

Crews have done great work with replacing the Golf Course Creek culvert on SH8 in Roxburgh ahead of schedule. The culvert replacement is part of a wider flood resilience programme in the area and will mean the highway is less likely to be affected by severe weather in future.

# WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 18 November 2022

#308

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

REFERENCE	TITLE	DUE DATE
Minister Wood		
MIN-3985	Waiheke ferry service exempt status	TBC
MIN-4013	Follow up on MIN-3975 – Wellington to Hutt Cycling Network Reference Group	Week ending 17 November 2022
BRI-2614	Information about Interim State Highway Speed Management Plan – follow up	Week ending 17 November 2022
BRI-2589	AWHC and ALR joint briefing for ALR sponsors meeting, 29 November 2022	Week ending 24 November 2022
BRI-2641	Accelerating median barrier delivery	Week ending 8 December 2022
BRI-2630	LGWM Programme Governance – s 9(2)(g)(i)	Week ending 8 December 2022
MINO-519	LGWM Programme Governance – s 9(2)(g)(i)	Complete
MIN-3887	Follow up to WPQ 16049 - DSI figures for 2021	Week ending 17 November 2022
MINO-524	s 9(2)(f)(iv)	Week ending 24 November 2022
MINO-501	AWHC monthly report for November	Week ending 1 December 2022
MIN-3993	Update on new Dunedin Hospital build and SH1 one-way/two-way	Week ending 1 December 2022
N/A	LGWM monthly report for November 2022 via weekly report	Week ending 1 December 2022
MINO-525	2024-27 Speed Management Plan	Week ending 8 December 2022

Minister McAnulty

MIN-4014

Follow up to BRI-2614 - Interim State Highway Speed Management Plan

Week ending 17 November 2022

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## 2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
MI-627	Efficiency rationale for road closure in Nelson on 5 and 6 November 2022	21 November 2022
N/A	Progress update for the opening of Peka Peka to Ōtaki - via weekly report	N/A
N/A	Updates on go-live dates and PR opportunities for new driver test routes - via weekly report	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>Driver Testing in Waipukurau</b>	<p>Vehicle Testing New Zealand (VTNZ) will start operating the new test route in Waipukurau from 23 November 2022. Community Driver Testing Officers will be available for testing (Class 1 licence only) in Waipukurau as of 24 November 2022.</p> <p>An informal event will be held at the Waipukurau EIT Learning Centre on 24 November 2022 at 9am. Attendees include the local Mayor, VTNZ, a local community provider, Ministry of Social Development, Automobile Association, and other invited guests, including Hon Kieran McAnulty MP and Anna Lorck MP.</p> <p>A joint media release from Waka Kotahi NZ Transport Agency and VTNZ is planned for 23 November 2022 and will be issued to local media with an invitation to the event.</p> <p>Waka Kotahi will keep you informed as 'go live' dates are confirmed for the remaining test routes in Wairoa, Kaikohe and Dargaville.</p>
<b>2021-2022 Tairāwhiti Rural Education Activities Programme (REAP) Graduated Driver Licensing (GDL) Graduation</b>	<p>Waka Kotahi has been invited to attend the 2021-2022 Tairāwhiti REAP GDL Graduation in Gisborne on 24 November 2022. The Director of Land Transport will attend the event, accompanied by Waka Kotahi staff involved in the Driver Licensing Improvement Programme.</p>
<b>Practical Driver Testing Wait Times – Outliers Within Regions and Wait Time Trends</b>	<p>On 9 November 2022, Waka Kotahi provided you with advice (BRI-2626 refers) regarding reducing practical driver testing wait times. You have since requested that Waka Kotahi identify any outliers within regions where wait times have not improved.</p> <p>All regions currently have a regional average wait time of less than 30 days for driver testing; however, there are individual sites within some regions where wait times are in excess of 30 days.</p> <p>As at 14 November 2022, these sites are currently Onekawa (restricted testing only), Rangitikei Line Palmerston North (restricted testing only), Thorndon (restricted testing only), Whanganui, Westport, Nelson and Alexandra.</p> <p>The wait times have dropped in these areas since their peak, however, there is still work to be done to bring them down to consistently less than 30 days. Waka Kotahi is working with VTNZ to minimise these occurrences by closely monitoring wait times. For sites with high wait times, VTNZ are providing additional resource from across its network to support the demand.</p> <p>Wait times fluctuate depending on the availability of testing officers, test schedules loaded by VTNZ, variability of public</p>

