

Clean up efforts begin on State Highway 5 through Esk Valley in Hawke's Bay.

# WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 24 February 2022

#317

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

REFERENCE	TITLE	DUE DATE
<b>Minister Wood</b>		
BRI-2705	National Vehicle Kilometres Travelled reduction plan and programmes	COMPLETED
MINO-591	Public Transport issues in Auckland	COMPLETED
MIN-4032	Deploying and prioritising bailey bridges	Week ending 23 February 2023
MIN-4074	National Ticketing Solution Report February 2023	COMPLETED
MINO-605	Emergency Powers	Week ending 23 February 2023
MINO-606	Progress being made on Cyclone Gabrielle recovery – Daily update	Week ending 23 February 2023
BRI-2681	Public Transport Futures media stand-up	24 February 2023
MINO-561	Clean Car Discount monthly update	COMPLETED
BRI-2692	Future Panmure Microbility Hub site visit	Week ending 2 March 2023
MIN-4069	Waka Kotahi response to critiques of the National Ticketing Solution Detailed Business Case	COMPLETED
MINO-596	Engagement plan for Featherston Street and Golden Mile	Week ending 2 March 2023
MINO-601	Waka Kotahi security issues	Week ending 2 March 2023
MINO-602	Licencing for towing information	Week ending 2 March 2023
MINO-610	Concerns regarding Budget funding for driver licensing providers	Week ending 2 March 2023



MIN-4071	Marlborough recovery progress update	Week ending 2 March 2023
BRI-2656	LGWM Partners' Meeting, 15 March 2023	Week ending 9 March 2023
BRI-2713	Waitemata Harbour Crossing Communications and Engagement plan	Week ending 9 March 2023
MIN-4070	Monthly bus driver update	Week ending 9 March 2023
MINO-580	Waitemata Harbour Connections February monthly report	Week ending 9 March 2023
MINO-592	View of Auckland recovery and rebuild	Week ending 9 March 2023
MINO-593	Mass Rapid Transport internal capability	Week ending 9 March 2023
MINO-607	Water damaged vehicle information	Week ending 9 March 2023
MINO-608	Community Services Card discount for bus users' information	Week ending 9 March 2023
MINO-609	Clean Car Discount information	Week ending 9 March 2023
MIN-3887	Updated DSI per 100 million VKT table	Week ending 16 March 2023

## 2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
MINO-591	Public Transport issues in Auckland	COMPLETED
MIN-4032	Deploying and prioritising bailey bridges	Week ending 23 February 2023
MIN-4071	Marlborough recovery progress update	Week ending 2 March 2023
MINO-592	View of Auckland recovery and rebuild	Week ending 9 March 2023
MINO-593	Mass Rapid Transport internal capability	Week ending 9 March 2023
MIN-4070	Monthly bus driver update	Week ending 9 March 2023

## 3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
N/A	

## 4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
N/A	

## 5. KEY UPDATES

TITLE	UPDATE
Driver testing sites and wait times	<p>A number of driver testing sites remain closed due to the impacts of Cyclone Gabrielle, including the following locations:</p> <ul style="list-style-type: none"><li>• VTNZ Onekawa</li><li>• VTNZ Napier</li><li>• AA Napier</li><li>• AA Hastings</li><li>• AA Morrinsville</li><li>• AA Wairoa</li></ul> <p>VTNZ is rescheduling all cancelled tests where sites have now reopened for practical testing. Waka Kotahi has not seen an increase to driver testing wait times, however, the true impact will likely become apparent in the coming weeks and months.</p> <p>Wait times will be monitored closely and we will provide you with regular updates.</p>
Overview of performance of the 'Through My Eyes' speed campaign	<p>The 'Through My Eyes' campaign is designed to support New Zealand Police enforcement activity and tell a wider story about the consequences of speed – whether through an infringement, injury or death. Phase one of the campaign launched on 11 December 2022 and featured activity across social media, radio, outdoor (street posters and bus shelters) and digital display activity. Phase two of the campaign launched the new television advertisement on 20 January 2023, across television and digital video (YouTube and TVNZ+) and has been supported by radio, outdoor (billboards) and social media activity.</p> <p>Waka Kotahi worked closely with New Zealand Police to jointly launch the campaign, demonstrating a collaborative approach to road safety, and reinforcing the overarching message that we all have a part to play. We also coordinated with other Road to Zero partner agencies, advocates, and influencers (including our own Waka Kotahi staff) to promote the campaign, share the messaging around why speed is important, and drive the overall reach and engagement of the campaign. This approach meant we were able to continue providing context and the 'why' behind speed, and ensure that the story was being told by others, rather than just Government.</p> <p>Since launching the paid social campaign (crashed quotes still imagery below) on 13 December 2023, and then introducing the sensitive content creative (phase two image below) on 22 January 2023, we've reached 1.05 million people.</p> <p>Since the launch of phase two, when the television commercial went live, we've reached 2.8 million people across all social media</p>



channels and had over 3.1 million views on YouTube across both the 60 second and 6 second versions. We also received a good level of media coverage during the week of the launch and utilised New Zealand Police spokespeople for media queries to further promote the messaging of the campaign.

The social media sentiment is tracking more positive responses compared to the recent Road to Zero public awareness and Safe Limits campaigns. We're also seeing positive commentary and support for the campaign across partner and advocates channels, and in the media.

