



September is Motorcycle Awareness Month

WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 1 September 2023

#344

1. CURRENT BRIEFINGS (BRI) AND MINISTER QUERIES (MIN)

REFERENCE	TITLE	DUE DATE
Minister Parker		
MIN-4284	Update on transport issues in the Wairarapa electorate region	COMPLETED
MIN-4299	Transport Choices advice	COMPLETED
MINO-864	Update on public transport patronage	COMPLETED
MIN-4280	CERF monthly report – July 2023	Week ending 31 August 2023
MIN-4304	National Ticketing Solution (NTS) Monthly report for August 2023	Week ending 31 August 2023
MIN-4293	Waka Kotahi 2023-24 Annual Report on the Rail Network Investment Programme	1 September 2023
MIN-4305	Let's Get Wellington Moving (LGWM) Detailed Business Case engagement	1 September 2023
BRI-2858	Progress on the Franz Josef project	Week ending 7 September 2023
MIN-4302	LGWM – MINO-866 follow-up	Week ending 7 September 2023
MIN-4277	Information regarding Small Passenger Service (SPS) Association Conference	Week ending 14 September 2023
MIN-4295	Waka Kotahi Board members and committees	Week ending 14 September 2023

Minister O'Connor		
MIN-4290	Follow up queries to BRI-2835 Update on Heavy Vehicle Enforcement	COMPLETED
MIN-4296	Watercutting	COMPLETED
MIN-4297	Number of under-licensed and unlicensed people	Week ending 31 August 2023
MIN-4306	Blenheim to Nelson improvements	1 September 2023

2. KEY UPDATES

TITLE	UPDATE
Road to Zero: Crash avoidance features public awareness	<p>To help inform public about key crash avoidance features when purchasing a vehicle, Waka Kotahi is publishing a new series of educational videos on the Rightcar website in early September 2023.</p> <p>The animated videos show how automatic emergency braking, lane keep assist systems and various other crash avoidance features work to help people avoid a crash or mitigate its severity. The videos follow the February 2023 expansion of crash avoidance features data on Rightcar and are aligned with recent research as well as Te Manatū Waka Ministry of Transport's recommendation on mandating crash avoidance features (draft Cabinet paper OC230250).</p>
Safe and appropriate speed limits on State Highway 6 Blenheim to Nelson	<p>Waka Kotahi has prepared the Safe System case study <i>Safe and appropriate speed limits on SH6 Blenheim to Nelson</i> which is appended to this weekly report. This will be released to selected stakeholders (local council members, the AA and others) for their information in the week of 4 September 2023.</p> <p>This is a technical case study aimed at the industry, safety engineers, consultants and council officers, hence the targeted release. The data and findings will help Road Controlling Authorities with preparation of their speed management plans.</p> <p>This technical case study follows speed changes made on State Highway 6 in 2020 from 100km/h to 90km/h and 80km/h. The findings show that the section of road (approximately 110km in length) has become safer for road users and the communities living along the route. Waka Kotahi has also prepared reactive messaging if any queries are received following the release.</p>
Hamilton City Council Peacockes funding request – update	<p>We previously advised that Hamilton City Council has applied to Waka Kotahi for an additional \$41.9 million of funding towards the Peacockes growth area transport infrastructure. The Waka Kotahi Board declined the request at the August 2023 meeting. Hamilton City Council has been advised.</p> <p>The transport infrastructure to enable the Peacocke Development is partially funded by a Housing Infrastructure Fund loan, with 49 percent being repaid by Hamilton City Council and 51 percent by the National Land Transport Fund.</p>

TITLE

UPDATE

When the Waka Kotahi Board initially approved the funding towards the project, it imposed the following condition:

Restrict investment from the National Land Transport Fund (NLTF) to the funding available to the NZ Transport Agency through the Housing Infrastructure Fund (HIF) Crown loan, meaning that any transport-related cost increases after the endorsement of the Hamilton City Council's Peacocke Business Case will be covered by Hamilton City Council (unless HIF Crown loan to the Transport Agency is increased to cover the NLTF share of that cost increase).

The Ministry of Housing and Urban Development has confirmed no additional funding is available. The Waka Kotahi Board's decision was made based on this condition and the very constrained nature of the National Land Transport Fund.

We understand the Minister of Housing and Urban Development has been made aware of the Board's decision.

