

5 March 2024

s9(2)(a)

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REF: OIA-14608

Dear s9(2)(a)

Request made under the Official Information Act 1982

Thank you for your email of 5 February 2024 requesting information on speed limit change evaluations and project benefit cost ratios under the Official Information Act 1982 (the Act). I will set out each of your questions and my responses below.

Any evaluations, draft or completed, on the speed limit changes to the below state highways, including the number of crashes and DSIs avoided or saved, since the speed limit changes came into force:

Waikato Expressway to Tamahere

Given the different timings associated with various sections of the Waikato Expressway opening and changes required to the NZ Transport Agency Waka Kotahi (NZTA) Crash Analysis System (CAS) reporting system, crash analysis is not available for the entire length of the Waikato Expressway at this time. However, where it is available, it has been provided below.

The Cambridge section of the Waikato Expressway opened in December 2015 and the speed limit for that section increased from 100km/h to 110km/h on 11 December 2017. NZTA has undertaken an evaluation using CAS data only, which shows that in the approximate 2 years between the opening and prior to the speed limit increase, there was 1 reported death and serious injury (DSI). In the six years since the speed limit increase, there have been 7 reported DSIs.

The speed limits for the Hampton Downs to Tamahere section of the Waikato Expressway changed on 13 July 2022. There have been 7 reported DSI between the Hamptons Down Interchange to the Gordonton Road (Taupiri) interchange since the Huntly section of the Waikato Expressway opened on 9 March 2020. Since the speed limit change there have been 5 reported DSI.

SH5/SH30 – Rotorua

An evaluation using CAS data shows that in the 5 years prior to the speed limit change on 3 October 2022 there were 7 reported DSI, an average of 1.4 DSI per annum. Since the speed limit change, there has been 1 reported DSI.

SH5 – Hawke’s Bay

A review has been completed and published online – see <https://www.nzta.govt.nz/projects/sh5-permanent-speed-limits/review-of-sh5-speed-limit-changes>.

As this information is available online, I am refusing this question under section 18(d) of the Act which applies when information is publicly available.

SH3 – Napier Road

The speed limits on this road changed on 23 June 2022 and 16 December 2022. An evaluation using CAS data shows that in the 5 years prior to the speed limit changes, there were 8 reported DSI, an average of 1.6 DSI per annum. Since the speed limit changes, there have been no reported DSI. We intend to undertake further impact analysis when more data is available in order to provide a more detailed long-term analysis of the safety and economic impacts of the speed limit changes.

SH6

An evaluation using CAS data shows that in the 5 years prior to the speed limit change on 18 December 2020, there were 57 reported DSI, an average of 11.4 DSI per annum. Since the speed limit change, there have been 6 reported DSI.

An assessment was also provided within the document *Road Safety – Evidence of what works* which was presented to the Road to Zero chief executive and deputy chief executive governance group. Please find this attached with pages out of scope removed.

The most recent calculated benefit cost ratio (BCR) for the additional Mount Victoria tunnel project, the year it was calculated, and the scope of the project the BCR was calculated for

Let’s Get Wellington Moving (LGWM) has not recently calculated a BCR for the Mt Victoria Tunnel as a standalone project. The most recent calculation was in 2020/2021 when the BCR was estimated to be approximately 0.2. However, it is noted that the benefits of delivering a combined programme of work is greater than the sum of the individual projects.

The work considering an additional Mt Victoria Tunnel has been part of the Transformational Programme in LGWM, the scope of this work included Mass Rapid Transit and State Highway Improvements. As at October 2022, the BCR for the Transformational Programme was 0.5 to 1.2. For reference, the BCR ranges are 0.5 to 0.7 under the core land use scenario and 0.8 to 1.2 under the intensified land use scenario.

All Mount Victoria Tunnel options featured two traffic lanes, two public transport lanes and improved active travel provision.

The most recent calculated benefit cost ratio (BCR) for Whangārei to Port Marsden Highway, the year it was calculated, and the scope of the project the BCR was calculated for

The most recent estimate for a 4-lane highway between Whangarei and Port Marsden Highway was from 2021. The BCR of the Project using this 2021 cost is 0.97 for this 25-kilometre section of State

Highway 1. The costs used to generate this BCR would need to be reviewed given recent increases in costs and the effect of inflation.