Across the entire campaign, we've targeted all of New Zealand between the ages of 25 and 54, but we are seeing significantly more interaction and engagement from males across Facebook and Instagram.

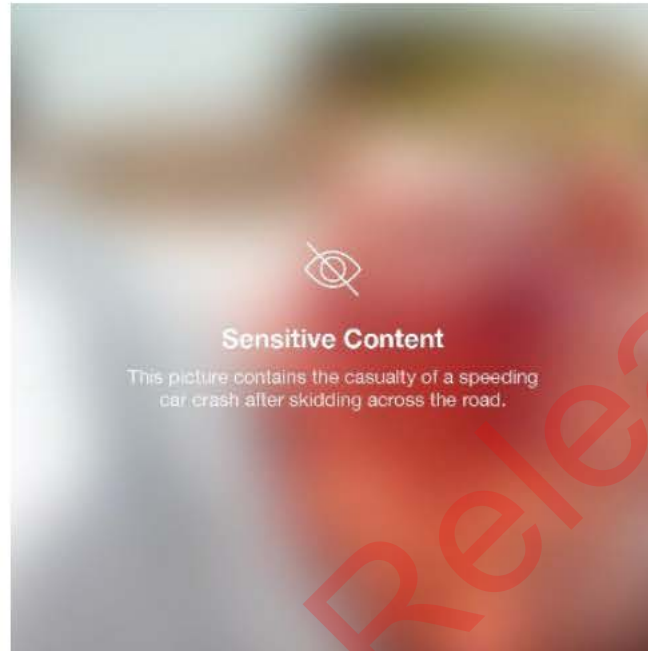
The reach and frequency of our advertising combined with the positive leaning sentiment in our social channels show that the campaign is on track to achieve our targeted media metrics.

#### Phase 1 creative



*Crashed quotes*

## Phase 2 creative



## Urban Mobility

Waka Kotahi is supporting a community-led e-bike trial in Lower Hutt to provide e-bike access to communities experiencing transport disadvantage.

The HIKO Wainuiomata trial is a programme delivered in partnership with Kōkiri Marae, Healthy Families Hutt Valley, and Big Street Bikers. Waka Kotahi is supplying the e-bikes and funding the research and evaluation of the project. Initial findings show that the e-bikes are proving to be life-changing for the 25 participants, many of whom would otherwise not have had an opportunity to experience riding an e-bike. 80 percent of the participants are riding most days of the week. One of the participants who previously had not been on

## TITLE

## UPDATE

a bike for many years has cycled over 3,000 kilometres since the programme was launched in December 2022. Many participants have also indicated that they are using their cars less and have become more appreciative of the taiao (natural environment).

Due to the popularity of the programme, Kōkiri Marae requested a six-month extension to the e-bike loan agreement with Waka Kotahi, which has just been confirmed. The project also has funding from Hoe ki angitū – Innovation Fund to develop a low-cost e-bike subscription service model for underserved communities such as Wainuiomata.

### **Walk It. Wheel It. Event Series**

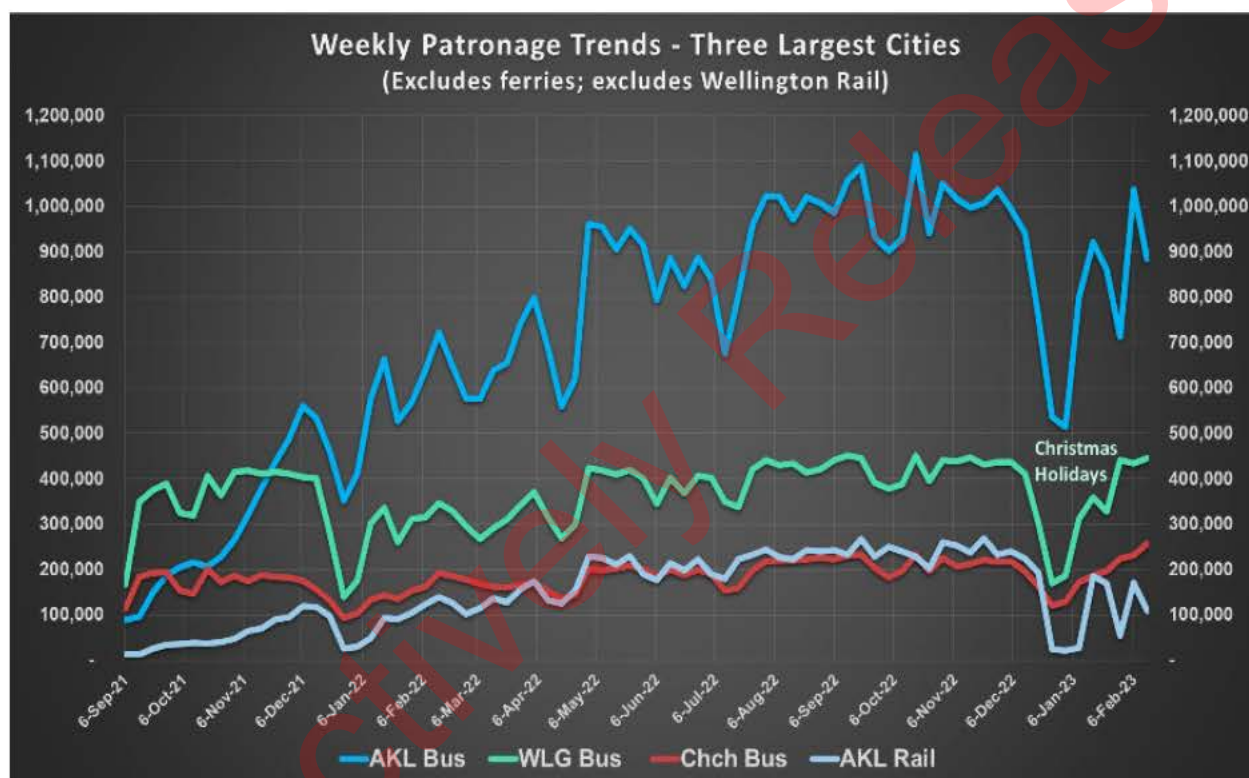
Following endorsement from the Waka Kotahi Board for the postponement of the event series, notification to our partners mana whenua, Auckland Transport, Auckland Council and Bike Auckland was completed prior to the press release on the afternoon of 21 February 2023.