Public Transport Update – Auckland Ferries


Since Auckland Transport (AT) received eight weeks' notice from Fullers Group in early August 2023 about the latter's intent to withdraw from operating the Bayswater and Birkenhead ferry contracts, AT has been working hard to find alternate suppliers. AT is working on a direct appointment approach with Explore Group to take over the operation of these contracts from 1 October 2023. Waka Kotahi has been working with AT on this process and the approach taken to date satisfies our procurement requirements.

Once confirmed, AT is expected to announce the new operator two weeks before the contract is due to begin (expected mid-September 2023). This means there should not be any disruption of these ferry services for Aucklanders.

3. GENERAL UPDATES

TITLE	UPDATE
Significant Network Road Closures due to Weather Events and Crashes between 20 August and 27 August 2023	21 August 2023 State Highway 16 in Massey was closed due to a nearby house fire for approximately 5 hours. Local detours were available. State Highway 49 at Rangataua east of Ohakune was closed due to a serious crash 7.5 hours. Local detours were available.
	22 August 2023 State Highway 26 between Hamilton and Morrinsville was closed due to a fatal crash for 6.5 hours. Local detours were available. State Highway 6 at Kingston was closed due to a fatal crash for 6 hours. No detour was available. State Highway 74 in Bromley was closed for 16 hours due to a burst water main. Detours were available.
	26 August 2023 State Highway 26 at Mangaiti was closed for 5.5 hours due to a fatal crash. Local detours were available.

4. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	State Highway 1 Papakura to Drury project <p>Over two nights on 6 and 7 September 2023, first the northbound and then the southbound motorway lanes passing through the project area will be moved across to the east. The new traffic layout will provide additional workspace on the western / northbound side for further motorway widening and stormwater improvement works. It will remain in place until mid-2024.</p> <p>This temporary new layout will see the two northbound lanes separated by the permanent concrete median barrier for a distance of almost two kilometres. The right-hand (fast) northbound lane will be safely separated from southbound traffic lanes by a temporary median barrier. Electronic Variable Message Signs (VMS) are already in place warning motorists of the dates for the upcoming layout changes.</p> <p>Of particular note, northbound motorists positioned in the right-hand (fast) lane will not be able to exit the motorway at Papakura. Motorists wanting to exit the motorway at Papakura Interchange will be advised by the VMS to move into the left-hand (slow) lane before the two northbound lanes separate.</p> <p>Despite this arrangement, it is expected that there will be instances of motorists wanting to exit at Papakura remaining in the right-hand lane too long and being unable to exit the motorway until reaching the next interchange at Takanini – which may result in negative feedback for a few days until awareness and experience of the new layout settles in.</p>
Waikato/Bay of Plenty 	State Highway 1 Cambridge to Piarere safety improvements project – Keeley's Reserve <p>The second turnaround bay for the safety improvements is being constructed at Keeley's Reserve on State Highway 1 east of Cambridge, starting 11 September 2023. The Reserve, which is used by motorhome campers and for water sports access to Lake Karāpiro, will be closed for the duration of construction. This work is being prioritised to be completed before December 2023 and the busy summer period. Construction is expected to have a minor impact on State Highway 1 traffic near the worksite.</p> SH5 Old Taupō Road, Rotorua – road closure for remedial works <p>Remedial works are required on State Highway 5 Old Taupō Road at the Utuhina Stream bridge due to erosion exposing the piles beneath the southern abutment of the 21-metre bridge. This requires a full road closure for approximately three weeks from 25</p>

REGIONAL AREA



UPDATE

September 2023, with the majority of the work to be done during the school holidays when traffic is lighter.

This is a busy freight route, and we recognise the road closure will cause significant disruption and delays across the wider Rotorua roading network. Careful consideration was given to the construction methodology and timing of the work to minimise overall disruption to road users, local residents and businesses. Works will be communicated early and widely across all available channels to advise of the disruption and alternative routes to freight and bus operators, schools and emergency services.