The scope for this BCR is upgrading 25 kilometres of State Highway 1 to four lanes between Whangārei and Port Marsden Highway (State Highway 15), upgrading the State Highway 1/15 intersection and providing walking and cycling paths.

The most recent calculated benefit cost ratio (BCR) for transportation improvement around the Basin Reserve, the year it was calculated, and the scope of the project the BCR was calculated for

LGWM has not recently calculated a BCR for the Basin Reserve as a standalone project. The most recent calculation was in 2020/2021 when the BCR was estimated to be approximately 0.6. However, it is noted that the benefits of delivering a combined programme of work is greater than the sum of the individual projects.

The transportation improvements around the Basin Reserve have been part of the Transformational Programme in LGWM, the scope of this work included Mass Rapid Transit and State Highway Improvements. As at October 2022, the BCR for the Transformational Programme was 0.5 to 1.2. For reference, the BCR ranges are 0.5 to 0.7 under the core land use scenario and 0.8 to 1.2 under a more intensified land use scenario.

The scope of the Basin Reserve improvements assessed included grade Separation of north-south from east-west multi modal transport movements.

The most recent calculated benefit cost ratio (BCR) for Mill Road Stage 1 the year it was calculated, and the scope of the project the BCR was calculated for

The scope of the Mill Road Stage 1 project is dependent on when and under which GPS the project scope was developed.

Mill Road 2013 Scheme Assessment Report

The original Mill Road stage 1, which matches the area designated (see diagram 1 below), had a BCR of 2.2 and was calculated in 2013 for the Scheme Assessment Report. The area designated was along Redoubt Road, included sections of Murphys' Road and Hollyford Drive, then extended south alongside the existing Mill Road until the intersection with Alfriston Road. It was for a four-lane design (2 lanes each direction) with walking and cycling and improved intersections that realigned Mill Road off the current corridor to connect the interchange with State Highway 1 in the North and to Alfriston in the South. Being designed in 2013, the design standards are less than those proposed now.

Mill Road prioritisation business case 2020

In response to reduced Regional Land Transport Plan funding, Auckland Transport looked at a Stage 1 that delivered safety improvements along the corridor, improved intersections at five locations and only widened sections of the corridor to 4 lanes and not the complete extents of the designated Stage 1. To support growth in Drury and access to the new rail stations, it was proposed to divert some of the funds to providing a link to the proposed Drury South interchange. This package of interventions had a BCR of 1.2

Mill Road NZUP 2023

As part of the NZ Upgrade Programme in 2023, a targeted investment programme of interventions to support access and safety between Manukau and Takanini was assessed (renamed Manukau to Takanini Access & Safety Project). This scope was not for a 4-lane arterial. The BCR was calculated to be 1.9 with a sensitivity range of 1.4 to 2.2.

The project focused investment at the key pinch points for public transport reliability and active modes in the areas around Manukau, as well as safety improvements:

- **Active Mode Facilities:** The proposal provides a new bi-directional cycleway on Manukau Station Road right up to the door of the mall, and a new active mode bridge across State Highway 1 and a new bi-directional cycleway on Hollyford Drive.
- **Public Transport Priority:** Redoubt Road is planned to be widened to include two additional lanes to accommodate dedicated bus lanes. A new bus lane is also planned for Hollyford Drive and Aspiring Avenue with reallocation of very wide and underutilised existing carriageways.
- **Safety Measures:** The proposal includes a new signalised intersection at Murphys Road and Redoubt Road to support housing development, as well as targeted safety enhancements along the corridor between Manukau to Takanini, including five new signalised intersections, two signalised pedestrian crossings, upgrading existing intersections.

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

If you would like to discuss this reply with NZTA, please contact us by email to official.correspondence@nzta.govt.nz.

Yours sincerely



Robyn Elston

National Manager System Design

Diagram 1. Mill Road Stage 1 Designation

Mill Rd Stage 1 Designation

Red hatched area illustrates existing Stage 1 designation