TITLE	UPDATE
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	demand and also activity such as changes to bookings/cancellations by applicants. However, in general wait times are trending downwards at both a national and regional level.
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## 6. REGULAR UPDATES

TITLE	UPDATE
Low Emission Vehicle Programme	On 7 November 2022, Release 1 (opening a CO <sub>2</sub> account) successfully went live. Over 300 importers have opened accounts, accounting for over 50 percent of the annual total of imports into New Zealand.
Public Transport (PT) Patronage	<p>PT Patronage has held fairly stable in recent weeks with the normal peaks and troughs associated with school and public holidays.</p> <p>Please refer to <b>Appendix A</b> for the latest trends.</p>



## 7. GENERAL UPDATES

TITLE	UPDATE
<b>Impact of Half Price Fares on Public Transport</b>	<p>Waka Kotahi will shortly be publishing research on the impact of half price fares on public transport.</p> <p>A survey, run over three months up to August 2022, found that half price fares have generated an additional seven percent of journeys on public transport. One percent were completely new journeys, three percent were made instead of using a car/taxi and three percent were made instead of walking or cycling.</p> <p>Users identified that the main benefit of half price fares was reduced concern about the cost of transport and relief from the high cost of fuel for private vehicle travel. There is evidence that half price fares helped mitigate worries about travel costs and that those accessing public transport networks are currently less likely to miss journeys due to expense. However, expense is not the only factor impacting mode choice, and those switching from active modes weren't as influenced by cost.</p> <p>These results provide better evidence on the impact of fare changes as a public transport intervention and will be included in transport planning guidance to local government.</p> <p><b>Expected media/stakeholder interest:</b></p> <p>There is a medium/high likelihood of media/stakeholder interest. The research demonstrates that wealthier households receive more benefit from lower fares due to the commute focus of public transport networks in cities and towns.</p> <p>The mode shift to public transport equally came from car/taxi and walk/cycle. While this might be viewed as counterproductive mode shift, the trial itself did not have mode shift as an objective. and providing lower fares is just one potential initiative to improve public transport use and should be considered amongst other initiatives like expanding services.</p>
<b>Safety Interventions and their Contribution to Mode Shift</b>	<p>Waka Kotahi will shortly be publishing research on safety interventions and their contribution to mode shift. The research set out to understand which safety interventions (if any) were the most effective in encouraging mode shift. There is evidence that some safety interventions, particularly in relation to cycling, walking and public transport, can contribute to mode shift.</p> <p>Safety interventions and their relative effectiveness in encouraging mode shift are summarised below.</p> <p><b>Cycling:</b></p> <ul style="list-style-type: none"><li>• Infrastructure that separates vehicles and cycling</li><li>• Speed limits with traffic calming</li></ul>



**Walking:**

- Safe routes to school; walking school bus
- Safe routes to transit
- Speed limits with traffic calming
- Lighting

**Public transport:**

- Safe routes to transit
- Real time PT information
- Lighting

The report recommends that future transport strategies should consider a wider range of harms (including road safety, slips/trips/falls and personal security) and for these harms to be reflected within action steps and the funding framework. There are also recommendations to improve data gathering and integration, monitoring, and evaluation.

The research findings will be considered for incorporation in the Land Transport Benefits Framework. The findings and recommendations will also inform efforts to promote safety interventions, mode shift and reductions in vehicle kilometres travelled.

The report's recommendations to consider 'whole of journey' safety complement Road to Zero and are not intended to supplant any part of it.

**Expected media/stakeholder interest:**

There is a low likelihood of media / stakeholder interest.

**Integrated land use and transport planning**

Waka Kotahi will shortly publish research on integrated land use and transport planning. This research was undertaken to improve Waka Kotahi and sector understanding about the benefits of integrated transport and land use planning and to provide a foundation for improvement efforts.