Proactively Released

5. MEDIA UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	Speed reviews, State Highway 1 North Auckland <p>A media release is planned to go out to advise that a speed management technical review is being done in North Auckland, which includes the new Ara Tūhono – Pūhoi to Warkworth motorway. This follows a similar earlier release about increased speed limits being looked at for parts of State Highway 1 in Wellington.</p> Northwest Rapid Transit <p>Todd Niall (Senior Auckland Affairs Reporter - <i>Stuff</i>) is particularly interested to understand more about this project. We are considering a face-to-face briefing with Randhir Karma, Regional Manager System Design, to give an overview of the project, including upcoming public consultation and next steps.</p> <p>This will also help media to understand where this project stops/starts and where the work of the Supporting Growth Alliance (SGA) links in with their planned rapid transit corridor and future alternative state highway.</p>
Waikato/Bay of Plenty 	State Highway 39 Whatiwhatihoe bridge strengthening <p>A media release will be issued celebrating the completion of the bridge strengthening work on State Highway 39 at Whatiwhatihoe. It has been a significant piece of work, with the bridge life now significantly extended.</p> Takitimu North Link Stage One <p>A media release will be issued previewing tie-in works starting at Cambridge Road Overbridge in Tauranga for the Takitimu North Link Stage One project. This work will be carried out in three phases, with significant traffic management in place. The expected timeframe is from September 2023 to completion in mid-2024.</p> State Highway 1 Piarere to Taupo Safety Improvements <p>A media release on 7 September 2023 will announce that a 6.9km stretch of State Highway 1 at Ātiamuri will shortly benefit from installation of flexible central and side safety barriers, similar to the safety improvements on a 4.5km section nearby.</p>

REGIONAL AREA

UPDATE

Central North Island



Longburn to Palmerston North speed consultation

Public consultation for the State Highway 56 safer speed proposal closed on 21 August 2023. There will be information coming out soon to provide a high-level summary of the consultation results.

Central North Island – construction season

Media releases are planned with detail around the start of the construction season in Hawke's Bay, Gisborne, Manawatu, Whanganui and Taranaki.

Utiku slip, State Highway 1

The first media release went out on 30 August 2023. There will likely be another one to provide an update during the following week with results from geotechnical monitoring.

State Highway 5 works

A media release is planned to cover the completion in the next fortnight of two major cyclone-related works on State Highway 5.

Wellington/Top of South




Summer Maintenance programme

A release is scheduled to go out next week (date to be confirmed) summarising the main projects in this season's renewals programme. It will include advice about the likely impact on the network and how it will affect travel times.

SH2 Remutaka Hill maintenance closure

As this is an ongoing two-week night closure, reminder communications will be sent out early next week to remind road users of the pending second week of works.

6. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
Auckland/Northland 	State Highway 1, Mangamuka Gorge Due to multiple large slips and dropouts, State Highway 1 is closed between Kitchen Road and Makene Road, through the Mangamuka Gorge. An alternative route is offered via State Highway 10 until further notice.
Waikato/Bay of Plenty 	State Highway 25A, Kopu to Hikuai Due to full road collapse at a large washout location, the road between Kopu and Hikuai is closed until further notice.

7. ROAD DEATH UPDATE – WEDNESDAY 23 AUGUST 2023 TO TUESDAY 29 AUGUST 2023

Key: SAAS: Safe and Appropriate Speed. SH: State highway. IRR: Infrastructure Risk Rating. UCSR: Used Car Safety Rating. ANCAP: Australasian New Car Assessment Program. CWR: Crash Worthiness Rating. VSRR: Vehicle Safety Risk Rating. Top 10%: the 10% of regional networks assessed to deliver the greatest DSI savings through Speed Management.

Crash description		Speeds		Roads & Roadsides			People			Vehicles		
What happened (NZ Police description)	Date of crash Time of crash Local Council	Speed limit km/h	SAAS km/h	SH	IRR Land use and risk rating: low, medium, high	Road conditions	Deceased details Gender, Age, User	Deceased drivers' licence status	Restraint or helmet worn	Vehicle type where occupant died	UCSR/ANCAP/CWR (light vehicles only)	Other vehicles involved
Section 9(2)(a)	Section 9(2)(a) Far North	100	80	Yes	Rural Residential Low Medium	Dry Bank	Section 9(2)(a) Driver	Restricted Current	No	Car	3*UCSR	None
	Section 9(2)(a) Matamata-Piako	100	80	Yes	Rural Residential Low Medium	Dry None	Section 9(2)(a) Driver Section 9(2)(a) Passenger	Restricted Current Not Applicable for Passenger	Yes Unknown	Car	2*UCSR	Car
	Section 9(2)(a) Tasman	100	60	No	Remote Rural High	Dry Ditch	Section 9(2)(a) Driver	Unknown at the time of report	Yes	Car	5*VSRR	None
	Section 9(2)(a) Clutha	100	80	Yes	Rural Residential Low Medium	Dry Ditch	Section 9(2)(a) Driver Section 9(2)(a) Passenger	Full Current Not Applicable for Passenger	Yes Yes	SUV	5*ANCAP	Utility
	Section 9(2)(a) Auckland	100	100	Yes	No Access Low	Dry Guardrail/Barrier	Section 9(2)(a) Driver	Unknown at the time of report	Unknown	Car	3*UCSR	None

About the information:

Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 30/08/2023

Fatal crash notifications are received within 24 hours of a death by NZ Police. Therefore, a recent crash may not be included in the report. Any subsequent death, within thirty days of the crash, will be recorded when received.

