

A significant milestone for the SH1 Papakura to Drury project has been reached with the lodgement of Notices of Requirement and resource consents for the project's final stage. This stage of the project features a shared walking and cycling path, additional motorway lanes, bridge replacements, along with improved safety and environmental features.

# WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 28 October 2022

#305

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

REFERENCE	TITLE	DUE DATE
MIN-3994	s 9(2)(f)(iv)	COMPLETED
BRI-2613	NZUP: Bi-monthly NZUP Ministers meeting, 31 October 2022	COMPLETED
MINO-499	October AWHC monthly report	COMPLETED
BRI-2501	s 9(2)(f)(iv)	October 2022
BRI-2607	Projection of media barrier installation to be delivered over one and two years	31 October 2022
BRI-2614	Interim state highway speed management plan	31 October 2022
MINO-492	Follow up on BRI-1737 regarding SH Maintenance White Paper 2019	31 October 2022
BRI-2596	Briefing and speech notes for Future Roads conference, 6 and 7 November 2022	1 November 2022
BRI-2571	<b>[PROACTIVE]</b> NZUP: Queenstown, P2D & Takitimu North Link baseline reports, SH22 Bridge over Ngākōroa River - assessment update	2 November 2022
BRI-2626	Driver licensing programme - significant reduction in wait times by region	2 November 2022
MINO-500	Public Transport patronage and claims – updated data	2 November 2022
BRI-2615	<b>[PROACTIVE]</b> Auckland Harbour Bridge - walking and cycling summer experiences update	3 November 2022
MIN-3989	Wellington rail protest activity tactical plan	3 November 2022
MIN-3992	Summer programme overview by region	3 November 2022

N/A	LGWM Monthly Report for October 2022	4 November 2022
BRI-2589	AWHC and ALR joint briefing for ALR sponsors meeting, 29 November 2022	15 November 2022
MIN-3887	Follow up to WPQ 16049 - DSI figures for 2021	18 November 2022
MIN-3985	s 9(2)(f)(iv)	25 November 2022
MIN-3993	Update on new Dunedin Hospital build and SH1 one-way/two-way	28 November 2022

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## 2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
N/A	N/A	N/A

## 3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
N/A	N/A

## 4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
Annual Review Hearing	16 February 2023

## 5. KEY UPDATES

TITLE	UPDATE
<b>Sustainable Public Transport Framework (SPTF) - Update on Operational Policy Development</b>	<p>Public transport authorities, operators and unions have been advised that Waka Kotahi NZ Transport Agency has assumed responsibility from Te Manatū Waka Ministry of Transport for leading on governance and implementation of the SPTF. Waka Kotahi has employed a Programme Director and is setting up a governance structure and work programme for the SPTF, which it will share with the sector before finalising.</p> <p>A key risk for the programme will be the potential for opposing opinions on the final policy and a consequent lack of buy-in. Therefore, the opportunity for stakeholders to input to policy design will be critical. To this end, it is intended that senior representatives from the three key stakeholder groups will be invited to participate in governance at a steering group level and technical representation from these groups will be invited to participate at a working group level. The work programme will be focused on delivery of each of the key SPTF themes and outcomes.</p> <p>In relation to the sustainable workforce outcomes, it is intended to utilise the existing Driver Conditions Steering Group by bringing it under the remit of the SPTF programme and expanding its scope to deliver the longer-term driver protection outcomes of the SPTF. This would be in addition to the group's original remit of overseeing immediate enhancements to driver terms and conditions. This will require a review of the group memberships to ensure it has the right capability and representation to deliver the longer-term SPTF objectives.</p> <p>Waka Kotahi is currently building its internal public transport resources so that it is able to lead the operational policy development and implementation of the SPTF, amongst other work.</p>

## 6. REGULAR UPDATES

TITLE	UPDATE
Public Transport (PT) Patronage	<p>PT patronage continues to grow steadily. Auckland Transport has advised that it will be reducing its timetable of bus services by 1,000 a day to alleviate some of the reliability problems caused by ongoing driver shortages.</p> <p>Please note that these services were already being consistently cancelled, therefore actual services are not being reduced, only timetabled services. This change is intended to give increased confidence amongst PT users about which services will run.</p> <p>For the latest PT patronage trends, please refer to <b>Appendix A</b>.</p>

