



Crews have been doing a great job on the safety improvement work on SH2 between Waihi and Omokoroa. Recent activity on site has included stormwater, service trenches, earthworks, drainage, kerb prep, installation of retaining walls as well as setting up environmental controls.

WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 25 November 2022

#309

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

REFERENCE	TITLE	DUE DATE
Minister Wood		
BRI-2653	LGWM Partners' meeting, 29 November 2022	Week ending 24 November 2022
MIN-4013	Follow up on MIN-3975 – Wellington to Hutt Cycling Network Reference Group	COMPLETE
MINO-533	Input to address Christchurch safety camera enquiry	25 November 2022
MIN-4018	Provide information to address request to build pontoon at Mangere Bridge	29 November 2022
N/A	LGWM monthly report for November 2022 via weekly report	Week ending 1 December 2022
MIN-3993	Update on new Dunedin Hospital build and SH1 one-way/two-way	Week ending 1 December 2022
MIN-4017	Information to support meeting with Taxi Federation/Small Passenger Association, 30 November 2022	Monday 28 November 2022
MINO-501	AWHC monthly report for November 2022	Week ending 1 December 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-525	2024-27 Speed Management Plan	Week ending 8 December 2022
MINO-527	WHC decision points in 2023	Week ending 8 December 2022
MIN-3985	Waiheke ferry service exempt status	Week ending 22 December 2022
MIN-3887	Follow up to WPQ 16049 - DSI figures for 2021	Week ending 19 January 2023

2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
MIN-4016	Further update on Golden Mile	COMPLETED
NZT-8120	Minister's letter on ALR/WHC to Sir Brian and Dame Fran	5 December 2022

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
Driver Testing	<p>Driver testing in Waipukurau</p> <p>Following the update provided to you last week on driver testing in Waipukurau, Waka Kotahi NZ Transport Agency has been informed of some minor change in dates. Community Driver Testing Officers were available for testing (Class 1 licence only) in Waipukurau from 24 November 2022. Vehicle Testing New Zealand (VTNZ) will now start operating the new test route in Waipukurau from 30 November 2022 instead of from 23 November 2022.</p> <p>The informal event and joint media release will still proceed as planned.</p> <p>Driver testing in Wairoa</p> <p>VTNZ testing officers will be commencing testing in Wairoa on 1 December 2022 and a joint media release is being prepared. Waka Kotahi is working with the Wairoa District Council and VTNZ on a small informal event to mark the occasion and expect the Mayor and Deputy Mayor to attend.</p> <p>The timing for commencement of testing by the new Community Driver Testing Officers is still to be confirmed for Wairoa but is likely to be early 2023.</p> <p>Driver testing in Kaikohe and Dargaville</p> <p>VTNZ will be ready to test in the two new remaining test routes, Kaikohe and Dargaville, in the next few weeks. Waka Kotahi is working with VTNZ to ensure that media releases can be jointly planned with local councils and communities.</p> <p>Testing by Community Driver Testing Officers is expected to commence from early December 2022, but with details to be confirmed.</p> <p>Waka Kotahi will keep you informed as dates are confirmed.</p>
Waka Kotahi Review into the Exempt Status of the Waiheke Ferry Service	<p>The consultant has yet to finalise his report s 9(2)(g)(i) by mid-December 2022.</p> <p>The next step is for Waka Kotahi to review the consultant's report and consider the likely impacts of replacing the currently exempt Waiheke ferry service with a unit provided under contract to AT. In parallel, Waka Kotahi will continue to seek AT's input to fulfil requirements under section 150 of the Land Transport Management Act 2003, and to ensure there is a clear</p>

TITLE

UPDATE

understanding of the impacts, should the exempt status be removed.

Waka Kotahi will provide final advice about a request to remove the exemption in early 2023. This timing allows for full consideration of advice from AT and further engagement with both AT and Fullers if needed.