Deaths already excluded from the road toll based on Ministry of Transport assessment are not included in the data. Fatal crashes may be excluded from the road toll because the deaths may be caused by medical events, suicide, homicide, "Acts of God", be off-road or non-motor vehicle crashes, or the death may occur more than thirty days after the crash.

Fatal crashes may have occurred within the period for which notifications may be received later.

Traffic crash data covers all NZ roadways or places where the public have legal access with a motor vehicle.

- In some cases, the NZ Police description of what happened has been altered to change the tense and to protect the privacy of individuals.

Safe and appropriate speed limits on SH6 Blenheim to Nelson

Safe System case study



Setting safe and appropriate speed limits will save lives and assist our contribution to global sustainability targets by reducing harmful emissions and noise pollution and making communities more attractive for living, working or visiting.

Safe and appropriate speed limits are a key part of creating a safe system.

State Highway 6 Blenheim to Nelson

The regions of Nelson, Tasman and Marlborough make up the Top of the South and State Highway 6 (SH6) connects these regions. The 110 km stretch caters to a wide range of competing travel needs and vehicle types.

SH6 is a key route for locals, tourists, businesses and agriculture, along with freight travelling between Nelson, Blenheim and Picton. It's also a commuter, cyclist and tourist route. There are several different roadside environments extending from Blenheim to Nelson with a range of speed limits varying between 50 km/h and 100 km/h.

State Highway 6 was a high-risk rural highway where between 2009 and 2018, 20 people died and 92 were seriously injured in crashes on this stretch of road. Nineteen of these deaths, and 87 of the serious injuries were on the 100 km/h sections of SH6.

Many of these crashes involved loss of control, with drivers running off the road and hitting roadside objects such as trees and power poles. There have also been head-on crashes on this highway, and some that occurred at intersections.

Speed limit changes on SH6 Blenheim to Nelson have reduced death and serious injuries (DSIs) by 75% in the first two years post-implementation whilst the average journey time has increased by appropriately 4 minutes over the 110 km length i.e. 2 seconds per kilometre.



The Land Transport Rule: Setting of Speed Limits 2022 and the recently published Speed Management guide supports Waka Kotahi and local councils to set safe and appropriate speed limits for all streets and roads, using a principles-based approach to creating a safe transport system that has safe speed limits at its heart for all people no matter their mode of transport.

Speed plays an important part in the severity of crashes

Most fatal and serious injury crashes occur when speeds are <10 km/h above the limit but inappropriate for the road or conditions (Doeke, Kloeden, McLean, 2011).

Safe and appropriate speed limits

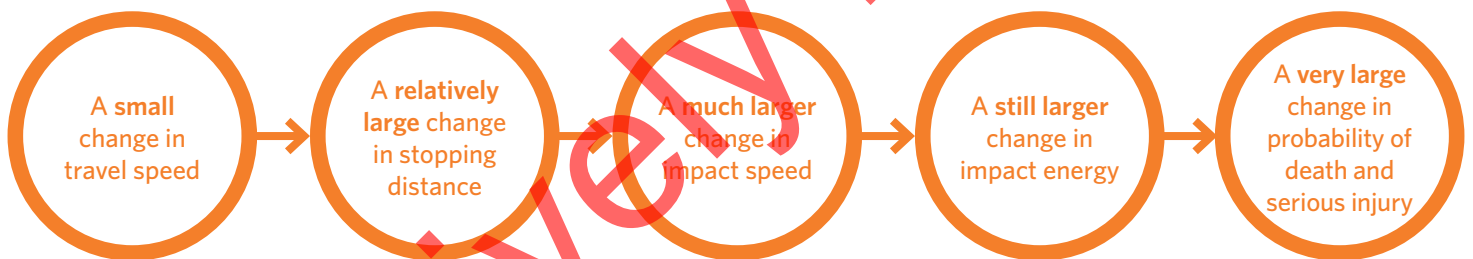
The Blenheim to Nelson corridor is approximately 110 km long and speed limit changes were proposed over most of the length varying between 50 km/h and 80 km/h. Following the engagement and consultation with communities during October 2019, it was decided to reduce the existing 100 km/h limits to 80 km/h in places, introduce new 90 km/h speed limits on appropriate sections, and introduce two new variable school speed zones. Three existing advisory school speed zones on the route remained unchanged. The new speed limits took effect on 18 December 2020.



