cc: [Official Information](#)
Subject: Final response - LGOIMA 380838 - [REDACTED] - In lane bus stops
Date: Monday, 4 March 2024 4:09:24 pm
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.gif](#)
[image005.gif](#)
[image006.gif](#)

Kia ora,

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

Your request:

To be frank I have never heard such pathetic excuses to create inhibitors to freedom of movement and frankly creating huge danger to lives ever from a council. Especially when emergency service vehicles and their life saving time frames are far more important than bus timetables!

- * At what cost were these installed?*
- * What does each in lane bus stop cost to install?*
- * Where was the mandate for these monumental changes?*
- * Where was the discussion with ratepayers?*

I have no interest in what has been done in other places in the world! One size does not fit all!

It is not suited to the environment and the use disabled and elderly as an excuse when the buses have been doing a great job for years with no issues, they lower to allow these demographics on and off the bus safely. It will be more confusing now with such a larger area to navigate.

What research around NZ was done to back your decision?

What consultation was there?

How many councillors agreed to this debacle?

Where was this on your electioneering ?

What part did the CEO play in decision making overriding council?

Who has the contract for these installations and the humps in the road contracts?

What relationships does the CEO, Mayor and councillors have to those contracted to do this work?

Has any conflict of interest been identified in any council members paid or unpaid around this decision making?

What political ideology was the basis this decision.

Name the cities that have these dangerous, emissions spewing madness's in their streets. I am aware Wales has only because their streets are very narrow. Ours are not! I travel the roads of Hamilton and surrounds daily. I work at a medical facility. I am aware of the dangers of emergency vehicles not reaching a life and death situation quickly and impeding their movement, especially ambulances, is a life-threatening issue. Who will be held accountable? I hope you don't find yourself stuck in an ambulance behind a bus or have fire engine or police call out unable to reach you or your friends or family in time due to a bus impeding their travel.

What of the emissions output of idling cars as they wait for these buses? I thought Hamilton council self-identified as a climate emergency council. How is this debacle helping our environment. More heat creating concrete and higher motor vehicle emissions from idling vehicles. You impede supermarket deliveries, costing more petrol usage as they wait for the bus, and you have 20-30 vehicles held up for one bus. How is that efficient?

This is a Marxist ideological decision as part of smart cities, and yes, I am very aware of smart cities and these decisions are bordering on criminal negligence as are the installation of all the humps.

You will all be held accountable for any life lost or harmed due to this short sighted, arrogant, ill-thought-out decision making by people with no accountability for their actions.

As the person whose rates contribute to your wages, you are accountable to answer my questions honestly and not with propaganda like you have attempted too today.

I have written to the Local Body Minister Simeon Brown on the dreadful undemocratic autocratic behaviour of this council.

An absolute disgusting disgrace and mismanagement of my city.

How many disabled and elderly use our bus service?

Where are those statistics?

Where did you count the number of cars and at what time of day?

Hamilton City Council is out of control, and I will be looking to see it gets back to basics. The safety of roads is more important than a handful of buses timetables. I have travelled on those buses around Hamilton West and East. I also drive the roads. You have dead trees on berms that you don't remove. You have trucks parked in suburban streets causing huge risk of head-on with cars having to cross the centre line to pass them. Why aren't you are doing your job. I complained three times, but the truck is still there with a slap on the wrist, and he lives across the road from where he parks and only puts it up his drive on a weekend. When there is little to no traffic, it a street with a kindergarten and school in it busy through the week and everyone trying to get to work via that street. HCC priorities are all wrong and politically motivated. Corrupt is my next assessment.

Our response:

1. At what cost were these installed?

Hukanui Road cost \$835,000 and Pembroke Street cost \$590,000. This includes design, construction, and staff costs. Hamilton City Council met 10% of the costs for Hukanui Road (\$83,500) and 20% of the costs for Pembroke Street (\$118,000). The remaining costs were met by NZ Transport Agency Waka Kotahi.

2. What does each in lane bus stop cost to install?

Answered above.