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## 7. GENERAL UPDATES

TITLE	UPDATE
<b>Performance of the Network over Labour Weekend</b>	<p>During the Labour Day long weekend (21 – 24 October 2022), travel was impacted by an increased level of congestion in some areas, compared to the same period in 2021.</p> <p>It is important to note that Auckland and parts of the Waikato were under COVID-19 Alert Level 3 during the 2021 Labour Day long weekend.</p> <p>There were also less fatal crashes on the state highway network compared to 2021 (8 fatalities in 2021 vs 4 fatalities in 2022).</p> <p>Waka Kotahi implemented its normal plans to help ease congestion over the long weekend, including:</p> <ul style="list-style-type: none"><li>• Publishing the Holiday Journey Hotspot information to inform customers of travel times to avoid,</li><li>• Passing lane closures were implemented in known hotspots to improve traffic flow.</li></ul> <p>The main congestion points are outlined below:</p> <p><b>21 October 2022</b></p> <ul style="list-style-type: none"><li>• SH1 Warkworth to Wellsford - Delays up to 22 minutes.</li><li>• SH20/SH1 Auckland - Delays up to 20 minutes.</li><li>• SH1 Waikanae to Otaki - Delays up to 68 minutes (40-minute delays in 2021).</li><li>• SH1 Karapiro - Delays up to 74 minutes (no delays in 2021).</li><li>• SH1 Bombay - Delays up to 65 minutes.</li></ul> <p><b>22 October 2022</b></p> <ul style="list-style-type: none"><li>• SH1 Pohui northbound - Delays up to 34 minutes.</li><li>• SH Bombay - Delays up to 49 minutes.</li><li>• SH1 Peka Peka northbound - Delays up to 33 minutes (5-minute delays in 2021).</li><li>• SH1 Hamilton to Tirau - Delays up to 64 minutes.</li></ul> <p><b>24 October 2022</b></p> <ul style="list-style-type: none"><li>• SH1 Tokoroa to Tirau - Delays up to 30 minutes (64-minute delays in 2021).</li><li>• SH1 Warkworth to Silverdale - Delays up to 82 minutes.</li><li>• SH2 Mangatarata - Delays up to 23 minutes.</li></ul>

TITLE	UPDATE
<b>Network Road Closures due to Weather Events and Crashes between 17 and 24 October 2022</b>	<p>A summary of road closures along the state highway network between 17 October and 24 October 2022 is provided below:</p> <p><b>18 October 2022</b></p> <ul style="list-style-type: none"> <li>SH1 South of Kawakawa - Closed for approximately 4.5 hours due to a crash. A detour route for light vehicles was in place and heavy vehicles were stacked.</li> </ul> <p><b>19 October 2022</b></p> <ul style="list-style-type: none"> <li>SH2 - Closed at approximately 3:30pm between Waiotahi Valley Back Road and Paerata Ridge Road in Waiotahi Beach due to a large slip. The slip was approximately 70-80 metres long and 20-30 metres high and covered both lanes. A detour via Waiotahi Valley Road, Waiotahi Valley Back Road, Verrall Road and Paerata Ridge Road was in place during the closure. Essential freight travel was piloted along the detour route at hourly intervals. The road reopened on 22 October 2022 at approximately 6:30pm.</li> </ul> <p><b>21 October 2022</b></p> <ul style="list-style-type: none"> <li>SH67 Westport, West Coast - Brougham/Palmerston Street intersection was closed for approximately 9 hours due to a crash.</li> </ul> <p><b>22 October 2022</b></p> <ul style="list-style-type: none"> <li>SH32 Waihana - Closed for approximately 5 hours due to a crash at the intersection with Te Putu Road.</li> <li>SH39 Whatawhata – The road was closed due to a crash for approximately 7 hours.</li> <li>SH2 Tauherenikau – the road was closed due to a crash for approximately 3 hours.</li> </ul> <p><b>23 October 2022</b></p> <ul style="list-style-type: none"> <li>SH35 Waihou Bay – The road closed due to a crash for approximately 5.5 hours.</li> </ul> <p><b>24 October 2022</b></p> <ul style="list-style-type: none"> <li>SH1 Pohuehue – Due to a crash, the road was closed for approximately 5 hours.</li> <li>SH1 Ward to Kekerengu - Due to a crash, the road was closed for approximately 2 hours.</li> </ul>



TITLE

UPDATE



*Slip on SH2 between Waiotahi Valley Back Road and Paerata Ridge Road in Waiotahi.*

