



Crews have done great work on completing safety upgrades along SH73 and SH6 in the West Coast. New or upgraded guardrails have been installed on five single-lane bridges, making travel through one of New Zealand's most scenic routes safer. This work, funded by Kānoa – Regional Economic Development & Investment Unit, is part of an ongoing investment programme for the West Coast.

WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 9 December 2022

#311

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

REFERENCE	TITLE	DUE DATE
Minister Wood		
BRI-2630	section 9(2)(f)(iv)	Week ending 8 December 2022
BRI-2672	LGWM Partners' Meeting, 19 December 2022	COMPLETE
MINO-524	section 9(2)(f)(iv)	COMPLETE
MINO-539	Update for the Minister on the IRG NW Busway project completion date	9 December 2022
MIN-4029	Road Safety Partnership Programme Report	9 December 2022
MIN-4041	Presentation of new electric mobile asphalt crusher, 16 December 2022	14 December 2022
MINO-527	WHC decision points in 2023	Week ending 15 December 2022
MINO-548	2024-27 Speed Management Plan - further information on proposed speed reductions and how SMP works with Road to Zero	Week ending 15 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
BRI-2676	Ideas on integrating WHC consultations with the AHB walking and cycling events	Week ending 19 January 2023
BRI-2684	Regulatory Funding and Fees programme update	Week ending 26 January 2023
MIN-4030	WHC engagement tool and its use across ALR and WHC engagement	27 January 2023

BRI-2673	Contact centre and customer interface and existing action plan for contact centre	Week ending 2 February 2023
MINO-542	AWHC monthly report	Week ending 2 February 2023
BRI-2655	LGWM Partners' Meeting, 15 February 2023	Week ending 9 February 2023
Minister McAnulty		
MINO-538	Draft press release referring to the completing of SH6 works	15 December 2022

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2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
MIN-4039	Key findings from the Rail System Safety Governance Workshop	COMPLETED
section 9(2)(f)(iv)		Week ending 8 December 2022

3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
N/A	N/A

4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
Waka Kotahi Annual Reviewing Hearing	13 February 2023 (changed)

5. KEY UPDATES

Update

Construction of the first phase of safety camera expansion across local roads in Tāmaki Makaurau commences mid-January 2023. Waka Kotahi NZ Transport Agency has been engaging with iwi and hapū and will be providing information to educate and inform residents, communities, stakeholders and the wider public of the benefits of speed reduction.

Redflex HALO Camera Gazette Testing

Field testing of new Redflex HALO safety cameras was successfully completed during the week beginning 21 November 2022. This testing enables the equipment to be submitted to you for approval as Approved Vehicle Surveillance Equipment (AVSE), and then published in the Gazette.

Waka Kotahi expects to provide you the full report and accompanying AVSE approval request early in 2023. 36 HALO cameras will be progressively installed and tested starting in March 2023; Waka Kotahi anticipates it will begin to issue advisory notices from July 2023.

section 9(2)(f)(iv)

Road Works Safety Camera Trial

Waka Kotahi is aiming to run this trial between March and September 2023 in four locations. The first phase will use mobile (trailer) safety cameras to assess whether this influences driver behaviour. Data gathered will determine if Waka Kotahi will look to stand up a second phase in the latter part of 2023 with safety cameras operating and to issue safety advisory notices and

TITLE

UPDATE

Mobile phone and seatbelt detection cameras trial

The six-month trial of mobile phone and seatbelt detection cameras ended on 24 November 2022. Just over 12,000,000 vehicles were observed, and just under 200,000 potential mobile phone offences and approximately 40,000 seatbelt offences were detected. The overall rates of offending are broadly in line with similar trials in Australia. A report will be published in 2023, and next steps will be subject to the outcome of consultation on the Road Safety Penalties Review which could enable the enforcement of such offences.

New Zealand Post Paxsters

On 29 November 2022, Waka Kotahi was notified by New Zealand Post (NZ Post) of a design and/or manufacturing defect in the Paxster rear suspension that has the potential to cause the vehicle to lose directional control and could result in a crash. The entire fleet of some 400 delivery vehicles was therefore immediately grounded as a safety precaution while assessment work was carried out; and the European Paxster manufacturer, Loyds, was notified of the defect discovery.

A New Zealand engineering company was engaged by NZ Post to assess the risk and if possible, design a temporary solution to make the vehicles safe to allow them to return to service while Loyds work on a long-term fix. A temporary solution, approved by Loyds and reviewed by Waka Kotahi, is now being implemented and has allowed Paxsters to return to service as of 5 December 2022 with just over 20 percent of the fleet now back in service.