3. Where was the mandate for these monumental changes?

Council's Infrastructure and Transport Committee approved Hukanui Road and Pembroke Street at the meeting on 7 March 2023. A link to the meeting agenda can be

found here: <https://storage.googleapis.com/hccproduction-web-assets/public/Uploads/Documents/Agendas-and-minutes/Agendas/Infrastructure-and-Transport-Open-Agenda-7-March-2023.PDF>

4. **Where was the discussion with ratepayers?**

Ratepayers are given the opportunity to have their say on transport projects as part of localised consultation, which was undertaken at both Hukanui Road and Pembroke Street. The direction for transport is set by Hamilton City Council's transport strategy, [Access Hamilton](#), that was adopted by elected members in August 2022. Ratepayers also have the opportunity as part of consultation on Hamilton City Council's Long-Term Plan and annual plans to share their views on the level of investment into public transport by Council.

5. **What research around NZ was done to back your decision?**

NZ Transport Agency Waka Kotahi have public transport design guidance for councils across the country on their website, which includes information on the use of in-lane bus stops. Link to the website <https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/>

6. **What consultation was there?**

Pembroke Street was consulted in 2022 and Hukanui Road in 2023. Letters were delivered to residents and businesses in the local area, and emails were sent to key transport stakeholders (including representatives from emergency services). Feedback from the community was reported to elected members via the Infrastructure and Transport Committee and the Traffic, Speed Limit and Road Closure Hearings Panel.

7. **How many councillors agreed to this debacle?**

You can find the voting records in the minutes of each meeting on our website here <https://hamilton.govt.nz/your-council/meetings/calendar/>.

At Council's Infrastructure and Transport Committee on 7 March 2023, the projects were supported unanimously by the elected members present at the meeting – Mayor Paula Southgate, Deputy Mayor Angela O'Leary, Cr Maxine van Oosten, Cr Ryan Hamilton, Cr Moko Tauariki, Cr Ewan Wilson, Cr Mark Donovan, Cr Louise Hutt, Cr Kesh Naidoo-Rauf, Cr Andrew Bydder, Cr Sarah Thomson, Cr Melaina Huaki, and Cr Anna Casey-Cox. Cr Geoff Taylor was present at the meeting but not present when elected members voted on this particular item.

8. **Where was this on your electioneering?**

The role of Hamilton City Council as an organisation during an election is to promote the elections, not electioneering. As a part of the 2024 By-Election campaign, all candidates were asked a set of questions on their election platform concerning what qualities they can bring to Council that will help Hamilton Kirikiriroa thrive. The answers to these

questions were then published on our website during the election period. These have now been taken down as the East ward byelection is over.

What's your vision for Hamilton?

What do you think is key for managing our city's growth?

What's the one thing you'd do differently that would make Hamilton an even better place to live?

What's the biggest technology opportunity Hamilton is missing and how can we make it happen?

How do you think we can get more people interested and engaged in Council?

9. **What part did the CEO play in decision making overriding council?**

The Chief Executive has no delegation to override any decision that has been made as a resolution of Council.

Recommendations were made by the transport staff to the Transport and Infrastructure Committee. The Committee then delegated detailed design work and approval to the Access Hamilton Working Group / Traffic, Speed Limit and Road Closures Hearings Panel.

10. **Who has the contract for these installations and the humps in the road contracts?**

Solid Group Limited.

11. **What relationships does the CEO, Mayor and councillors have to those contracted to do this work?**

12. **Has any conflict of interest been identified in any council members paid or unpaid around this decision making?**

Neither the Chief Executive, nor Mayor have any relationships with Solid Group, who were contracted to do the work.

The contractor was selected following a standard and robust tender process.

Elected Members are required to disclose conflicts of interests as they arise and update their Declaration of Interest Form every six months. Please refer to the Council's Code of Conduct Policy for further information on the responsibility of Elected Members in relation to conflicts of interest. The Hamilton City Council's Register of Elected Member Interests is a summary of the information provided by each Elected Member in their completed Declaration of Interest Form can be found here –

<https://storage.googleapis.com/hccproduction-web-assets/public/Uploads/Documents/Content-Documents/Your-Council/Summary-of-Members-Interests-V.6-Clean-copy-October-2023.PDF>

As part of each Council or Committee meeting there is an item titled 'Declaration of Interest – Tauaakii whaipaanga'. The purpose of this item is to remind Members of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have and to receive these declarations. Any declaration are recorded as part of the minutes of that meeting.