Waka Kotahi will provide an interim update about the review process in late December 2022, summarising key findings from the review, some of the key risks and benefits associated with removing the exemption, and potential timelines and steps for its removal.

Future Transport

Hoe ki angitū, the Waka Kotahi innovation fund, will be publishing a second round of challenges on 30 November 2022. These follow the three challenges that were published in May 2022, resulting in \$4.2 million being awarded to 24 innovators across the motu.

The proposed round two challenges are:

1. How might we make roadworks safer and smarter to protect workers and other users of the road network?
2. How might Waka Kotahi reduce the impact of our rapidly growing 'deliver to my door' market on our urban environments and people?
3. How might we improve the safe and efficient movement of people and goods that are using different modes in the same corridor or area, by making better use of new technologies and data?

Applications for round two will open in February 2023 and close approximately one month later. Waka Kotahi expects to announce the successful applicants from round two in July 2023.

6. REGULAR UPDATES

TITLE	UPDATE
Clean Car Scheme	<p>Given the change to legislation, the programme is moving from overall Red to Amber. Release 1 (open a CO₂ account) continues to embed and function well. Over 400 importers have opened accounts, including approximately 50 new car importers who represent the majority of new importers. Waka Kotahi NZ Transport Agency is working with the industry to identify and contact major importers who are yet to create an account.</p> <p>Release 2 (linking vehicles to accounts) is on track for 1 December 2022. Release 3 (incur credits and charges) is in the final software development sprint and will then move into the testing phase.</p> <p>The industry remains largely supportive, and media has been informative and positive-neutral, which is partly due to the collaborative working relationships with the industry, where issues can be addressed as they arise.</p> <p>From the week beginning 28 November 2022, Waka Kotahi will start providing you with updates on the Clean Car Scheme in the form of a fortnightly programme report.</p>
Public Transport (PT) Patronage	<p>PT patronage has been showing slow but steady growth in recent months. Mid-November 2022 shows its traditional drop as senior high school students go on study leave. Service cancellations continue to have an unquantified impact on patronage and mode choice.</p> <p>For the latest trends, please refer to Appendix A.</p>

7. GENERAL UPDATES

TITLE	UPDATE
Road to Zero: Annual Safety Ratings Update	<p>On 1 December 2022, the Rightcar website will be updated with the latest safety ratings for all used light vehicles in New Zealand.</p> <p>For the first time, data for crash avoidance features for used imported vehicles in New Zealand will also be published on the Rightcar website.</p> <p>The safety ratings for some used vehicles are expected to change and there is a risk that some vehicles will no longer be eligible for a Clean Car Discount (which requires a 3-star safety rating).</p> <p>Motor vehicle industry stakeholders have been supplied the new ratings data under embargo to assist in identifying potential errors or issues to be addressed before the 2022 ratings are released.</p>
Rail and Freight Aotearoa Shipping Alliance	<p>Aotearoa Shipping Alliance (ASA) is a contracted supplier through the Coastal Shipping Activity class. ASA is currently procuring a barge ahead of commencing its new coastal shipping service by mid-2023 for mineral sands from the West Coast. This is in line with their agreed programme plan. Extraction of the mineral sands is underway, and ASA are to commence transporting the mineral sands using a road freight operator.</p> <p>Waka Kotahi is providing this update as there may be some expectation that Activity Class recipients only use Coastal Shipping for their operation. This is not the case; rather, the Activity Class is designed to facilitate increased Coastal Shipping freight carriage where commercially appropriate. This is a short-term measure until their own coastal shipping service is operational.</p> <p>The extraction of the mineral sands has immediate local employment and economic benefits. ASA considered alternatives to road freight such as existing coastal shipping services but found that there was no cost-effective alternative given the currently constrained domestic coastal shipping market.</p>
Network Road Closures due to Weather Events and Crashes between 14 and 20 November 2022	<p>A summary of road closures along the state highway network between 14 and 20 November 2022 is provided below:</p> <p>14 November 2022</p> <ul style="list-style-type: none">SH94: The Divide through to Lower Hollyford Road intersection was closed 7pm to 6am on 14-17 November 2022. These overnight highway closures were for installation of fibre optic cable through this narrow Marian section. Further installation delays during night-time (10pm – 6am) will happen in future weeks and could

involve traffic delays of up to 30 minutes during these times.

