

14 September 2023

[REDACTED]

REF: OIA-13168

Dear [REDACTED]

Request made under the Official Information Act 1982

Thank you for your email of 24 July 2023 requesting information under the Official Information Act 1982 (the Act) relating to traffic management, statistics on speed and crashes near schools, and data on deaths and serious injuries around the county.

Please note that the Land Transport Act 1998 and its associated rules is only one grouping of relevant legislation.

I have numbered each part of your request for convenience and will answer each one in turn.

- 1. Provide Waka Kotahi policy and procedures, instructions, and any guidance material given to employees and subcontractors of Waka Kotahi for traffic management plans outside of this document**
<https://www.nzta.govt.nz/assets/Roads-and-Rail/nzgttm/docs/New-Zealand-guide-to-temporary-traffic-management-part-2.pdf>

The current code practice for temporary traffic management (CoPTTM) can be found here:
www.nzta.govt.nz/roads-and-rail/code-of-practice-for-temporary-traffic-management/.

Therefore, I am refusing this part of your request under section 18(d) of the Act as the information requested is or will soon be publicly available.

The new guide, the NZ Guide to Temporary Traffic Management (NZGTTM), has been developed to reduce harm to road workers and road users. Between 2017 and 2021 330 people, both road workers and road users, were killed or seriously harmed at worksites. The NZGTTM has also been prepared to ensure organisations fulfil their legal duties.

At present Waka Kotahi is working to transition from the current CoPTTM to the NZGTTM. Currently, a small number of contracts are working through the transition. All other contracts continue to apply CoPTTM.

There are no other instructions to those who work on the road, Waka Kotahi staff or suppliers.

2. Ref <https://www.waipadc.govt.nz/our-council/alerts?item=id%3A2mdljf9r417q9slrr0si>
There are currently roadworks for safety improvements on the corner of Hydro Road and Tirau Road (SH 1)
- There are two ute type vehicles parked at the site with at least one occupant when no actual work is being carried out (typically being observed between the hours of 1700 and 0700). I believe the vehicles are Safe Road NZ (or similar company) vehicles
 - o What is the purpose of these vehicles and occupants?
 - o What is the cost of these vehicles and occupants- outside of the normal hours of actual work on the project?

The vehicle/s noted were part of the traffic management for this site. This was required due to the high volume of traffic on State Highway 1 and incidents requiring assistance overnight – e.g., centre cones being knocked over and motorists not following the signage and driving through the site incorrectly and unsafely.

The cost was \$130 (per hour) for two staff members. Two people are required for safety reasons. The cost of the vehicle was \$60 (per hour).

3. **If Waka Kotahi purchases road cones directly (picture attached)**
- **How many road cones has Waka Kotahi purchased**
 - o **Per annum between 2013 and 2023?**
 - **Average price per road cone Waka Kotahi has purchased**
 - o **Per annum between 2013 and 2023**
- If Waka Kotahi leases or rent road cones**
- **How many road cones has Waka Kotahi leased/rented**
 - o **Per annum between 2013 and 2023**
 - **Average lease/rental price per road cone**
 - o **Per annum between 2013 and 2023**

Waka Kotahi does not purchase road cones for use on projects. Waka Kotahi contracts construction companies to undertake works and they purchase or hire all necessary equipment.

4. **If Waka Kotahi requires the use of road cones by any of its contractors**
- **What is the average price paid per road cone in a typical contract**
Or this information could be provided by a cost per metre of roading of works if it cannot be broken down to a per cone level.
However if you know the required spacing of cones per traffic management policy or procedures, and you will know the length of roading works per contract you should be able to work out a per cone cost

Waka Kotahi hires a crew with equipment for each piece of work. We do not receive itemised breakdowns of costs that would allow for the cost of road cones to be determined. Therefore, I am refusing this part of your request under section 18(g)(i) as the information requested is not held by the department or venture or Minister of the Crown or organisation and the person dealing with the request has no grounds for believing that the information is either held by another department (for itself and for a departmental agency hosted by it or an interdepartmental executive board serviced by it) or interdepartmental venture or Minister of the Crown or organisation, or by a local authority.

5. How many road cones has Waka Kotahi leased/rented

- Per annum between 2013 and 2023

Average lease/rental price per road cone

- Per annum between 2013 and 2023

Waka Kotahi does not lease or rent road cones for use on projects. Waka Kotahi contracts construction companies to undertake works and they purchase or hire necessary equipment.

**6. Provide the cost of traffic management as a % of an average works contract per annum
- For each year from 2010 to 2023**

This data cannot be supplied as for most Waka Kotahi contracts the traffic managements costs are included within the rates for the work or overhead costs and are not explicitly itemised. Therefore, I am refusing this part of your request under section 18(g) of the Act, as the information requested is not held by the organisation and we have no grounds for believing that the information is held elsewhere or more closely connected with the functions of another organisation.

7. Provide data on reported traffic management errors by traffic management providers on Waka Kotahi contracts per annum for each year between 2010 and 2023

Waka Kotahi audit programme data is not available before 2021 due to changes in staff, such that data has become lost. Also, since 2021 the audit system has been modified numerous times meaning data cannot be compared year on year. The general trend for all sites monitored since 2021 is approximately a third are of appropriate quality, a third need immediate action to rectify safety issues, and a third have issues that can be resolved through administrative processes.

**8. Provide the risk assessment and any related data used for the latest policy on speeds around schools (per the risk based decision quoted here
<https://www.transport.govt.nz/area-of-interest/safety/tackling-unsafe-speeds/>)**

Under the Land Transport Rule: Setting of Speed Limits 2022, Waka Kotahi does not undertake 'risk assessments' around schools. All schools are considered Category 1 schools with a permanent or variable 30km/h speed limit unless an assessment is undertaken, including discussions with the school themselves, and it is determined that a Category 2 with a permanent or variable speed less than 60km/h is appropriate – usually where there is no pedestrian or cycle activity on the state highway and all travel to the school is done in vehicles.

Refer to pages 38 and 39 of the "Speed management guide: Road to Zero edition 2022" for more information, which can be found here: www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition.pdf.

9. Provide the number of school aged children (ages 5-16) struck by motor vehicles and requiring hospitalisation, per annum, for each year between 2010 and 2023.

- within 1km of a school, and
- between the hours of 0730 and 0900, and 1430 and 1530, and (note these hours are chosen as Waka Kotahi state that the new speed limits are based on a child walking 1km to and from school), and
- within normal school term dates (include Saturdays during term to allow for school sport- But- exclude outside of school term dates

Alternatively, if it cant be broken out by school term, give all of this information with the date of the accident

10. Death and Injury statistics

- **Provide data on death and serious injury accidents where speed was the primary factor for the accident (note not the primary factor for the extent of injury or death), per annum, for 2010-2023**
 - a. **National total**
 - b. **National total broken into urban vs rural roads**

Waka Kotahi holds some data which falls within the scope of questions 9 and 10 of your request and this is enclosed as:

- Attachment 1: OIA-13168 - crash data (created on 8 August 2023).

Waka Kotahi does not hold any data regarding hospitalisations, as sought as part of question 9, and does not believe that any other organisation holds this information either. I am therefore refusing the hospitalisation aspects of your request under section 18(g) of the Act as the information requested is not held by the organisation and we have no grounds for believing that the information is held elsewhere or more closely connected with the functions of another organisation.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to refuse part of this request. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

In line with Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with Waka Kotahi, please contact the Ministerial Services team, by email to official.correspondence@nzta.govt.nz.

Yours sincerely



Vanessa Browne

National Manager, Programme and Standards