The temporary solution will enable the Paxsters to operate safely for several months, giving Loyds sufficient time to carry out a recall and permanent repair solution to their vehicles. Waka Kotahi will continue to work closely with NZ Post, the New Zealand engineering company involved, and Loyds to monitor the situation and ensure Paxster operator and public safety.

Acceleration and Development

The Waka Kotahi climate change adaptation plan, Tiro Rangi, will be published on the Waka Kotahi website during the week beginning 12 December 2022. This is the first adaptation plan Waka Kotahi has produced and meets the action in the National Adaptation Plan.

Tiro Rangi lays a strong foundation for the Waka Kotahi approach to climate resilience, is internally focused, and sets out high-level actions. An implementation plan is now being developed to identify activities needed to move Waka Kotahi toward its long-term goal for a climate resilient transport system.

6. REGULAR UPDATES

TITLE	UPDATE
Public Transport (PT) Patronage	<p>PT patronage is now reducing as per normal seasonal variations as academic institutions wrap up for the year. Patronage is expected to continue to drop over December 2022 and into early 2023, reflecting the holiday season, before picking back up again throughout February 2023.</p> <p>Please refer to Appendix A for the latest PT patronage trends.</p>

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7. GENERAL UPDATES

TITLE	UPDATE
Network Road Closures due to Weather Events and Crashes between 28 November and 5 December 2022	<p>A summary of road closures along the state highway network between 28 November and 5 December 2022 is provided below:</p> <p>28 November 2022</p> <ul style="list-style-type: none">SH10 Cable Bay: Closed for approximately 1.5 hours due to a crash. Detours were in place.SH27 between Matamata and Hinuera: Closed for approximately 6 hours due to a truck on fire on the Mangawhero Stream bridge. A diversion was put in place to re-route traffic via SH24 and Hinuera Road.SH25 between Thames and Coromandel: Closed for approximately 1.5 hours due to a serious crash. An alternative route was put in place to allow New Zealand Police to investigate and to clear the scene. <p>30 November 2022</p> <ul style="list-style-type: none">SH32 Kinleith: Both lanes were blocked due to a slip. The road was cleared and open after approximately 5 hours.SH57 Levin: Closed for approximately 3.5 hours due to a crash involving multiple vehicles. <p>2 December 2022</p> <ul style="list-style-type: none">SH25 between Whitianga and Tairua: Closed for approximately 9 hours due to a crash. An alternative route was put in place to allow for the New Zealand Police to investigate and clear the scene. <p>3 December 2022</p> <ul style="list-style-type: none">SH29A: Closed for approximately 6.5 hours due to a crash.SH1 between Tauranga and Taupo: Closed due to a large slip. Cleared and open after approximately 10.5 hours.

8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	Variable Speed Limit (VSL) Solutions on SH10 Awanui – Kaingaroa <p>Following on from the speed review consultation that took place on this corridor in 2020, the project team is progressing the implementation of the first VSL signage for the local marae. This will involve the installation of both single and new multi-speed VSL signs for Mahimaru and Kareponia marae. The multi-speed signage is complex and requires new technology. Waka Kotahi will test this new technology prior to any communications activities. The VSL signs will be operational mid-2023.</p> Far North State Highway – Mangamuka and SH10 <p>Waka Kotahi has appointed a programme director to lead the recovery work on the Mangamuka Gorge.</p> <p>Waka Kotahi is currently considering procurement options for the larger piece of work to return the gorge to its original condition (prior to the August weather event).</p>
Waikato/Bay of Plenty 	Tauriko Network Connections - SH29 and SH29A Detailed Business Case (DBC) <p>Waka Kotahi is continuing to work with Tauranga City Council (TCC) and Bay of Plenty Regional Council to investigate the appropriate solution for SH29 at Tauriko, including online options. This will result in some delays to the timeframe for seeking endorsement of the DBC, likely to the second half of 2023.</p> <p>The TCC Commissioners were confidentially briefed on this on 29 November 2022.</p> SH30 Kopaki Bridge <p>From 9 December 2022, all traffic between Te Kūiti and Maniaiti/Benneydale will need to use SH3, SH4 and Kōpaki Road until the replacement bridge is completed in April 2023.</p> <p>The SH30 Kopaki bridge has been under a six-tonne weight limit since late 2021, however, repeated breaches of this restriction have accelerated the bridge's deterioration to the point that there is significant risk of collapse. While Waka Kotahi has worked with the community and freight industry to try and avoid this outcome, it has been unsuccessful.</p> <p>Waka Kotahi is arranging for the bridge replacement construction team to continue to use it for light vehicles, along with emergency services vehicles weighing under 6 tonnes.</p>