16 November 2022

- SH26: Closed for approximately 2 hours for recovery due to truck rollover. A detour route was available onto Rawhiti Road.
- SH1 Waitahanui: The road was closed for approximately 7 hours due to a serious crash.

17 November 2022

- SH16 Kaukapakapa: The road was closed between Makarau Road and Kahikatea Flat Road for approximately 6.5 hours due to a crash.
- SH2: The intersection of SH2 and Woodland Road was closed for approximately 4 hours due to a crash.

18 November 2022

- SH1: The road was closed for approximately 3 hours north of Ōtaki following a crash involving multiple vehicles. The crash occurred between Manakau and Ōtaki, near the Forest Lakes Road intersection.
- SH77 near Mt Hutt: The road was closed for approximately 4 hours due to a crash. The road was reopened to one lane and was under stop/go traffic management for approximately 3 hours.

19 November 2022

- SH1 Kauri: Closed for approximately 4 hours due to multiple car crash. A local detour was in place.
- SH1 Rotokawa: Closed for approximately 5 hours due to a crash.
- SH1 Orari: The road was closed for approximately 1 hour due to a crash. The road was reopened under stop/go traffic management for approximately 3 hours.

20 November 2022

- SH1 Washdyke: The road was closed for approximately 3 hours due to a crash.

8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
<p data-bbox="268 477 453 510">Auckland/Northland</p> 	<p data-bbox="520 477 719 510">Te Tupu Ngātahi Supporting Growth Alliance</p> <p data-bbox="520 510 1303 658">The Supporting Growth Alliance has received a request to consider deferring lodgement until July 2023 for its North-West project package. The current date for lodgement is 16 December 2022, and considerable technical work and landowner/community engagement has taken place to meet this milestone.</p> <p data-bbox="520 658 1303 826">s 9(2)(g)(i)</p> <p data-bbox="520 826 1303 994"></p> <p data-bbox="520 994 1303 1162"></p> <p data-bbox="520 1162 1303 1330"></p> <p data-bbox="520 1330 719 1364">Far North State Highways – Mangamuka and SH10</p> <p data-bbox="520 1364 1303 1514">The Waka Kotahi Board endorsed the full remediation of SH1 Mangamuka Gorge and for Waka Kotahi to develop a detailed package of interventions to support that. However, while endorsing that they confirmed that potential funding sources to improve long term system resilience for the Far North will need to be explored. They also noted that in the meantime, work to immediately reinstate SH1 back to pre-closure levels of service would be undertaken in two stages.</p> <p data-bbox="520 1514 1303 1731">\$14 million of funding has been approved to undertake emergency works to protect the road from further damage. This involves preservation works such as crack sealing, drainage work on SH1 Mangamuka and further slip clearing. This also includes urgent work on SH10, such as the repair of three underslips and accelerated strengthening of the Waitangi and Parapara bridges.</p>

This initial work is expected to be completed by March 2023. SH1 will remain closed, but with restricted access for locals and emergency services.

Waka Kotahi will be sending out an update to the community within the next week and will keep the community informed as work progresses.

Waka Kotahi is currently also working on an additional funding application to release further funds to repair all of the damage that has occurred on this section of SH1. Necessary investigation and design work is underway, and they anticipate submitting an application for funding approval early in the new year. If approved, this funding will enable SH1 to be remediated to its normal condition and will allow traffic to use it as normal.

While this funding would remediate the current damage, Waka Kotahi recognises that there will always be a level of risk with the likelihood of continued severe weather events affecting the road without further risk mitigation work carried out on this section of highway.