Work is underway to investigate potential dates to reschedule to for next summer, which at the earliest would be November 2023.



## 6. REGULAR UPDATES

TITLE	UPDATE
<b>Public Transport Patronage</b>	<p>Cyclone Gabrielle has impacted patronage in several centres. Waka Kotahi has been in contact with the Public Transport operator in Hawke's Bay and Gisborne, they advise us that they have accounted for all staff and suffered no asset damage.</p> <p>Our regulatory team is ensuring that there are no regulatory hurdles in the way of getting buses rolling again, such as expired Certificates of Fitness if testing services can't be accessed.</p>



## 7. GENERAL UPDATES

TITLE	UPDATE
<b>Network Road Closures due to Weather Events and Crashes between 13 February – 20 February 2023</b>	<b>13 February 2023</b> <ul style="list-style-type: none"><li>• State Highway 16 Kaukapakapa to Wellsford closed due to fallen trees across the highway for approximately 7 hours.</li><li>• State Highway 25 Whitianga to Tairua closed due to a slip for approximately 2.25 hours.</li><li>• State Highway 26 Morrinsville to Te Aroha closed due to fallen trees across the highway for approximately 2.5 hours.</li><li>• State Highway 25 Kuaotunu to Whitianga closed due to a slip for approximately 18 hours.</li><li>• State Highway 1N Kawakawa to Whangarei closed due to flooding for approximately 26 hours.</li><li>• State Highway 11 Paihia to Kawakawa closed due to flooding for approximately 19.75 hours.</li><li>• State Highway 25 Tairua to Hikuai closed due to flooding for approximately 2.5 hours.</li><li>• State Highway 2 Napier to Gisborne closed due to flooding for approximately 94 hours.</li><li>• State Highway 25 Tairua to Hikuai (State Highway 25A) closed due to flooding for approximately 26 hours.</li><li>• State Highway 25 Coromandel to Whitianga closed due to a slip for 14.25 hours.</li><li>• State Highway 35 Te Puia Springs to Tolaga Bay closed due to flooding. Remains closed. Refer to Gisborne map below.</li><li>• State Highway 5 Napier to Taupo closed due to flooding. Remains closed. Refer to Hawkes Bay Map below</li><li>• State Highway 2 between Wairoa and Napier remains closed due to surface flooding and slips. Refer to Hawkes Bay map below.</li><li>• State Highway 25 Whangamata closed due to fallen trees across the highway for approximately 18.75 hours.</li><li>• State Highway 30 Whakarewarewa closed due to fallen trees across the highway for approximately 18 hours.</li><li>• State Highway 26 Morrinsville to Te Aroha closed due to fallen trees across the highway for approximately 13.75 hours.</li></ul>



## TITLE

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- State Highway 29 Lower Kaimai closed due to fallen trees across the highway for approximately 15.5 hours.
- State Highway 2 Paeroa to Waihi (Karangahake Gorge) closed due to flooding and a slip for approximately 44 hours.
- State Highway 25 Whangamata closed due to fallen trees across the highway for approximately 15 hours.
- State Highway 12 Dargaville to Ruawai closed due to a slip for approximately 12.75 hours.
- State Highway 2 was closed at Waioeka Gorge due to rock fall in the area. The road was closed for approximately 4 hours.
- State Highway 35 was closed at 7pm between Opotiki and Gisborne to proactively manage the risk posed by Cyclone Gabrielle. The next day State Highway 35 was reopened for essential travel between Opotiki and Hicks Bay at approximately 1.45pm.
- State Highway 35 between Gisborne and Potaka was closed for approximately 72 hours due to surface flooding.
- State Highway 2 from Gisborne to Opotiki was closed due to surface flooding at 9.20pm, 13 February 2023. From 18 February 2023 until further notice, the route is open with temporary traffic management from 7am to 7pm.
- State Highway 1N Desert Road closed for approximately 21 hours due to strong winds up to 94 kilometres per hour.

**14 February 2023**

- State Highway 39 Hamilton to Pirongia closed due to fallen trees across the highway for approximately 2.25 hours.
- State Highway 26 between State Highway 2 and Paeroa-Tauhuna Road closed due to flooding for approximately 19.5 hours.
- State Highway 25 Kopu to Thames closed due to flooding for approximately 6 hours.
- State Highway 1C Tamahere closed due to fallen trees across the highway for approximately 8 hours.
- State Highway 2 Pukehina to Matata closed due to a slip for approximately 14 hours.