## 8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>SH1 Papakura to Drury Project</b> <p>As part of the NZUP SH1 Papakura to Drury project, Eastbridge Ltd is currently fabricating for Fulton Hogan a total of 12 steel girders for the three proposed North Island Main Trunk bridges.</p> <p>Each girder is 42.6m long and weighs 58 tonnes. The girders are weathering steel that requires no painted coating, and the composition of the steel allows it to oxidise. This oxidation acts as a protective layer against subsequent corrosion to achieve a design life of 100 years.</p> <p>The girders are fabricated from flat steel plates of varying thicknesses, which are continuously welded to form a trapezoidal shape. Welding is semi-automated at the fabrication facility in Napier.</p> <p>The individual girders will be transported from Napier to Auckland by road. The girders will be lifted onto a multi-axle self-steering trailer and tractor unit and driven to Auckland under escort during off-peak hours.</p> <p>Please refer to <b>Appendix B</b> for photos.</p> <b>SH1 Papakura to Drury Project - Stage 1B2 Consents Lodged</b> <p>In a significant milestone for the project, Notices of Requirement (NoR) and resource consents for Stage 1B2 (the final stage of the project) were lodged with the Environmental Protection Authority (EPA) under the COVID-19 Recovery (Fast-track Consenting) Act on 26 October 2022. The EPA now has five working days (by the end of 3 November 2022) to confirm the applications have been accepted for processing.</p> <p>Previously, Stage 1B1 applications were lodged under the Fast-track Consenting Act in June 2021 and consented in November 2021. Stage 1B2 of the project was separated out from that earlier package for consenting purposes. This was to allow appropriate time for the consideration of the Project's impact on an identified site of cultural significance (Oopaheke) spanning both sides of the SH1 motorway at Otuuwairoa Stream/Slippery Creek. Waka Kotahi has been working closely with mana whenua on the design of the project through this area, with a focus on enhancing environmental and cultural outcomes.</p> <p>Stage 1B2 of the project, shown in grey on the map provided in <b>Appendix C</b>, includes the following features:</p> <ul style="list-style-type: none"><li>• A shared walking and cycling path alongside SH1 through the stage (linking the two ends of the path previously consented in Stage 1B1), including a connection to Great South Road,</li></ul>

- An additional (third) motorway lane in each direction,
- Improved safety and environmental features,
- The replacement and lifting of the SH1 bridges over Otuuwairoa Stream/Slippery Creek in response to flood modelling and to provide resilience from the effects of climate change.

## Central North Island



## NZUP Ōtaki to North of Levin (Ō2NL)

Joint Ministers have approved Ō2NL to proceed to the pre implementation phase, including the next stage of procurement (detailed design), consent application and Notices of Requirement, as well as acquiring property for the recommended option [BRI-2569 refers].

The Resource Management Act applications have been developed concurrently with the detailed business case for the project and will be submitted in early November 2022.

## Te Ahu a Turanga: Manawatu Tararua Highway

Last construction season (October 2021 – September 2022), earthworks teams were focused on bulk earthworks, moving more than 3.1 million cubic metres of earth for the season. This surpassed the ambitious target of 2.8 million cubic metres set before the beginning of the season.

The focus for the coming season is on opening up areas that have not been accessible through the winter works consent. Completion of the earthworks programme (6 million cubic metres for the entire project) is likely to be completed by the end of the 2022-2023 construction season.

The three landscaping teams have done well this year, planting a total of 485,000 plants across various sites throughout the rohe surrounding the project. Most of the planting this year has been stream riparian planting, with a mix of native trees, grasses and shrubs. There has also been some wetland buffer planting. To make sure these new native plants get the best start in life, our teams will continue follow-up maintenance over the summer months to make sure they're growing well.

Construction of the Parahaki Bridge (Bridge 02) continues, with concrete pouring in progress for pier 1. The second pier is rising out of the coffer dam in the middle of the river. Across the river at the Eco-viaduct (Bridge 03) site, all 16 piles have been completed, and the teams are now working on constructing the columns. At Bridge 05, the walls are complete with temporary works in place for the roof pour, which is set for mid-November 2022.





## Wellington/Top of South

## Peka Peka to Ōtaki Expressway

The project is on track to complete the Gateway Sculptures, which will be installed at both ends of the Ōtaki township on the Peka Peka to Ōtaki Expressway, in early December 2022 when an iwi blessing will take place in advance of the road opening. This will be a low-key event involving iwi, the Gateway Steering Group, the design team and some local authority representatives.

The team achieved a key milestone last week with an inspection of the first sculpture 'stem' ahead of concrete being poured into it. The sculptures, being constructed at Emmetts Civil Construction's pre-cast factory in Whanganui (see photo), are a community-led initiative and are a key consent requirement to manage the impacts of the bypass on the community of Ōtaki.