Longer Term Resilience Response

Waka Kotahi will continue to progress further investigations into building back better long-term resilience for the Far North. This investigation will also consider the wider impacts of climate change nationally and will develop a framework for adapting to climate change over the long term.

Given there is no funding for the long-term resilience work, the next stage of investigations will also include consideration of how any long-term works could be funded

Waka Kotahi anticipates completing the investigations into longer term resilience for the Far North with options by the middle of 2023.

Waikato/Bay of Plenty

Kopaki Rail Overbridge

The old Kopaki rail overbridge on SH30 south of Te Kuiti will be closed to all traffic due to ongoing deterioration of the structure.

The timber overbridge has been restricted to vehicles weighing less than six tonnes for the past year; however, a number of heavy vehicles have continued to use it. This is despite onsite signage, appeals through general media and directly through freight industry groups, and in some cases, direct contact with firms whose vehicles have been repeatedly observed using the bridge.

A new overbridge is under construction and is currently expected to be complete and open for traffic by April 2023. Until then, all traffic will be required to use the heavy vehicle detour of Kopaki Road, SH4 and SH3, which adds 12 kilometres to a journey from Maniaiti/Benneydale to Te Kuiti.

Further information including a communications plan and media release will be provided once the details, including date of closure, have been confirmed.

Wellington/Top of South**Peka Peka to Ōtaki Expressway**

The gateway sculpture at the southern end of the expressway is scheduled to be erected on 28 November 2022 (weather permitting), followed by the pouring of concrete around its base to secure it. A temporary frame will be in place around the sculpture for one week while the concrete sets. The team expect the sculpture to be standing on its own by mid-December 2022, provided all goes well. This will allow the team to take down the scaffolding and move it to the northern end of the expressway where the second sculpture will be put in place.

A time capsule containing messages and artefacts that depict the history and culture of the area, s 9(2)(g)(i). Landscaping around the sculpture and installation of information signs are expected to be completed by the end of January 2023, with a blessing and unveiling ceremony to then take place. Further planting in the area will take place next autumn.

The top layer of asphalt is now 55 percent completed. Good progress is being made on road markings and tensioning of wire rope barriers.

The crews are doing everything they can to complete the road by Christmas 2022, including working weekends where possible. The programme is extremely tight due to the continued poor weather and residual effects of COVID-19, and Waka Kotahi will not be able to confirm an opening date until at least mid-December 2022.




SH6 Whangamoa/Rai Saddle Closure (between Nelson & Blenheim)

After three weeks of closure, good progress has been made on four of the key sites along this closed section of SH6, together with two large culvert renewals completed and 1km of drain scour preparation underway. Design for the fifth site, being river scour and road realignment, has been finalised and safety audit comments actioned.

The media (NewsHub, Stuff and Nelson Mail) visited the site mid-week with reasonably balanced articles, one focussing on impact to freight using alternative route, whereby Tasman District Council has banned trucks from using this local road short cut due to the pavement damage. The overall programme remains tight, especially with the risk of wet weather. However, the team is very focussed on the 18 December 2022 completion date and is likely moving to night works to achieve this date.

Photos of each of the four sites are provided in **Appendix B**.

9. MEDIA UPDATES

REGIONAL AREA	UPDATE
Waikato/Bay of Plenty 	Fieldays A media release will be issued ahead of Fieldays, which kicks off on 30 November 2022, advising attendees of best travel routes to avoid congestion. Kōpaki Bridge A media release will be issued advising the closure of the old Kōpaki bridge on SH30 south of Te Kuiti, due to overweight vehicles continuing to use the bridge, despite a weight limit of 6 tonnes. Traffic will have to detour until the new bridge opens in April 2023. The closure is a last resort and follows multiple warnings via media, media releases, reporting infringements to police and notices to road users.