## TITLE

## UPDATE

- State Highway 1N Waionaru to Rangipo (Desert Road) closed due to fallen trees across the highway for approximately 11 hours.
- State Highway 30 between State Highway 33 and State Highway 34 closed due to a slip for approximately 7.5 hours.
- State Highway 30 Whakamaru to Kinleith closed due to fallen trees across the highway for approximately 14.5 hours.
- State Highway 1N Warkworth to Puhoi closed due to a slip for approximately 8 hours.
- State Highway 14 Dargaville to Maungatāpere closed due to flooding for approximately 50 hours.
- State Highway 51 Napier to Clive closed due to strong winds for approximately 38.5 hours.
- State Highway 25 Thames to Ruamahunga closed due to a slip for approximately 37.5 hours.
- State Highway 2 south of Waihi closed due to fallen trees across the highway for approximately 7.5 hours.
- State Highway 33 Tikitere to Paengaroa closed due to a slip for approximately 3 hours.
- State Highway 30 Tikitere to Rotoma closed due to fallen trees across the highway for approximately 3.25 hours.
- State Highway 5 Rotorua to Tirau closed due to fallen trees across the highway for approximately 3 hours.
- State Highway 16 Helensville to Kaukapakapa closed due to flooding for approximately 25.5 hours.
- State Highway 46 Tongariro to Rangipo closed due to fallen trees across highway for approximately 11 hours.
- State Highway 41 Turangi to Kuratau closed due to fallen trees across highway for approximately 3.25 hours.
- State Highway 1N Puhoi off-ramp southbound closed due to fallen trees across the highway for approximately 21.5 hours.
- State Highway 16 Kaukapakapa to Wellsford Road closed due to flooding for approximately 24 hours.
- State Highway 5 Wairakei closed due to fallen trees across the highway for approximately 3.5 hours.



## TITLE

## UPDATE

- State Highway 3 Tongaporutu to Mount Messenger near the intersection with Okau Road closed due to fallen trees across highway for approximately 2.5 hours.
- Ashhurst to Woodville (Saddle Road) closed due to flooding for approximately 36.5 hours.
- State Highway 15 Maungatapere to Twin Bridges closed due to flooding for approximately 43.5 hours.
- State Highway 2 Napier between Taradale Road and Meeanee Road closed due to flooding for approximately 55.5 hours.
- State Highway 43 Tahora to Taumarunui closed due to a slip for approximately 25 hours.
- State Highway 2 Lower Hutt, Block Road closed due to flooding for approximately 17.25 hours.
- State Highway 2 Waipawa to Waipukuarau closed due to flooding for approximately 21.25 hours.
- State Highway 25 Hikuai to Whangamata closed due to a slip for approximately 29.25 hours.
- State Highway 56 Opiki River Bridge between Tane Road and Alve Road closed due to flooding for approximately 71 hours.
- State Highway 3 Eltham from Conway Road to Maata Road closed due to fallen trees across the highway for approximately 7 hours.
- State Highway 5 Wairakei closed due to fallen trees across the highway for approximately 15.75 hours.
- State Highway 53 Waihenga Bridge (Featherston to Martinborough) closed due to flooding for approximately 40.5 hours.
- State Highway 12 Kaikohe to Dargaville closed due to a slip for approximately 39 hours.
- State Highway 1N Between Linden and Porirua (Northbound) closed due to fallen trees across highway for approximately 2.5 hours.
- State Highway 51 Mangateretere between Elwood Road and Napier Road closed due to flooding for approximately 71.5 hours.
- State Highway 16 Waimauku to Helensville closed due to flooding for approximately 33 hours.

## TITLE

## UPDATE

- State Highway 3 Newbury between Kairanga Bunnythorpe Road and Hansens Line closed due to flooding for approximately 7.5 hours.
- State Highway 5 closed for approximately 8 hours between Dalbeth Road and Oturoa road due to a crash.
- State Highway 30 closed for approximately 9 hours due to a fallen tree reported blocking the road near the intersection of State Highway 30 and Old State Highway 30 Road.
- State Highway 2 closed for approximately 16 hours between Herepuru Road and Old Coach Road due to multiple slips.
- State Highway 50 Takapau to Napier closed due to surface flooding and severe weather. Remains closed. Refer to Hawkes Bay Map below.
- State Highway 51 Karamu Creek Bridge between Elwood Road and Napier Road, closed for approximately 72 hours due to surface flooding.
- State Highway 2 Ngaruroro River Bridge between Evenden Road and Pakowhai Road closed due to flooding for approximately 79 hours, the bridge was then opened to emergency services and residents.
- State Highway 2 Whakamaru closed for approximately 8 hours due to a crash.
- State Highway 1 Dessert Road closed for approximately 14 hours due to fallen trees across highway.
- State Highway 1N Rangipo road closed for approximately 4 hours due to fallen trees across the highway.
- State Highway 3 South Eltham closed due to trees down for approximately 7 hours.