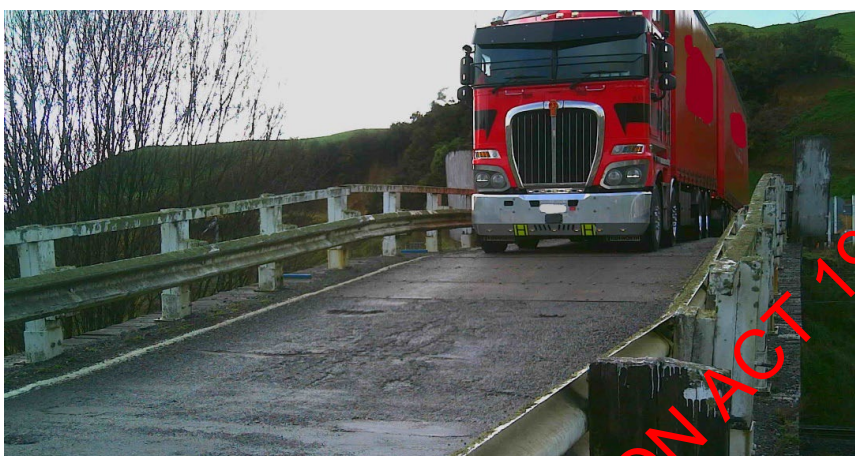


Photo – SH30 Kopaki Bridge

Wellington/Top of South



Let's Get Wellington Moving – Cobham Drive Crossing

Previously, Waka Kotahi advised that the Cobham Drive crossing opening was delayed. The Programme has advised that the delay is due to the need to finish the bauxite road surface and supply issues with two outreach arms. The outreach arms are due to arrive in New Zealand on 16 December 2022 and will be installed in the days following.

Borrowing the relevant parts from projects on later timescales was investigated, however, no suitable parts are available in New Zealand. The contractor has advised the Programme that a few days of dry weather are required to complete the bauxite road surface as the product is weather sensitive.

The contractor has scheduled the work for 13 and 14 December 2022, with the 15 December 2022 scheduled as a contingency. The crossing is scheduled to open on 21 December 2022; however, this is dependent on weather and the two missing outreach arms arriving on time.

Peka Peka to Ōtaki Expressway

The laying of the top layer of asphalt (EMOGPA) continues and is progressing well.

Final 'fit for purpose' inspections are taking place to ensure the road can be safely opened. During the week beginning 28 November 2022, the team completed the southern section, with the inspection of the central section taking place on 8 December 2022 and the northern section on 19 December 2022. These inspections comprise a specialist team walking the entire length of both the north and southbound carriageways to carefully inspect all assets (including road surface, line marking, lighting, delineation, barriers, and drainage etc) to ensure the road is safe and ready for live traffic to use.

As reported previously, 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 recent poor weather and COVID-19 infections, which are on the rise again with a number of staff recently affected, including the asphalt supervisor.

Given the critical nature of resourcing for the project, extra precautions are being undertaken, such as increased RAT testing, to keep site crews safe. In terms of a potential opening date, Waka Kotahi is hoping to have a better understanding from the Contractor by the end of the week beginning 12 December 2022.



Wellington to Hutt Cycling Reference Group – Post Meeting Update

On 29 November 2022, Waka Kotahi staff (including National Manager System Design, Robyn Elston) met with cycling advocates from the Wellington and Hutt Valley region. The advocates' main concerns were centred on their perception of the lack of joined-up thinking between the multiple partners involved in providing cycling infrastructure along the Hutt Valley. They advised the meetings held thus far do not appear to be a shared vision of the form or location of the future cycle network and that it felt like investment was happening in a piecemeal, uncoordinated way.

Regional Manager System Design, Kesh Keshaboina, committed to bringing together the advocates and senior leaders from each of the partners involved in the Hutt Valley together so that a coordinated discussion can occur. The first meeting will take place by the end of February 2023. This will involve, at a minimum, representatives from Waka Kotahi, Wellington City Council, Hutt City Council, Upper Hutt City Council and Greater Wellington Regional Council.

