

MINO-833 List of Official Data Releases

31 July 2023

The Ministers office has requested a list of planned significant data releases up until the end of October 2023.

Waka Kotahi NZ Transport Agency's response:

The following is a list of all identified planned data releases between now and the end of October 2023. While we have endeavoured to be as thorough as possible, due to the nature of our activities we do have a number of datasets that are updated regularly, or data released on an ad-hoc basis in response to requests.

The attached document provides a list of research papers that are likely to be released over this period.

Safety Camera Trial

- Waka Kotahi mobile phone and seatbelt detection trial report (set to be published in July/August)

Climate Emergency Response Fund (CERF) programme

- Data supporting insights and advice may be provided to Local Government to support the development of urban programmes.

Bilingual Signage

- Final advice on a package of bilingual traffic signs is being prepared for the Associate Minister of Transport and will be sent to him by the Waka Kotahi Transport Policy team and the Ministry of Transport by 11 August 2023. Behavioural Sciences has been part of the programme and is continuing to provide input into final advice.
- A Waikato University report on simulator testing of bilingual signage is likely to come out before October.

Road Safety

- Will deliver the Road Safety Partnership Programme Quarter 4 report in mid-August. The report will present data against desired activity levels contained in the Road Safety Partnership Programme, it also details collaborative activity between Waka Kotahi and NZ Police.
- The planned maintenance and renewal programme for this financial year will be shared with Iwi prior to general consultation. The Forward Works content will be populated and published after September.

Insights

- ART 22-01 - Half price PT fare: follow-up reporting to a research report which has already been released as half price fares were extended until the end of June.

Clean Car Discount

- Monthly releases of financial reports.
<https://www.nzta.govt.nz/vehicles/clean-car-programme/clean-car-discount/clean-car-discount-scheme-financial-reports/>

Other/Open Data releases

- ART 22-01 - Half price PT fare: follow-up reporting to a research report which has already been released as half price fares were extended until the end of June.
- Māori Partnerships Survey
- External Stakeholder Survey
- Rail data to be shared via KiwiRail's Open Data portal
- Regional Road Safety Dashboard
- Clean Car Standard Compliance Counts
- Present customer attitudes towards safety measures
- State Highways User Experience Survey
- Journey Monitor Survey
- Rail Safety statistics (set to be published in January and July)
- Cycling and Walking Survey (The main reports for these three are annual, but there are quarterly summary reports as well).
- Open Motor Vehicle Register data feeds – Providing extracts for the monthly Open MVR data released by Waka Kotahi
- Maps have been developed for Arataki: 30-year plan. There is a minor release scheduled for September (this will add 17 new layers to the existing maps). Arataki will present a shared view of how the land transport system needs to function and change over the next 30 years and provide direction for both Waka Kotahi and our partners as to what should be done to achieve this.

PMO Request for Information - Official data releases

A list of all the significant official data releases between now and the end of October

Research Project	Purpose	Data related objectives
What is the impact of the ride-hailing sector in New Zealand on transport related GHG emissions and how will this change over time? (TAR 20/11)	Research to develop a richer understanding of the ride-hailing marketplace in New Zealand including changes over time in trips fulfilled, how the trips would have been taken otherwise and the GHG emissions generated by ride-hailing trips.	<ul style="list-style-type: none"> Identify growth in the size of the New Zealand ride-hailing market over time focusing on the case study cities, measured in terms of total, service and passenger kilometres. Estimate net greenhouse gas emissions associated with ride-hailing activities. Project prospective ride-hailing travel and greenhouse gas emissions futures to inform potential policy responses.
School bus safety (TAR 21/19)	To develop and prioritise any actions/policy changes and or interventions that should be undertaken within the Road to Zero framework to enhance the safety of students and bus drivers in and around school buses.	<ul style="list-style-type: none"> Compile a stocktake of operating conditions and vehicles that currently apply in bus public transport in New Zealand. This should also include a description of the current characteristics of the fleet, with an emphasis on safety measures/ technologies employed.
The road safety and multi-modal impacts of on-street parking (TAR 21/20)	Research to identify the current road safety and other impacts of on-street parking and a suite of changes to parking arrangements that would lead to improved safety outcomes.	<ul style="list-style-type: none"> To interrogate the Crash Analysis System (CAS) and other identified information sources (e.g., hospital admissions data, ACC claims etc.) to identify key statistics related to parking and road safety related crashes and injury.
Social cost (health) of land transport noise exposure in New Zealand (TAR 19/01)	The purpose of this research is to estimate and visualise transport noise exposure in New Zealand and provide a tool for estimating and visualising the related social (health, hedonic, productivity, and cognitive) cost.	<ul style="list-style-type: none"> Develop a transport noise exposure model (geospatial maps). Determine health, productivity, cognitive and hedonic costs (together, 'social costs') of transport noise exposure. Develop an integrated tool/model, including geospatial representation, combining noise exposure with the related social costs.
Feasibility study on commercial deployment of autonomous shuttles on New Zealand public roads as a complement or substitute to public transport (TAR 20/05)	The purpose of this research will be to provide a greater understanding of the relative advantages and disadvantages of integrating autonomous shuttles within existing public transport solutions.	<ul style="list-style-type: none"> A framework for evaluating potential autonomous vehicle shuttle proposals using a comparative analysis of two New Zealand locations (Queenstown, Wellington). This should include (but not be limited to) consideration of how these fit (both negatively and positively) within achieving wider transport strategic objectives.
Climate change Interventions to reduce carbon and greenhouse gases – economic instruments to effect mode change (TAR 21/13)	Research to understand how and to what extent the generalised cost between private vehicles and public transport/active modes need to	<ul style="list-style-type: none"> Assess and determine the generalised costs necessary to facilitate mode shift from cars/light passenger vehicles to