**15 February 2023**

- State Highway 1N Marton near the intersection with Calico Line, closed due to flooding for approximately 12.5 hours.
- State Highway 11 Kawakawa to Opua closed due to flooding for approximately 5.25 hours.
- State Highway 4 Raetihi to Upokongaro closed due to a slip. Re-opened 20 February 2023 in the evening.
- State Highway 25 Ruamahunga to Tapu closed due to a slip for approximately 20.5 hours.



## TITLE

## UPDATE

- State Highway 43 Tahora closed for approximately 13 hours due power lines and trees on the road.

**16 February 2023**

- State Highway 25 Hikuai to Whangamata closed due to a slip for approximately 3.75 hours.
- State Highway 38 Lake Waikaremoana to Waiora closed due to flooding. Remains closed, refer to Gisborne Map below.
- State Highway 2 Napier to Hastings between Evenden Road and Pakowhai closed due to flooding for approximately 28.5 hours.
- State Highway 51 Clive River Bridge and Waitangi Park Bridge were closed to the public for safety inspections on 14 February 2023, and from 12.00 pm on 16 February 2023. Access is open for emergency services only. The Waitangi Park Bridge has reopened under temporary traffic control. Stop and go for critical and emergency services from 7.30am on 17 February 2023.

**17 February 2023**

- State Highway 25 Te Rerenga to Kuaotunu closed due to a slip for approximately 2.5 hours.

**18 February 2023**

- State Highway 2 Wairoa to Gisborne closed due to flooding for approximately 12 hours.

**19 February 2023**

- State Highway 2 Gisborne to Opotiki closed due to flooding for approximately 12 hours.
- State Highway 3 Piopio closed due to a car vs motorcycle crash between 6.47pm and 11.36pm.

# Hawke's Bay

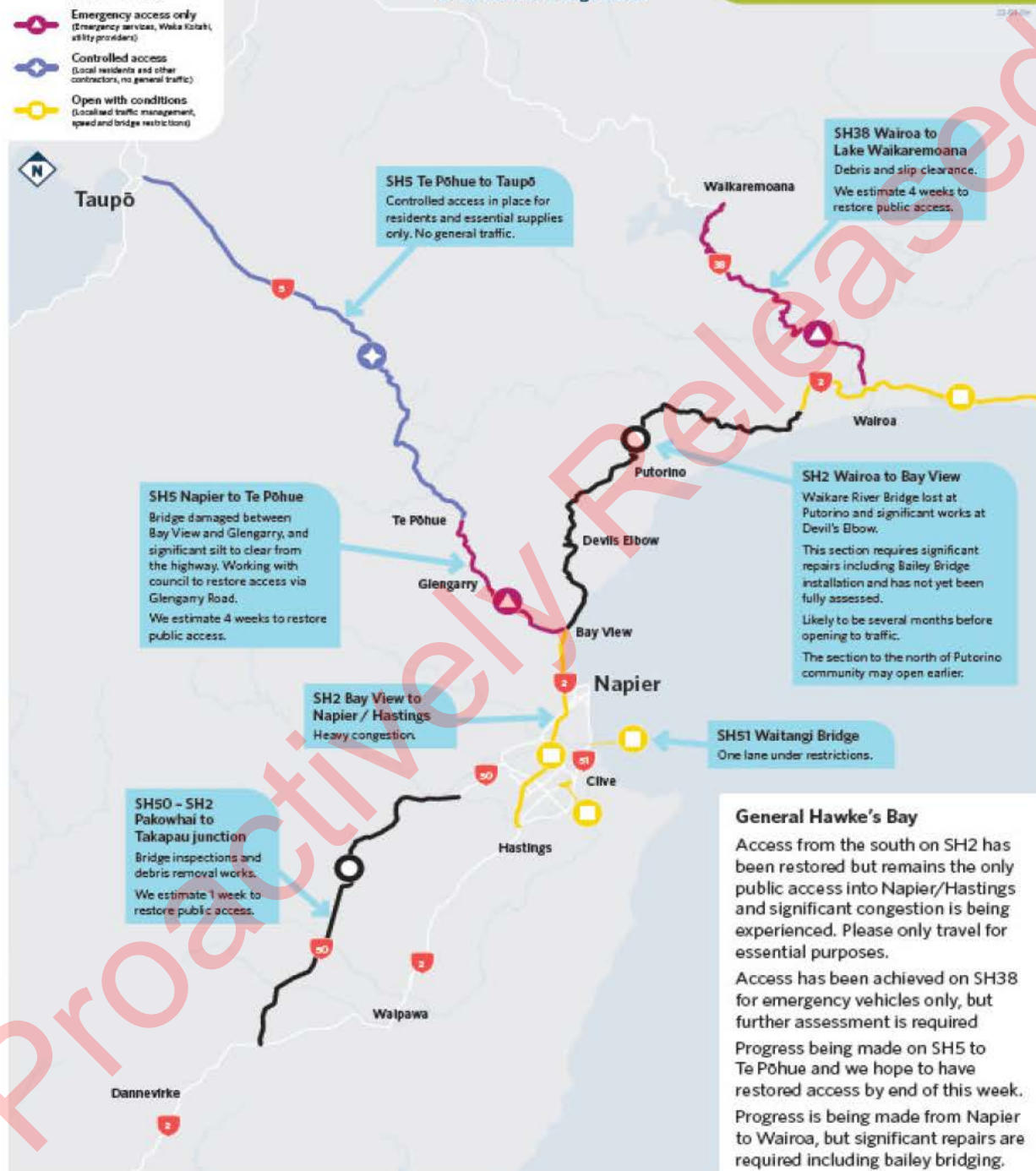
## Key

-  Road closed (No vehicle access, may be a Waka Kotahi worksite)
-  Emergency access only (Emergency services, Waka Kotahi, utility providers)
-  Controlled access (Local residents and other contractors, no general traffic)
-  Open with conditions (Localised traffic management, speed and bridge restrictions)

Map most recently updated at Wednesday 22 February 9am. The maps will be updated on Mondays, Wednesdays and Fridays, or by exception as sections of the network change status.

