



30 October 2023

[REDACTED]

[REDACTED]

Dear [REDACTED]

Request for Information – Local Government Official Information and Meetings Act 1987

We refer to your official information request dated 22 September 2023 for:

1. The number of speed bumps installed in the intersection of Knights road, Pohutakawa and Oxford Tce.

Answer: There was 2 on Waterloo Station / Oxford terrace, 1 on Pohutakawa Street and 2 on Knights Road.

2. How much did this project cost?

Answer: \$10,041.12 as intallation costs and \$9,940 for speed cushion pads

3. How much to remove the one that broke rather quickly (within a year) closest to Waterloo Railway station on the Eastern side of the road?

Answer: An exact cost can not be found for this as this was charged out on the Maintenance contract.

4. Which company was used to install this?

Answer: Directionz Ltd

5. Was there any warranty or guarantee for these products?

Answer: This work was carried out in accordance with Council's current practices and guidelines.

6. Which branch of the council allowed and thought that they were a good idea for these speed bumps to be installed?

Answer: The transport team



7. Who was the person directly in charge of this decision to allow this?

Answer: The work was led by one of Council's Traffic Engineer Managers who is no longer a Council employee.

8. Why was it acceptable to put one of these speed bumps directly in front of a pedestrian crossing within 10m of a stop sign? (Pohutakawa going onto Knights rd)

Answer: During Knights Road Connection Project, Post Trial Recommendations it was suggested that the area in front of Waterloo Station is complex with heavy pedestrian traffic during peak times, a major bus hub and multiple turning movements at Birch Street, Pohutukawa Street and the corner of Knights Road and Oxford Terrace. During consultation in 2020, the community perceived the intersection in front of Waterloo Station to be the most dangerous part of Knights Road due to congestion, vehicle speeds and conflicts with pedestrians. As a result, the trial was extended to include speed calming measures in this area.

Data collected during the trials demonstrated that the speed calming measures worked well. Vehicle traffic volumes were unchanged, speeds were lower, turning movements were easier, pedestrian safety improved dramatically, safety for all modes of transport improved and journey times were relatively unchanged.

Therefore, officers recommend making these speed calming measures permanent and upgrading the current, damaged pedestrian crossing on Pohutukawa Street with a raised table. This would replace the speed cushion on Pohutukawa Street, improve safety and clearly define priority at this crossing which is a key link for people travelling into Lower Hutt's City Centre.

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.

Please note that this response to your information request may be published on Hutt City Council's website. Please refer to the following link: www.huttcity.govt.nz/council/contactus/make_an_official_information_act_request/proactive_releases

Yours sincerely

Lakna Siriwardena

Legal Operations Advisor