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. A detour is available via SH10.</div></div>

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11. ROAD DEATH UPDATE – WEDNESDAY 16TH TO TUESDAY 22ND 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/ANCA P/ CWR (Light vehicles only)	Other vehicles involved
s 9(2)(a)	s 9(2)(a) Far North	100	80	Yes	Medium Rural Residential	Dry Objects hit: None	s 9(2)(a) Driver	Unknown	Yes	Car	5* ANCAP	Unknown vehicle (Vehicle type not mentioned in the Police notification)
s 9(2)(a)	s 9(2)(a) Dunedin	100	80	Yes	Low Medium No Access	Wet Objects hit: None	s 9(2)(a) Driver	Full-Current	Yes	Car	3*UCSR	Truck
s 9(2)(a)	s 9(2)(a) Christchurch	80	80	Yes	Low Medium Urban Fringe	Dry Objects hit: Power Pole, Fence	s 9(2)(a) Driver	Full-Disqualified	Yes	Utility	3*UCSR	None
s 9(2)(a)	s 9(2)(a) Auckland	No info on Mega Maps	No info on Mega Maps	Yes	No info on Mega Maps	Dry Objects hit: Tree	s 9(2)(a) Driver	Restricted - Current	Yes	Car	3*VSRR	None
s 9(2)(a)	s 9(2)(a) 13:45	100	80	Yes	Low Medium Remote Rural	Dry Objects hit: None	s 9(2)(a) Driver	Full-Current	Yes	Utility	2*UCSR	Truck and Trailer

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/ANCA P/ CWR (Light vehicles only)	Other vehicles involved
	Ashburton											
s 9(2)(a)	s 9(2)(a) s 9(2)(a) Whangarei	80	80	Yes	Medium Rural Residential	Wet Objects hit: None	s 9(2)(a) Driver s 9(2)(a) Passenger s 9(2)(a) Passenger	Never Licensed Not Applicable for Passenger Not Applicable for Passenger	Unknown	Car	3*VSRR	Truck and Trailer
s 9(2)(a)	s 9(2)(a) s 9(2)(a)	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Maps	Dry Objects hit: None	s 9(2)(a) Motorcyclist	Wrong Class- Current	Yes	Motorcycle	Not Applicable for Motorcycle	Bus
s 9(2)(a)	s 9(2)(a) s 9(2)(a) Taupo	100	80	Yes	Low Urban Fringe	Dry Objects hit: None	s 9(2)(a) Driver	Learner- Disqualified	Yes	Car	2*UCSR	Utility
s 9(2)(a)	s 9(2)(a) s 9(2)(a) Christchurch	50	30	No	Low Medium Urban Residential	Wet Objects hit: Parked Car, House	s 9(2)(a) Driver	Full-Current	No	SUV	1*UCSR	Parked Car
s 9(2)(a)	s 9(2)(a) s 9(2)(a)	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Maps	Wet Objects hit: Stone Wall	s 9(2)(a) Motorcyclist	Full-Current	Yes	Motorcycle	Not Applicable for Motorcycle	Car

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/ANCA P/ CWR (Light vehicles only)	Other vehicles involved
	Auckland											
s 9(2)(a)	s 9(2)(a) s 9(2)(a) New Plymouth	100	80	Yes	Low Medium Rural Residential	Dry Objects hit: Fence, Ditch	s 9(2)(a), Driver s 9(2)(a) Passenger	Unknown at the time of report Not Applicable for Passenger	Yes Yes	SUV	5*UCSR	Van

About the information:

Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 23/11/2022.

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.