Check Journey Planner for the latest information on network changes and road closures at [journeys.nzta.govt.nz](https://journeys.nzta.govt.nz)

Scale 1:100,000 to A3





# Gisborne

## Key

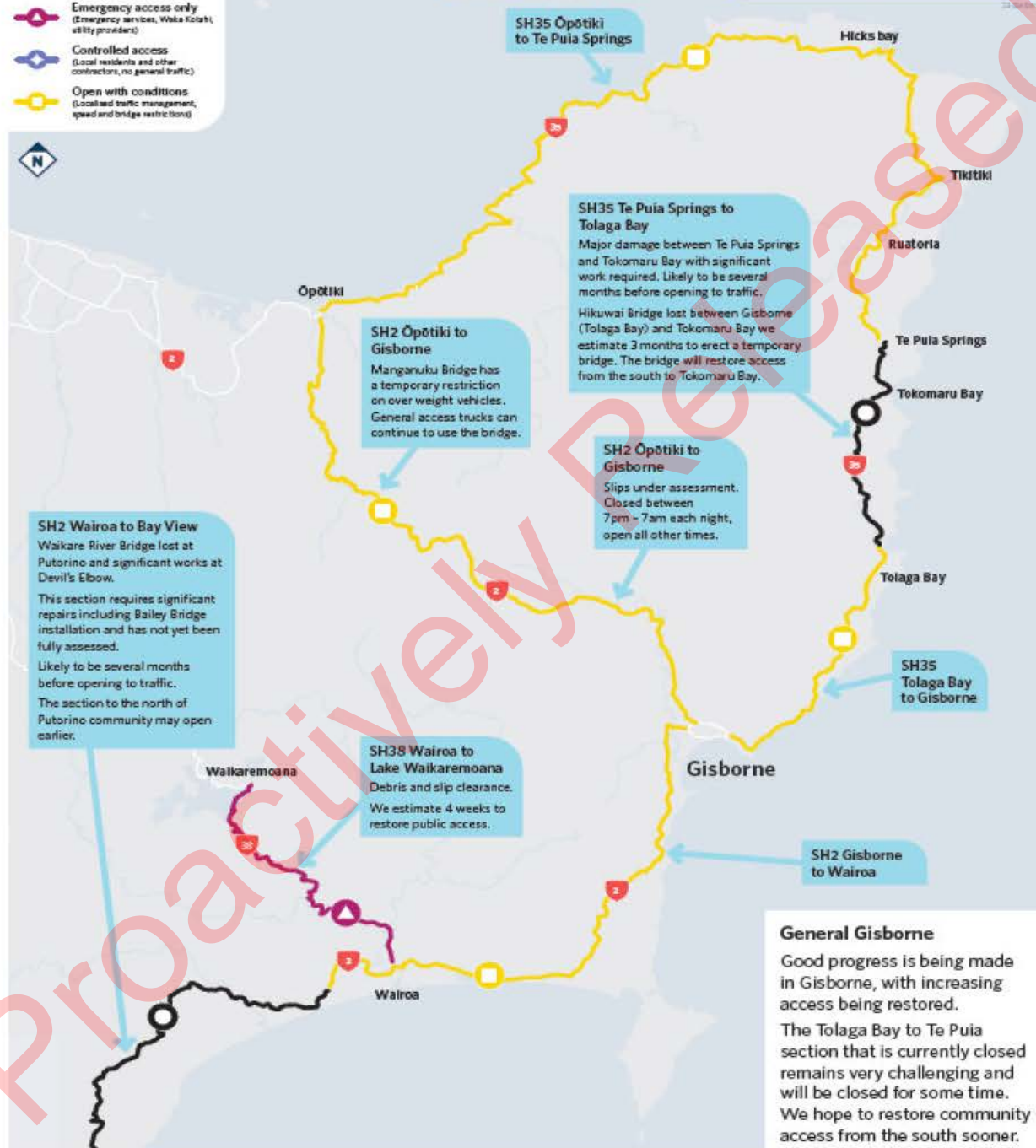
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Scaled at 100% to A3