13. **What of the emissions output of idling cars as they wait for these buses?**

We do not cover this data.

14. **How many disabled and elderly use our bus service?**

Waikato Regional Council have provided the information to answer this question. It should be noted that people with a disability *do not have to* have an 'Accessibility' concession, so the figure provided may under-represent the true figure of disability users of the bus service. Also, these numbers do not capture any passengers who may fit the 'disabled or elderly' description who pay using a cash fare.

Ticket Type	Active Users	% Of All Bee Card Users
Accessibility	2159	3%
SuperGold	8463	13%

'Active user' means counts for Accessibility or SuperGold Bee Cardholder that has used bus services in the past 12 months (up to 12 February 2024).

'All Bee Card users' means counts for any Waikato Bee Cardholder that has used bus services for the past 12 months (up to 12 February 2024).

15. **Where are those statistics?**

Waikato Regional Council hold statistics about bus patronage use in Hamilton City.

16. **Where did you count the number of cars and at what time of day?**

Traffic counts were taken at the following locations:

- 8 Pembroke Street (close to the rear access of Placemakers)
- 14 Horsham Downs Road (adjacent to the St James Shopping Centre)

Both these locations have static traffic count stations that continuously count traffic (24/7). Whilst not directly adjacent to the in-lane bus stops, the count information from these stations is determined to be representative of traffic volumes at the in-lane bus stop sites. Using static count information means we can count traffic over a 24-hour period and accurately identify the peak traffic flow. The traffic peak at Pembroke Street is 520 vehicles per hour in the northbound direction from 4:30pm to 5:30pm on weekdays and at Hukanui Road is 670 vehicles per hour in the southbound direction from 8:00am to 9:00am on weekdays.

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.

From: [REDACTED] [\[REDACTED\]@gmail.com](mailto:[REDACTED]@gmail.com)
Sent: Saturday, February 3, 2024 11:54 PM
To: [REDACTED] [\[REDACTED\]@hcc.govt.nz](mailto:[REDACTED]@hcc.govt.nz)
Subject: Re: 378618 - Acknowledgement of Transportation - Customer Insight - Infrastructure Design/Installation

Good evening

Thank you for your response regarding in lane bus stops

To be frank I have never heard such pathetic excuses to create inhibitors to freedom of movement and frankly creating huge danger to lives ever from a council. Especially when emergency service vehicles and their life saving time frames are far more important than bus timetables!

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HCC priorities are all wrong and politically motivated.

Corrupt is my next assessment.

Yours sincerely

[REDACTED]

The road to Rototuna shopping centre would have many more cars than 800 which defies your pamphlet propaganda. Also Pembroke Street will have many more than 800 cars. Both of these areas had indented areas for buses to pull into. I witnessed daily, drivers giving way to buses. I don't give a jot about bus timetables, I care about the inhibiting of emergency vehicles in these areas.

On Thu, Feb 1, 2024 at 9:12 AM [REDACTED] @hcc.govt.nz wrote:

Mōrena [REDACTED]

Thank you for contacting Hamilton City Council with your **feedback regarding in-lane bus stops on Hukunui Road and Pembroke Street.**

Council is installing in-lane bus stops at **these locations** to enable the ease of access for bus users, and to make sure buses have priority when coming and going from the stop. Please see the attached flyer for further information. Congestion is primarily due to the increase in traffic on the roads as the city's population has grown, so Council is increasing the accessibility of the city by improving the infrastructure around other modes of transport, including buses, cycling, micro-mobility, and walking.

Thanks again for contacting Hamilton City Council with your feedback. Have a lovely day.

Ngā mihi

[REDACTED] (she/her)

Email: R [REDACTED] @hcc.govt.nz

DDI: [REDACTED]

Office hours: Mon, Tue, Thu, Fri



Hamilton City Council | Private Bag 3010 | Hamilton 3240 | www.hamilton.govt.nz

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