Using a literature review, policy stocktake and interviews with various stakeholders (including Kāinga Ora, Waikato Regional Council, Waka Kotahi, Hamilton City Council and Auckland Council), this research found that while some national government policy supports integration, it can be undermined by factors including:

- Status quo bias.
- Tension between policy and legislated requirements.
- Complexity of existing land use and transport planning frameworks.
- Inconsistent quality of local government strategic planning.
- Uncoordinated policy and legislation.
- Capacity challenges at the local government level.

In order to overcome this, the researchers recommend actions which include:

- **Develop a shared understanding of integration** by including a consistent definition in national-level policy and guidance for local government
- **Improve practitioner and public understanding of integration** through pan-disciplinary education, professional development and educational resources for the public
- **Partnering across government agencies** to resolve inconsistencies in legislation, policies or approaches.
- **Improve monitoring, evaluation and accountability** through funding mechanisms, changes to the Local Government Act (LGA), and legislating minimum parameters for good land use and transport planning.
- **Support integrating relationships** between Waka Kotahi and other agencies through secondments, and between Waka Kotahi and local authorities through funding.
- **Reduce complexity in the planning system** through leveraging resource management and local government reforms.
- **Update the LGA level-of-service standards** to encourage combining street renewals and improvements, which should be rolled out in an integrated and prioritised way at the territorial authority level.
- **Conduct further research** to understand international policy, legislative and governance frameworks, funding mechanisms, and potential equity impacts for indigenous groups.

This research, as a foundation document, will be used by Waka Kotahi to improve internal and external understanding of what integrated transport and land use planning is, how it is currently applied, and how it can or should be applied better in the New Zealand setting.

#### **Expected media/stakeholder interest:**

There is a medium likelihood of media/stakeholder interest. The research is critical of the sectors' (not exclusively but including Waka Kotahi) approach to integrated land use and transport planning. These shortcomings have been recognised within Waka Kotahi and as such, it has begun to implement means of improving integrated planning outcomes.

#### **Investigation of the External Noise Emitted from Electric Buses in New Zealand and the Need for Acoustic Vehicle Alerting**

Waka Kotahi will shortly be publishing research on investigation of the external noise emitted from electric buses in New Zealand and the need for acoustic vehicle alerting systems to improve road user safety.

This research aimed to identify the need for and applicability of Acoustic Vehicle Alerting Systems (AVAS – noises made on



TITLE	UPDATE
<b>Systems to Improve Road User Safety</b>	<p>purpose from vehicles) for electric buses in New Zealand. It completed two studies (in Auckland and Wellington) to first measure noise differences between electric and diesel buses in New Zealand, and secondly, to measure people's ability to detect them in urban street environments.</p> <p>Overall, findings did not suggest a clear difference in detection distance or detectability between diesel and electric buses. However, the greatest detection distances were usually associated with diesel buses. These results broadly align with findings from literature that electric buses are quieter than diesel buses below 30km/h.</p> <p>Before adopting AVAS for all electric buses, the researchers recommend more work to understand bus detectability and AVAS efficacy in different New Zealand soundscapes. The researchers recommend both laboratory and field testing of possible AVAS configurations for New Zealand conditions. They also recommend improvements to street infrastructure to promote bus detection and pedestrian safety, including on-site detectability tools at bus stops such as real-time alerts.</p> <p>Given the inconclusive nature of the findings, at this stage there will be no action on installing AVAS on electric buses. Waka Kotahi will consider carrying out additional research.</p> <p><b>Expected media/stakeholder interest:</b></p> <p>There is a medium likelihood of media/stakeholder interest. Members of the disability community may criticise the inconclusive nature of the findings. However, it can be explained that the research is preliminary, and follow up research is under consideration.</p>
<b>Network Road Closures due to Weather Events and Crashes between 10 and 12 November 2022</b>	<p>A summary of road closures along the state highway network between 10 and 12 November 2022 is provided below:</p> <p><b>10 November 2022</b></p> <ul style="list-style-type: none"> <li>• SH1 south of Rakaia township: The road was closed for approximately 3 hours due to a crash.</li> </ul> <p><b>11 November 2022</b></p> <ul style="list-style-type: none"> <li>• SH1 Kawakawa to Whangarei: Closed due to flooding for approximately 18 hours.</li> <li>• SH25 Hikuai to Tairua: Closed due to flooding for approximately 12 hours.</li> <li>• SH25 Hikuai to Whangamata: Closed due to a slip for approximately 7 hours.</li> <li>• SH35 Te Puia Springs to Ruatoria: Closed due to flooding for approximately 27 hours.</li> </ul>