Waka Kotahi in partnership with Hutt City and Wellington City is progressing with the One Network Framework (ONF) modal classification, which should provide the agreed future networks. ONF is an enabling tool to classify roads and streets based on their function and the ways people use them.

SH 6 Whangamoa/Rai Saddle Closure (between Nelson & Blenheim)

4 December 2022 marks day 34 of the 48-day programme, or 71 percent completion.

Key achievements this week:

- The first row of structural steel columns and timber lagging was installed at site 4 and the final concrete pour at site 3.
- River scour and road realignment drainage is in place, the subbase is 90 percent complete, and the rock revetment is 60 percent complete.
- 10-15,000m³ of overslip earthworks are 50 percent complete.

A photo summary is provided in **Appendix B**.

Rest of the South



SH73 / Weirons Ross Road Intersection Improvements (NZUP) - West Melton, Canterbury

There has been very good progress on the project over the past few months, despite some less-than-ideal weather. The work that posed the largest risk to the overall programme and completion date is now completed, that being the diversion and piping of the Stock Water Race. The Stock Water Race is now performing well, carrying the heavy spring demands for irrigation and stock water. In addition, the majority of other utilities work is now either complete or progressing well:

- Telecommunications (100 percent),
- Watermain (95 percent),
- Power (60 percent),
- Water submains and other minor utilities (75 percent).


With the majority of the below groundwork now complete, the more visible above groundwork is progressing at pace, providing the community and the travelling public with the sense that the project is moving quickly to completion. This view is correct with kerbing,

pavement, drainage, shared paths, and landscaping progressing on or ahead of programme.

The focus now for the project team is to leave the project site over the Christmas 2022 break with minimal traffic management required to be in place and many of the new shared paths open for use. The team is also looking to take advantage of lower traffic volumes in the week of 9 January 2023 to progress the necessarily disruptive work within the carriageway of the intersection itself.

Once this work is completed, there is a much-reduced risk to the programme of completing the works in April 2023, slightly ahead of the contract programme.

9. MEDIA UPDATES

REGIONAL AREA	UPDATE
Waikato/Bay of Plenty 	Timber Bridge A media statement is planned for release during the week beginning 12 December 2022 announcing that the Onetai Stream bridge on SH26 in the Coromandel will be the first state highway bridge built from timber in 50 years, representing an exciting move towards using climate-friendly materials. WEX Artwork Installation A media statement is planned for release during the week beginning 12 December 2022 following the blessing of a new artwork installation on the Hamilton section of the Waikato Expressway.
General	Holiday Hotspots Travel Advice Regionally targeted media statements will be issued ahead of the Christmas 2022/New Year holiday period providing information on likely congestion areas and pinch points, along with general safe driving tips for the holidays.

STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
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Auckland/Northland



SH1 Mangamuka Gorge

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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ROAD DEATH UPDATE – WEDNESDAY 30TH NOVEMBER TO TUESDAY 6TH DECEMBER 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
section 9(2)(a)	section 9(2)(a) Waitomo	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Maps	Wet Objects hit: None	section 9(2)(a) Motorcyclist	Unknown at the time of report	Unknown	Quad Bike	Not Applicable for Quad Bike	Quad Bike
section 9(2)(a)	section 9(2)(a) Napier	100	80	Yes	Medium Rural Residential	Dry Objects hit: None	section 9(2)(a) Passenger	Not Applicable for Passenger	Yes	Utility	2*UCSR	Utility
section 9(2)(a)	section 9(2)(a) Napier	70	40	Yes	Low Medium Urban Residential	Dry Objects hit: Traffic Island, Pole	section 9(2)(a) Driver	Full-Current	Unknown	Car	1*VSRR	Truck and Trailer
section 9(2)(a)	section 9(2)(a) Whangarei	100	80	No	Medium High Remote Rural	Dry Objects hit: None	section 9(2)(a) Driver	Full-Current	Yes	Car	1*UCSR	Car
section 9(2)(a)	section 9(2)(a)	100	80	Yes	Low Controlled Access	Dry Objects hit: None	section 9(2)(a) Passenger section 9(2)(a) Driver	Not Applicable for Passenger Unknown-Cancelled	No Unknown	SUV	5* ANCAP	Car