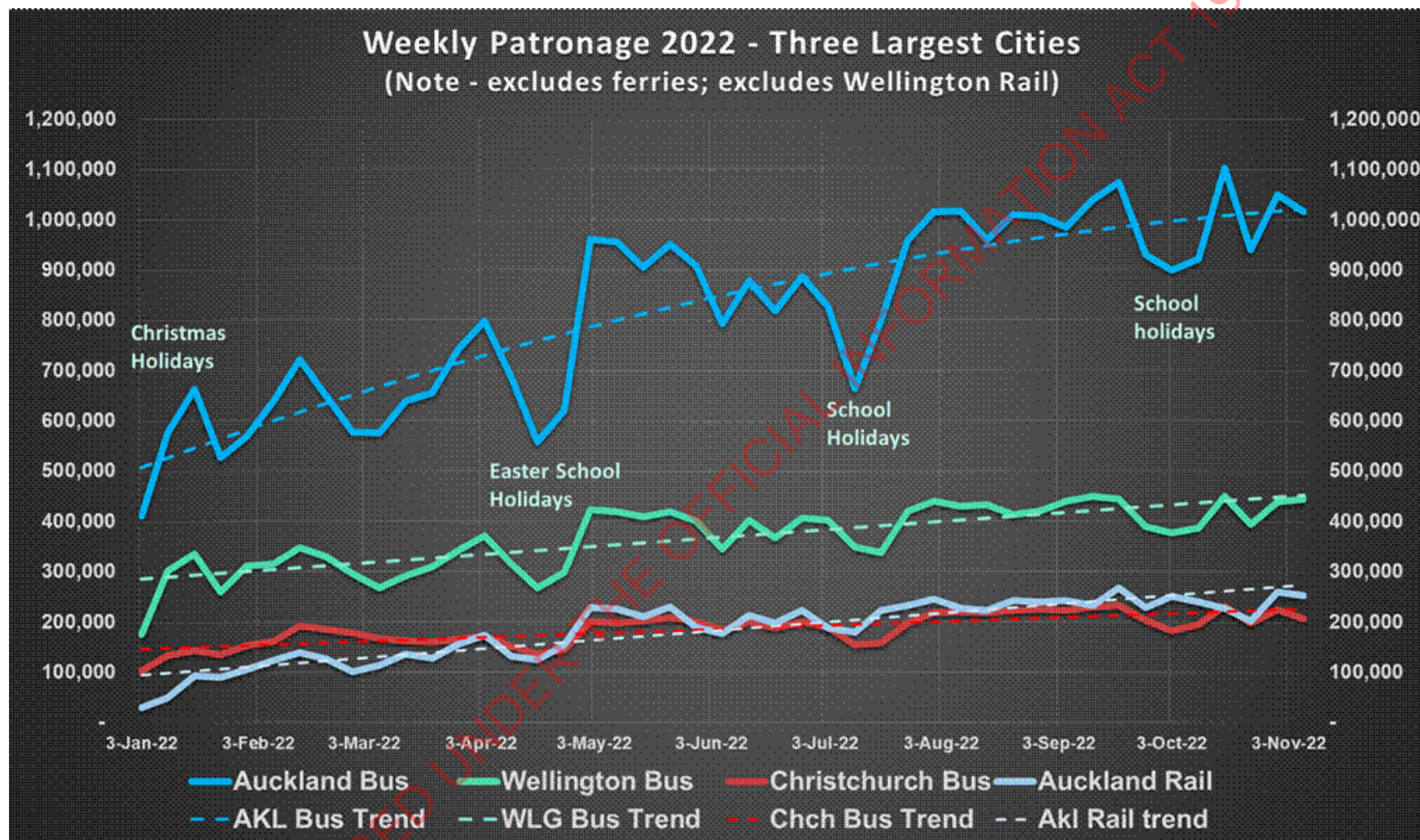
Fatal crashes may have occurred within the period for which notifications may be received later.

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 – PT Patronage



Appendix B – SH6 Whangamoa/Rai Saddle Closure



△ Site 1 - SH 6 Whangamoa/Rai Saddle



△ Site 2 - SH 6 Whangamoa/Rai Saddle



△ Site 3 - SH 6 Whangamoa/Rai Saddle



△ Site 4 - SH 6 Whangamoa/Rai Saddle



Δ Whangamoa River Scour and Realignment