## TITLE

## UPDATE

- SH2 Awakeri to Opotiki (Waimana Gorge): Closed due to a slip for approximately 13 hours.
- SH2: Due to heavy rain Waka Kotahi inspected the area where the previous slips occurred at Waitohi on SH2. The call was made to close the road just prior to 7pm. Material did fall after that time and was cleared before the road reopened at approximately 10:30am on 12 November 2022.
- SH1 between Whakapara and Hikurangi: The road was closed in the morning due to flooding. It remained closed throughout the day to light vehicles. Trucks and 4x4s were able to pass through from approximately 3pm. The road remained closed and was monitored by the Fulton Hogan crews, and only fully opened to all traffic at approximately 5pm.
- SH29 Totman Road: Closed for approximately 3 hours due to a serious crash. A detour route was available via SH27 and SH1.
- SH1 Tirau: Closed due to a crash involving a truck hitting a bridge. The road was open and cleared after approximately 3 hours.

### 12 November 2022

- SH25 Kuaotunu to Wharekaho: Both directions of the road were closed due to a slip for approximately 17 hours.



PHOTO – SH1 Tirau. Truck crash with overhead rail bridge

## 8. REGIONAL UPDATES

### REGIONAL AREA

### UPDATE

#### Auckland/Northland



#### Mangamuka Update

Crews are working to preserve and protect the road to prevent further slip movement by adding bunds and sealing major cracks. Sites are also being made safe enough to allow construction crews safe passage past the slips.

Work is currently underway on one of the large over slips on the maunga at the southern end of the gorge, to make it safer by removing loose roots, debris, and vegetation from the top of the slip to prevent further movement. This will mean the team can move the current roadblock back past the rest area so locals can access Soda Spring within the Mangamuka Gorge Scenic Reserve.

#### State Highway 10 Update

Repair works on the slip near Totara North Road on SH10 Waitaruke where an underslip reduced the highway to one lane are still in progress.

Temporary access for overweight vehicles to use the SH10 Waitangi River Bridge and a 50km/h speed restriction for the storm damaged Parapara Bridge (just north of the Waitangi River Bridge) remain in place.

The programme for Waitangi River bridge is on track, with completion likely to be after Christmas 2022. It is possible that all restrictions will be removed prior to Christmas, but this will be subject to materials being delivered on time and no unknowns discovered on site.

#### Central North Island



#### Speed Review Decision (Road to Zero Speed and Infrastructure Programme)

On 28 November 2022, Waka Kotahi will be publicly announcing its decision on the SH3 Napier Road 50km/h extension speed review.

The new speed limit (see table below) will come into effect once it has been approved by the Director of Transport. The public and stakeholders will be notified of the changes and advised of the date the new speed limit signs will be installed.

#### New permanent speed limit for SH3

Location	Existing speed limit (km/h)	New speed limit (km/h)
SH3 Napier Road from 20m north of Sutton Place to beyond the Bupa Riverstone Retirement Village (180m east of Macpherson Grove).	80km/h	50km/h



The extension of the urban 50km/h speed zone follows speed changes implemented along SH3 Napier Road between Palmerston North and Ashhurst in June 2022.

During consultation for these initial speed changes, it was suggested that the Palmerston North urban 50km/h zone could be extended further out on SH3 Napier Road to address the issue of the current speed limit feeling too high for an environment with vulnerable road users. Many residents of the Bupa Riverstone Retirement Village were in favour of the speed limit being reduced beyond the retirement village entrance.

During consultation on the extension of the 50km/h urban speed zone, Palmerston North City Council (PNCC) suggested extending the zone to the intersection of Roberts Line and SH3 Napier Road to improve safety at the future signalised intersection (a project which is currently in detailed design) while allowing for residential development. Waka Kotahi responded to PNCC advising that its assessment is that the level of activity on both the road and roadside required to push the Safe and Appropriate Speed down to 50km/h is not present between the Bupa retirement village entry and Roberts Line.