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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
	Horowhenua											
section 9(2)(a)	section 9(2)(a) section 9(2)(b) Hastings	100	80	Yes	Low Medium Remote Rural	Dry Objects hit: None	section 9(2)(b) Passenger	Not Applicable for Passenger	No	Car	1*VSRR	None
section 9(2)(a)	section 9(2)(a) section 9(2)(b) Auckland	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Maps	Dry Objects hit: Parked Car	section 9(2)(a) Motorcyclist	Unknown at the time of report	Yes	Motorcycle	Not Applicable for Motorcycle	Parked Car
section 9(2)(a)	section 9(2)(a) section 9(2)(b) Tauranga	100	40	Yes	Low Medium Urban Fringe	Dry Objects hit: None	section 9(2)(a) Driver	Full-Zero alcohol status	No	Utility	1*VSRR	Car
section 9(2)(a)	section 9(2)(a) section 9(2)(b) Papakura	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Maps	Dry Objects hit: None	section 9(2)(a) Motorcyclist	Unknown at the time of report	Yes	Motorcycle	Not Applicable for Motorcycle	Utility
section 9(2)(a)	section 9(2)(a) section 9(2)(b) Auckland	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Maps	Dry Objects hit: Pole	section 9(2)(b) Driver	Unknown at the time of report	Yes	Car	5*UCSR	None

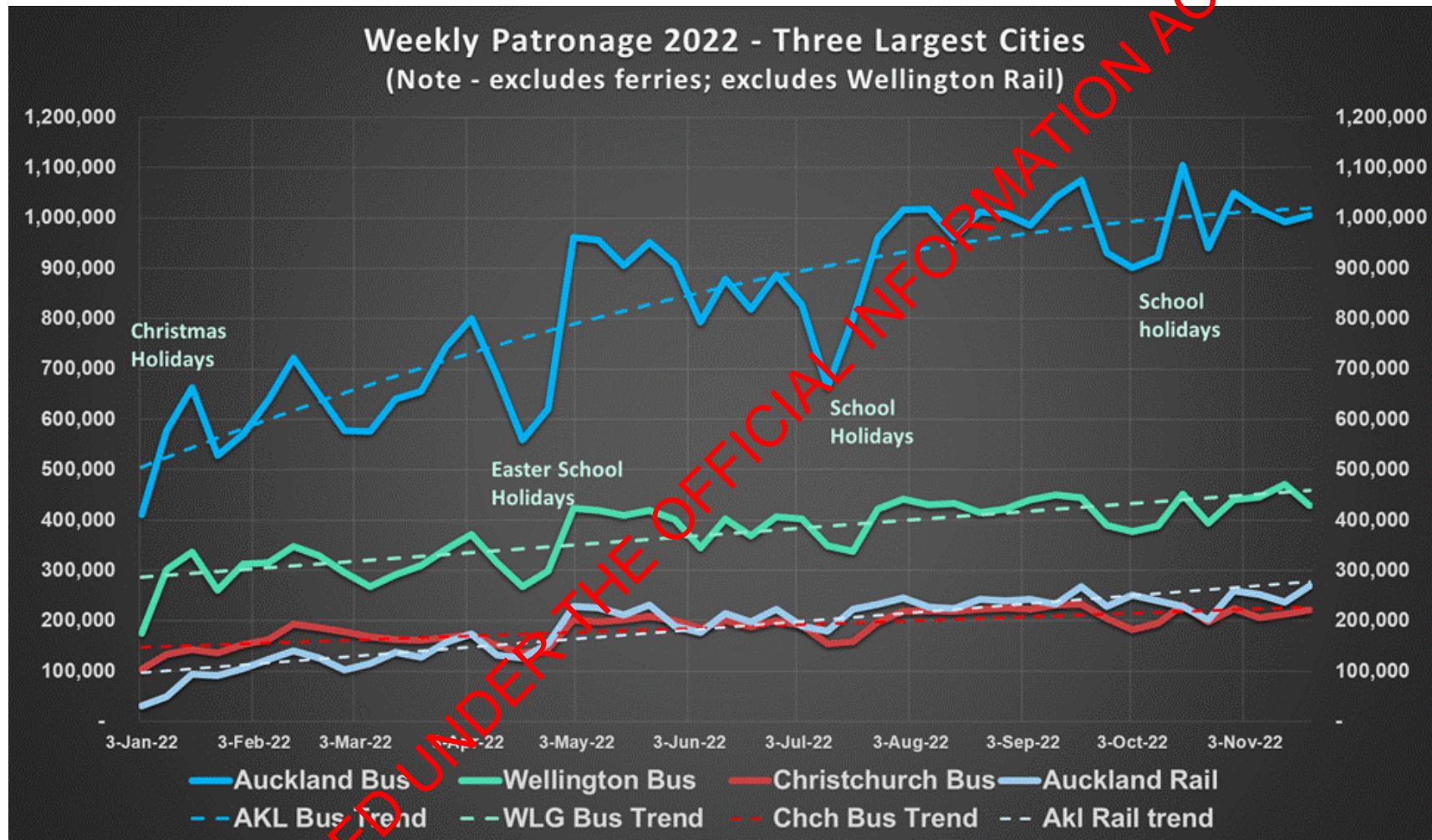
About the information:
Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 7/12/2022.
Fatal crash notifications are received within 24 hours of a death by NZ Police. Therefore, a recent crash may not be included in the report. Any subsequent 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