	<p>change for mode shift to occur in New Zealand's three largest urban areas – Auckland, Wellington and Christchurch. Building on this, the research will consider the sequencing of the implementation of effective mode shift measures in these urban areas.</p>	<p>public transport and other active modes for Auckland, Wellington and Christchurch to reduce carbon/GHG emissions.</p> <ul style="list-style-type: none"> • an assessment of the effectiveness of identified pricing policy/instruments to reduce carbon/GHG emissions and their socio-economic impacts, including equity/distributional impacts in Auckland, Wellington and Christchurch. • quantify the estimated range of carbon/GHG emissions of implementing the various policy approaches.
<p>Safety of four wheeled lightweight electric vehicles (TAR 22/04)</p>	<p>Research to build understanding of the risks and benefits of changing New Zealand's laws to allow (or not allow) the operation of lightweight electric vehicles on New Zealand roads.</p> <p>The research aims to better understand the approach to regulation of quadricycles and the resulting safety outcomes in different countries, especially in Europe.</p>	<ul style="list-style-type: none"> • Compile available data to describe: <ul style="list-style-type: none"> ○ Legal descriptions of quadricycles in national laws; ○ Number of quadricycles in use with breakdown by brands, types, or styles and changes to numbers over time as available; ○ What controls are placed at a national level to manage the use of quadricycles? vii. if they are subject to any taxes such as annual registration. • Data for total deaths and serious injuries (DSI) associated with quadricycles. • Data on DSI for quadricycles as compared to other modes of transport in the country. • Other relevant advice on the costs and benefits of vehicles identified as part of the research.
<p>Potential for Intelligent Speed Adaptation (ISA) to assist with Road to Zero objectives (TAR 21/25)</p>	<p>The purpose of this research is to better understand the worldwide evidence linking ISA to safety and efficiency improvements to understand the extent to which ISA are likely to deliver cost-effective improvements specifically in New Zealand.</p>	<ul style="list-style-type: none"> • Establish the evidence for the efficacy and effectiveness of the different types of ISA, including a cost-benefit analysis. • Provide a review of examples where speed control has been implemented with respect to the benefits and disbenefits. • Establish the current uptake of factory fitted and retrofitted ISA in New Zealand and any barriers to uptake. • Understand from people who currently have ISA (both privately owned and fleet implementations) how it currently performs in the New Zealand environment. • Establish the likely relevance of the ISA to address the risk factors and driving behaviours seen in New Zealand and to assess the percentage of the fleet that would

		<p>need to be fitted to gain the most safety benefits.</p> <ul style="list-style-type: none"> Investigate what the in-service maintenance requirements are for ISA to ensure that it is maintained to the standard to which it was built over the entire life of the vehicle.
Assessing induced road traffic demand in NZ (ART 21/22)	Research to critically assess the quality of New Zealand evidence on induced traffic from new and improved roads.	<ul style="list-style-type: none"> Find evidence of induced traffic in New Zealand Develop a tool to predict induced traffic for planning and decision-making purposes and at the pre-business case stage.
Zero Emission Bus lifecycle and opportunity cost assessment (TAR 22/12)	Research to determine the whole of life economics of ZEBs vs diesel buses to inform the trade-offs in investment decisions between BEBs, HFCBs, the potential re-powering of diesel buses to ZEB vs diesel buses with remaining economic life, including the potential to be supplemented with hydrogen or renewable diesel blended fuel and/or increased PT service levels.	<ul style="list-style-type: none"> To better understand the economic trade-offs of different investment decisions in relation to de-carbonisation of the public transport bus fleet from: <ul style="list-style-type: none"> Scrapping diesel buses before they reach 20 years and new ZEBs (BEB and/or HFC) Using existing diesel buses longer (beyond 2035) with lower emission fuel (e.g. renewable diesel or hydrogen injection) and funding the additional fuel costs compared to re-powering buses or new ZEBs (BEB and/or HFC) and early retirement of diesel fleet.
How effective are transport-related ecological interventions? (TAR 19/04)	This research aims to investigate the effectiveness of ecological interventions and to apply this knowledge to provide direction on how best to reduce harm to biodiversity, both in capturing meaningful data and then translating it into guidance and engaging with the Transport Agency delivery teams and their suppliers	<ul style="list-style-type: none"> Select two to four interventions NZTA uses to minimise ecological effects and undertake an in-depth assessment, which may include site investigations to collect data to support further desk top investigations (to address all points above and determine the direction of stage 2 of this project).
Covid-19 virus impacts on transport – Demand Side (Consumer) (TAR 19/32)	<p>This research will have two distinct purposes:</p> <ol style="list-style-type: none"> To understand how travel is changing in response to COVID-19 (e.g. trip frequency, distance, journey type – across time and by region/cohort) on a weekly basis To understand why travel is changing in response to COVID-19 (e.g. perceptions/attitudes towards travel – across time and by region/cohort) on a weekly basis. 	<ul style="list-style-type: none"> General attitudes/ fears about COVID-19 and provide segmentation to inform analysis, recovery and response How perceptions/ attitudes towards modes of travel change/ don't change over time through the pandemic Changes to trip making in terms of frequency, modes used (do these differ across different journey types) Understanding what initiatives could change behaviours. Understand for different pandemic population segments (developed from point 1 above) what influences behaviour and their tipping points.