For more information:

nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits

The effect of a small change in travel speed on injury outcomes



Changes in mean, 85th percentile speed and travel times

International research indicates that we can expect the mean speed to reduce by around 3 to 4km/h for each 10km/h reduction of the speed limit (Elvik, 2012). The results for SH6 Blenheim to Nelson compare well with, and in some cases better than, the international literature.

Results for the 60 km/h (hilly and windy) sections show less reduction because mean speeds were already quite low before the speed limit change.

Over the Blenheim to Nelson corridor there has been a 4.5 km/h reduction in mean speed which has increased the travel time of the whole 110 km journey by approximately 4 minutes, from 1 hour and 16 minutes to 1 hour and 20 minutes, which is the equivalent to an averaged increase of travel time of 2 seconds per kilometre.

Changes in mean speed

	Before	After	Change	% Change
Whole corridor	82.1 km/h	77.6 km/h	-4.5 km/h	-5.5%
100 km/h to 90 km/h	89.4 km/h	84.7 km/h	-4.7 km/h	-5.3%
100 km/h to 80 km/h	80.0 km/h	75.4 km/h	-4.6 km/h	-5.7%
100 km/h to 60 km/h	54.9 km/h	53.2 km/h	-1.7 km/h	-3.1%

Changes in 85th percentile speed

	Before	After	Change	% Change
Whole corridor	93.5 km/h	86.5 km/h	-7.0 km/h	-7.5%
100 km/h to 90 km/h	100.2 km/h	93.1 km/h	-7.2 km/h	-7.1%
100 km/h to 80 km/h	92.6 km/h	85.1 km/h	-7.6 km/h	-8.1%
100 km/h to 60 km/h	64.5 km/h	61.6 km/h	-2.9 km/h	-4.5%

The 85th percentile speed is the speed at or below which 85 percent of the drivers are traveling at.



Between Renwick and Havelock, the speed limit was changed from 100 km/h to 90 km/h. The mean speed before was 89.9 km/h and subsequently reduced to 84.5 km/h, a 5.5 km/h reduction in mean speed.



Between Hira and Atawhai the speed limit was changed from 100 km/h to 80 km/h. The mean speed before was 83.6 km/h and reduced to 77.3 km/h, a 6.3 km/h reduction in mean speed.



The Whangamoa Saddle is a narrow, windy hill road pass immediately to the east of Hira. The elevation of the pass is 466 metres (1,529 ft) above sea level and marks part of the boundary between Nelson district and Marlborough district.

The speed limit was changed from 100 km/h to 60 km/h. The mean speed before was 54.3 km/h, this has reduced to 53.0 km/h resulting in a 1.3 km/h reduction in mean speed.

Safety Performance

Speed has a direct influence on crash occurrence and severity. This relationship has been captured in various models, most notably Nilsson's "Power Model". This shows that on average a 1% decrease in mean speeds leads to a 2% decrease in all injury crashes, a 3% decrease in serious injury crashes, and a 4% decrease in fatal injury crashes. Thus, reducing speed by a few km/h can significantly reduce deaths and serious injuries.

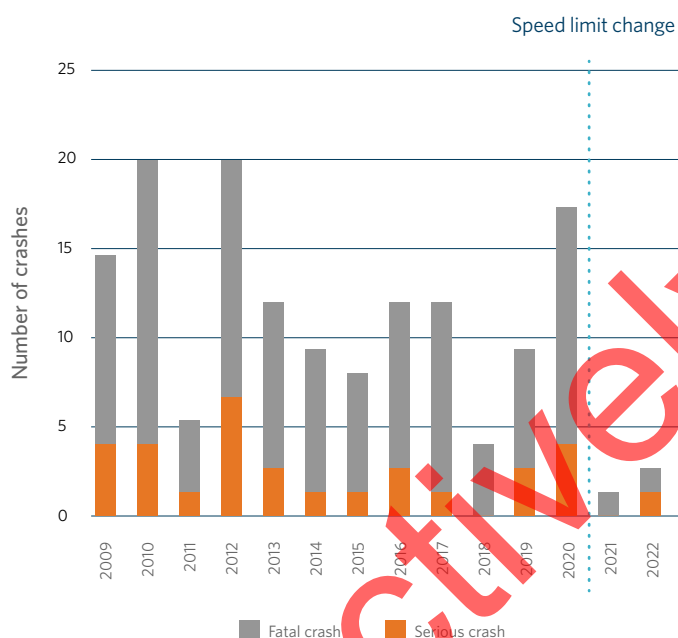
In the ten years prior (2011–2020 inclusive) to the speed limits being changed there were 18 fatal and 64 serious crashes resulting in 19 deaths and 86 people seriously injured.