## 8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>State Highway 1 Northland Brynderwyn</b> <p>Although there is an under slip on the northern side, access is possible due to the width of the road at this location – however, wire rope will need to be removed to allow two-way traffic.</p> <p>Slip material on the road has been removed from an over slip on the south side, and structure teams were on site on 20 February 2023 to check the wall. Geotechnical teams are considering clearing loose material from along the ridge above the slip. There is currently no access through the slip besides from above.</p> <p>On 20 February 2023, GeoStabilization International established a site to protect the road at an under slip on the south side. Boreholes have been drilled to assist with providing a long-term solution of a wall.</p> <p>All agencies (NZ Heritage, Department of Conservation), and Hapu (Te Uri Ahau and Patuharakeke) were provided with an overview of the team's initial thinking and various options on 17 February 2023.</p> <p>Following the storm event on 28 January 2023, plans for site benching for three existing over slips on the Brynderwyns have been considered. There was more slippage due to Cyclone Gabrielle at the pre-existing slips on State Highway 1 and 12, which moved road barriers; however, the road had already been closed in accordance with our Trigger Action Response Plan (TARP).</p> <p>We expect to grant access in approximately three to four weeks. In the coming days as structure and geotechnical teams gather more information, access and priority will gradually be granted to vehicles in the following order:</p> <ul style="list-style-type: none"><li>• emergency vehicles</li><li>• light vehicles</li><li>• heavy vehicles up to 50 tonnes maximum</li><li>• and high productivity motor vehicles.</li></ul> <p>It is possible that access may follow a staged approach. For example, only one lane may open before opening both lanes during the day only, to eventually open as normal</p> 



### Dome Valley

Dome Valley opened on 17 February 2023 following a staged approach, which caused queues. This approach was due to the final geotechnical review and concerns about the under slip. Traffic was run southbound then northbound, with a full opening after 9am. The team removed 1,700 cubic metres of over slip material to be able to open the road for the public and reconnect the north with critical supplies.

There is an under slip south of Wayby Valley Road that is being monitored. A stop/go system allowed some pilings to be installed on 19 February 2023. More work will be required, which may mean a permanent stop/go system may remain at this pinch point where geotechnical teams are currently in the design phase.

There are two other under slips that are being monitored - casings have been ordered to provide a permanent fix for these.



### Waikato/Bay of Plenty



### State Highway 23 Raglan

Except for emergency vehicles, as of 23 February 2023, the road is closed to all traffic. Fire appliances cannot travel through the site. The alternate (local road) route had been affected by the cyclone but reopened on 14 February 2023.

Work on the temporary road, which is set back from the slip site and will allow two-way traffic (for all vehicles) is well underway. Work was delayed due to an accident and the cyclone but resumed on 17 February 2023.

We anticipate that the road will reopen on 1 March 2023 subject to weather and other factors. Permanent reinstatement work will commence on 21 February 2023, in parallel to deviation work. The priority is to stabilise the slip to protect the deviation work, which is already underway. The work should be finished in approximately eight weeks.



The site is under constant monitoring as it has continued to move in the past week and further rain will increase the risk of additional movement.

### State Highway 25 Ruamahunga (Thames Coast Road)

Access has been established around the State Highway 25 loop; however, this has significant restrictions for truck and trailer units due to a large number of stop/go and single-lane sections. The route remains highly vulnerable to further slips and road closures.

Permanent work to fully open the highway and restore 'normal' service is underway in many locations, however, some will necessitate designed solutions. The required work is expected to take several months to complete.

### State Highway 25A Kopu-Hikua Road

There has been no change to this road since last week. The road remains closed to all traffic. Alternate routes include State Highway 25 to the north, and State Highway 26, State Highway 2, and State Highway 25 to the south. All alternate routes are significant in terms of additional time and distance.

Further slips have occurred due to the cyclone; as of 23 February 2023, these have not been evaluated. Optioneering to develop solutions to recover the road and solution design is under-way, however, it is not currently possible to give sensible advice as to when the road may reopen.

Proactive management of the alternate route, including consideration of maintenance activities, operation of one-lane bridges, prioritised cyclic maintenance, corridor safety, and community impacts, continues.

## Central North Island

### Te Ara Tūtohu: State Highway 3 Waitara to Bell Block safety improvements

A contractor has been identified as a preferred tender for the construction of the Princess Street roundabout and pedestrian underpass. We expect to award the contract by 24 February 2023. A start date for works will be confirmed once the contract is awarded, consents are granted, and outstanding property acquisition is completed.

A sod turning event is being organised for the week beginning 13 March 2023, with the date subject to confirming whether the Associate Minister of Transport or another Member of Parliament will attend. Partners and stakeholders are being kept up to date on progress.

Residents affected by the works will be contacted before they begin, and the wider community will also be updated.

Waka Kotahi has also begun engaging with landowners and businesses between the Princess Street and Waitara Road intersections on median barriers proposed for this stretch of road.



## Wellington/Top of South



## Peka Peka to Ōtaki

The Peka Peka to Ōtaki (PP2Ō) Expressway project's 'gateway sculptures' at each end of Ōtaki were formally opened on 17 February 2023.

A blessing led by local iwi Ngā Hapū o Ōtaki was held at the southern sculpture with representatives from Waka Kotahi, Kāpiti Coast District Council, the project, mana whenua, and the community in attendance. The sculptures – standing six metres high and weighing around four tonnes each – have been designed to attract attention to the township and encourage people to exit the new expressway to visit. This was a consent requirement for the project.

Members of the public can get up close to have a look as each sculpture has a pathway leading up to it from the road/shared path, as well as a landscaped area, bench seat and sign explaining the meaning of the sculpture.

The creation of the sculptures was a community-led, collaborative effort involving design and production teams who worked closely with the artist, mana whenua, community groups, and the PP2Ō Gateways Steering Group, which provided guidance and helped progress the project. They are a great example of how large infrastructure projects can leave behind a cultural legacy and enhance the environment within the areas and communities they touch.