Appendix B – SH 6 Whangamoa/Rai Saddle Closure



Site 1 (photo above): Concrete stepped wall on micro-piles – Final lift of structural concrete prepared in week 5. Currently ahead of programme with significant drainage infrastructure to improve resilience plus the road reinstatement to complete in weeks 6 and 7.



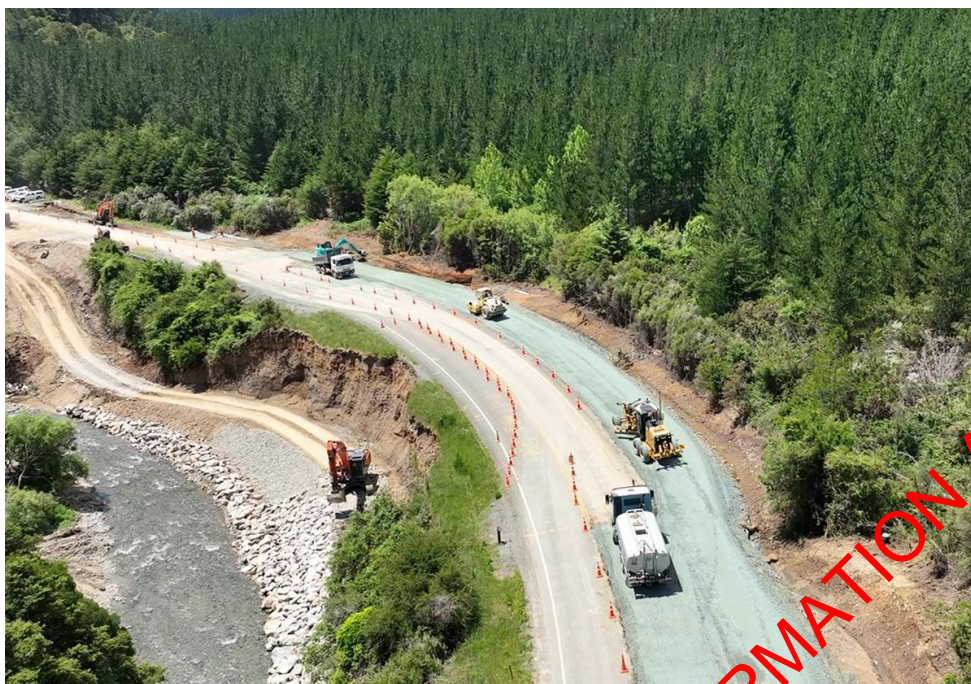
Site 2 (photo above) – Mechanically stabilised earth (MSE) wall: Final MSE lifts completed over the weekend. Surface water drainage improvement works and reinstatement to be completed in weeks 6 and 7.



Site 3 (photo above) – Concrete stepped wall on micropiles: The final concrete block completed on 3 December 2022, tracking ahead of programme. Assigned resource is being used to bring site 4 back on programme.



Site 4 (photos above) – Post and panel wall on ground beam: This is the most challenging site due to road geometry and geotechnical conditions. Structural steel columns and timber lagging are being installed in parallel to the final concrete ground beams. Work is currently behind the baseline programme, but double shifts are planned to enable multiple crews to work in the small area through to the opening day.



Whangamoa river scour and realignment (photo above): Realignment bulk fill and drainage is complete. Toe rock to revetment is in place. The final pavement construction will be carried out in week 6 and early week 7. Work is tracking behind baseline programme due to wet weather with a further wet weather risk late this week during pavement construction. Mitigation plans are in place.



Christmas Tree overslip (photo above): A significant overslip with an estimated 10-15,000m³ of material to be cut to waste in order to remove the weight which is driving the failure. Large off-road gear is getting great productivity on site, taking full advantage of the road closure.