In the two years since the speed limit change there has been one fatal crash and two serious injury crashes resulting in one death and four people seriously injured.

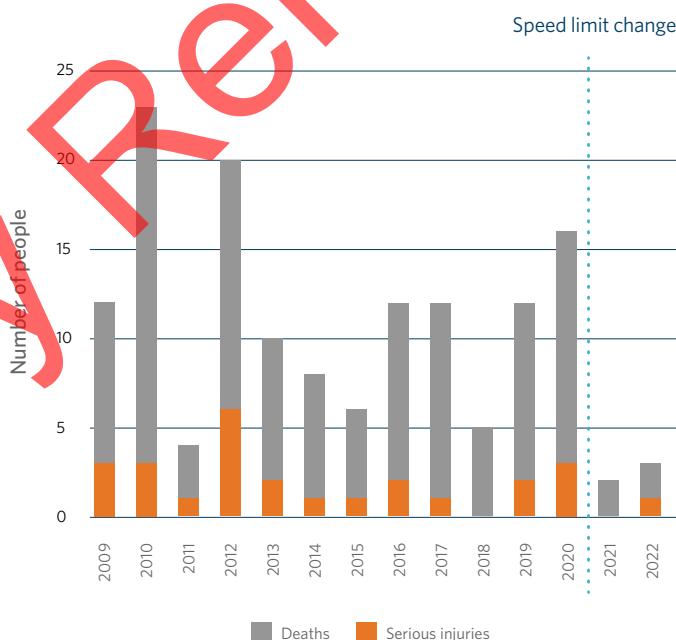
In the five years prior to the speed limit change, there were on average 12 (rounded from 11.4) people killed or seriously injured on the SH6 Blenheim to Nelson corridor each year, in the two years following the speed limit change this has reduced to an average of 3 (rounded from 2.5) people being killed or seriously injured per year; a reduction of death and serious injuries of 75%. This is significantly greater than the results we would expect from Nilsson's model. However, as the post-evaluation period extends beyond five years we may see further moderation and closer alignment to the international literature.

Based on the existing injury rate prior to the speed limit change, it is estimated that at least 19 people have been saved from either death or serious injury in the two years since the speed limit changes were introduced.

Fatal and serious crashes



Death and serious injury casualties



The use of 90 km/h speed limits

In moving towards a Safe System, speed limits on our rural roads are expected to progressively change to align with safe and appropriate speed limits.

For some corridors, this may require an interim or phased steps towards a safe and appropriate speed limit and this may include the use of a 90 km/h speed limit in lieu of infrastructure improvements to support higher speed limits or further speed limit reductions in the future to align with safe and appropriate speed limit.



Summary

The setting of safe and appropriate speed limits is at the core of achieving the outcomes of improved road safety.

As we work towards a safe system and aligning our rural roads with safe and appropriate speed limits the enforcement of these speed limits will also be crucial.

In the two years since the speed limit were changed on SH6 between Blenheim to Nelson, the mean speed has reduced from 82.1 km/h to 77.6 km/h and the 85th percentile speed has reduced from 93.5 km/h to 86.5 km/h.

Resulting in a 4.5 km/h (5.5%) reduction in mean speed with only an increased travel time of the whole journey of approximately four minutes for all users, which is the equivalent to an increase of travel time of two seconds per kilometre.

This strongly demonstrates that by just changing the speed limit using signage has been successful in terms of improving road user safety and are aligned to results seen in international research and literature.



For more information:

nzta.govt.nz/projects/sh6-blenheim-to-nelson-speed-limits

nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide

Speed, road safety, climate, and total costs of travel

Lowering of the maximum authorised speed to 80 km/h - Final assessment report - July 2020 at cerema.fr/en/actualites/lowering-maximum-authorised-speed-80-kmh-final-assessment

Casualty crash reductions from reducing various levels of speeding Doeke, Kloeden, McLean, 2011 at digital.library.adelaide.edu.au/dspace/handle/2440/98963

Speed Limits, Enforcement, and Health Consequences Elvik 2012 at annualreviews.org/doi/abs/10.1146/annurev-publhealth-031811-124634