The stem of one of the sculptures – pre-concrete pour.



Artist's impression of the finished sculpture.

### State Highway 6 Closure

SH6 will be closed for high priority recovery works for seven weeks (1 November to 18 December 2022) to secure this lifeline between Blenheim and Nelson. Following a meeting last week with local residents within the closure section of SH6, an option has been agreed to utilise a forestry road under controlled convoys, to provide daily access to Nelson for these local residents.

### Rest of the South



### Homer Tunnel



As part of the Homer Tunnel upgrade, Waka Kotahi is working with the Government's Crown Infrastructure Partners on implementing \$25 million in safety improvements at the tunnel. The Department of Conservation concession for this work was publicly notified on 22 October 2022 to build a new avalanche shelter at the eastern entrance to the Homer Tunnel on SH94 between Te Anau and Milford Sound. This will replace the aging existing shelter. Submissions close on 21 November 2022 with a potential hearing in the week commencing 5 December 2022.

The Notice of Requirement is expected to be notified during the week commencing 24 October 2022. Once concessions and consents are obtained, construction on the shelter will be carried out in the summer of 2023/2024. The shelter is the largest piece of work in a project to improve safety at the Homer Tunnel for both road users and highway maintenance crews. A \$3 million package of safety upgrades in and around the tunnel including protection of existing service cables within the Tunnel, will be completed in the 2022/23 summer.




*The visualization above shows the proposed new Avalanche Shelter.*

## 9. MEDIA UPDATES

REGIONAL AREA	UPDATE
<b>Central North Island</b> 	<b>Ōtaki to North of Levin</b> <p>A media statement is planned for release during the week beginning 31 October 2022 advising of the submission by Waka Kotahi of the Notice of Requirement for the Ōtaki to north of Levin section of the Wellington Northern Corridor.</p>
<b>Wellington/Top of South</b> 	<b>SH6 Closure</b> <p>A media statement is planned for release on 31 October 2022 as a reminder of the <a href="#">planned closure of SH6</a> between Hira and Ronga Road for emergency repairs. The route will be closed at 6am on 1 November 2022 and is due to reopen on 18 December 2022.</p>



## 10. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>SH1 Mangamuka Gorge</b> Due to multiple large slips and dropouts, SH1 is closed between Kitchen Road and Makene Road. A detour is available via SH10.

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## 11. ROAD DEATH UPDATE – WEDNESDAY 19<sup>TH</sup> TO TUESDAY 25<sup>TH</sup> OCTOBER 2022

**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
s 9(2)(a)	s 9(2)(a)  Rangitikei	100	80	Yes	Low Medium  Rural Residential	Dry Objects hit: None	s 9(2)(a) Driver	Restricted- Current	Yes	Car	1*UCSR	Unknown Vehicle  (Vehicle types not mentioned in the Police notification)
s 9(2)(a)	s 9(2)(a)  Timaru	50	40	No	Medium  Commercial Big Box/Industrial	Dry Objects hit: None	s 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Mobility Scooter	Not Applicable for Mobility Scooter	Car
s 9(2)(a)	s 9(2)(a)  Tasman	100	80	No	Medium  Rural Residential	Dry Objects hit: Ditch	s 9(2)(a) Driver	Full-Current	Unknown	Car	1*UCSR	Car
s 9(2)(a)	s 9(2)(a)  Dunedin	50	30	No	Low Medium  Commercial Big Box/Industrial	Dry Objects hit: Pedestrian	s 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Car	4*UCSR	None
s 9(2)(a)	s 9(2)(a)  Remote Rural	100	80	Yes	Medium  Remote Rural	Dry Objects hit: None	s 9(2)(a) Driver	Full-Current	No	SUV	5*VSRR	None

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
	Opotiki											
s 9(2)(a)	s 9(2)(a)  Waikato	100	80	Yes	Medium  Rural Residential	Dry  Objects hit: None	s 9(2)(a) Motorcyclist	Disqualified	Yes	Motorcycle	Not Applicable for Motorcycle	Car
s 9(2)(a)	s 9(2)(a)  Manukau	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Maps	Dry  Objects hit: Pedestrian	s 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Van	5*VSRR	None
s 9(2)(a)	s 9(2)(a)  Whakatane	100	40	Yes	Low  Rural Town	Dry  Objects hit: None	s 9(2)(a) Driver	Unknown at time of report	Yes	Car	5*VSRR	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 26/10/2022.  
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.  
o In some cases, the NZ Police description of what happened has been altered to change the tense and to protect the privacy of individuals.