There have also been suggestions from members of the public for lower speeds in general on SH3 between Palmerston North and Ashhurst. Waka Kotahi is advising the public that it will review the speed limit on this stretch of road again once planned infrastructure improvements are constructed, and that the traffic signals being designed will support a 60km/h speed limit.

#### Wellington/Top of South



#### Peka Peka to Otaki Update

The top layer of asphalt (EMOGPA) is now 44 percent complete with approximately 7,200 tonnes laid. Line marking on the road is progressing well with approximately 35 percent finished, including most of the southern end. By 18 November 2022, all 560 expressway and local road signs will have been installed.

Nightworks will recommence from 24 November 2022 to enable sockets for new median safety barriers to be installed at the northern tie-in to the expressway. This may cause some inconvenience for local residents but is necessary to enhance the safety of the road to required levels. Residents have been informed accordingly and the team will take steps to reduce potential impacts from noise.

The upgrade of the Pare o Matangi reserve is going well with the new eel viewing platform now constructed and just minor earthworks around it to complete. The platform overlooks Mangapouri Stream, so people will be able to sight eels and other aquatic species.

The crew are doing everything they can to open the road by Christmas 2022, while also ensuring the finished road meets all the quality and safety standards required.

Some photos from the project are provided below.







**State Highway 6 Closure Blenheim to Nelson**

SH6 is closed from 1 November to 18 December 2022 to allow emergency repair works to be carried out on the sites identified below:

- Nelson: SH6 (Whangamoa Hill) is under single lane traffic signals control due to four dropouts.
- Nelson: SH6 (Collins Valley) is under single lane traffic signals control due to river scour encroaching on carriageway.
- Marlborough: SH6 (Rai Saddle) is under single lane traffic signals control due to two dropouts.

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## 9. MEDIA UPDATES

REGIONAL AREA	UPDATE
<b>Waikato/Bay of Plenty</b> 	<b>Baylink</b> <p>A media statement is planned for release on 21 November 2022 to advise of a temporary but significant change to traffic management on Truman Lane in Tauranga – reducing westbound to one lane and closing access to a roundabout.</p> <p>This is to enable the next stage of construction on the Baypark to Baylink Project.</p>
<b>Central North Island</b> 	<b>Gisborne Driver Licensing Graduation</b> <p>A media statement is planned for release during the week beginning 21 November 2022 to celebrate the graduation of 80 students who have obtained driver licenses through the Tairāwhiti Rural Education Activities Programme (REAP).</p>



# 10. STATE HIGHWAY CLOSURES

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

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## 11. CABINET PAPER FOR INPUT

Title	Summary	Estimated timing
s 9(2)(f)(iv)		Cabinet decisions on exemptions will be sought in early 2023

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## 12. ROAD DEATH UPDATE – WEDNESDAY 9<sup>TH</sup> TO TUESDAY 15<sup>TH</sup> NOVEMBER 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) s Hauraki	100	80	Yes	High Rural Residential	Dry Objects hit: None	s Motorcyclist	Learner-current	Yes	Motorcycle	Not Applicable for Motorcycle	Van
s 9(2)(a)	s 9(2)(a) s Manukau	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Maps	Dry Objects hit: Pole	s Motorcyclist	Learner-Current	Yes	Motorcycle	Not Applicable for Motorcycle	None
s 9(2)(a)	s 9(2)(a) s Whangarei	100	80	No	Medium High Rural Residential	Wet Objects hit: None	s Driver	Full-Current	Unknown	Car	2*VSRR	None
s 9(2)(a)	s 9(2)(a) s 9(2) New Plymouth	30	30	No	Medium High Commercial Strip Shopping	Dry Objects hit: None	s 9(2) list	Not Applicable for Cyclist	No	Electric Bicycle	Not Applicable for Electric Bicycle	Parked Car
s 9(2)(a)	s 9(2)(a) s 9(2) South Waikato	50	30	No	Medium High Commercial Strip Shopping	Wet Objects hit: Traffic Sign, Phone Box, Concrete Pillar	s Driver	Learner-Current	Yes	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 16/11/2022.

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.

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

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## Appendix A – Public Transport Patronage