A time capsule – containing artefacts that represent the history of the project, as well as the history and culture of the area – was buried near one of the sculptures. The artefacts inside include items that were donated by the community and archaeological relics discovered on site during the earthworks phase of the expressway project.



## Rest of the South

## New Plant Room for Homer Tunnel

Works are underway for a new plant and equipment room at the Homer Tunnel on State Highway 94, which connects Te Anau with Piopiotahi Milford Sound. Waka Kotahi and the Government's Crown Infrastructure Partners are delivering this work as part of a larger \$25 million package



announced in 2020 to improve the tunnel's safety and resilience. The package includes a new avalanche shelter, which will be constructed at the eastern portal. More information on this can be found at: [www.nzta.govt.nz/projects/homer-tunnel-safety-improvements/](http://www.nzta.govt.nz/projects/homer-tunnel-safety-improvements/)

The new plant room will be constructed using precast concrete units that are currently being transported to site. These prefabricated units will be assembled to form a plant room which will be located below ground level to prevent rockfall and avalanche damage. This facility will house the equipment needed to operate the tunnel and its safety systems.

Once construction is completed this summer season (2022/2023), the existing plant and equipment will be relocated. In the 2023/2024 summer season, the old equipment room will be demolished, and a start made on building the new avalanche shelter.




By sequencing the plant room and avalanche shelter construction outside of the winter avalanche season, Waka Kotahi can maintain access through the tunnel for road users while providing a safer working environment.






View from CCTV camera showing precast concrete units arriving on site which will allow rapid construction of the equipment room



## 9. MEDIA UPDATES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>State Highway 1 Brynderwyns to Waipu</b> <p>A media release may be issued in the week starting 27 February 2023 to announce the partial re-opening of the road – this will be a controlled opening with conditions.</p>
<b>Waikato/Bay of Plenty</b> 	<b>State Highway 31</b> <p>Urgent repairs on State Highway 31, Kawhia Road are underway due to an under slip. State Highway 31 is the route in and out of Kawhia – there are no sealed alternatives.</p> <p>We are trying to keep this road open until comprehensive repairs can be completed, providing it remains safe to do so. There is currently a stop/go system in place to allow for preliminary repairs. This is an evolving situation, meaning media releases will be issued when there is an update to provide.</p> <b>State Highway 23</b> <p>A media release may be issued the week starting 27 February 2023 to announce the opening of the deviation around the slip site on State Highway 23 – the road to Raglan.</p>
<b>Central North Island</b> 	<b>Cyclone Gabrielle recovery</b> <p>Updates on state highway repairs and re-openings will be provided to the media throughout the week as Waka Kotahi moves into the recovery phase of our response to Cyclone Gabrielle.</p>

## 10. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>State Highway 1 Mangamuka Gorge</b> Due to multiple large slips and dropouts, State Highway 1 is closed between Kitchen Road and Makene Road until further notice. A detour is available via State Highway 10.  <b>State Highway 1 Waipu to Brynderwyn</b> Due to large slips on the Brynderwyn Hills, the road is closed between Brynderwyn and Waipu until further notice.
<b>Waikato/Bay of Plenty</b> 	<b>State Highway 25A Kopu to Hikuai</b> Due to full road collapse at a large washout location, the road is closed until further notice.  <b>State Highway 23 Raglan to Whatawhata</b> Due to a slip west of Glentui Lane, the road is closed between Karakariki Road and Waitetuna Valley Road until further notice.
<b>Central North Island</b> 	<b>State Highway Te Puia Springs to Tolaga Bay</b> Following Cyclone Gabrielle, the road is closed between Te Puia Springs and Tolaga Bay.  <b>State Highway 38 Lake Waikaremoana to Wairoa</b> Following Cyclone Gabrielle, the road is closed between Lake Waikaremoana and Wairoa.  <b>Ngamahanga to Hastings (Taihape-Napier Road)</b> Due to storm damage, the Taihape-Napier Road is closed to all traffic except essential workers and services.



**State Highway 50 Takapau to Hastings**

Due to severe weather and flooding, State Highway 50 is closed between State Highway 2 and Maraekakaho Road intersection until further notice.

**State Highway 51 Clive**

Due to Safety inspections, the bridge is closed until further notice.

**State Highway 5 Eskdale to Taupo**

Following Cyclone Gabrielle, State Highway 5 between Eskdale and Taupo remains closed until further notice.

**State Highway 5 Napier to Wairoa**

Following Cyclone Gabrielle, the road is closed between Napier and Wairoa until further notice.

## 11. CABINET PAPER FOR INPUT

Title	Summary	Estimated timing
<p><b>CAB-445 Insurance levy increase for funding Fire and Emergency NZ</b></p> <p>Lead Agency: Department of Internal Affairs / Fire and Emergency New Zealand</p>	<p>The paper seeks to move forward with consultation on an increase of an insurance levy that is used to fund Fire and Emergency NZ. The increase is needed to cover the prospective funding shortfall created by the signing of a new collective agreement with the NZ Professional Firefighters Union.</p> <p>Waka Kotahi is interested in understanding the proposed design and whether there will be changes to the current infrastructure levy exemptions.</p> <p>Waka Kotahi has been consulted in the development of these proposals in order to provide adequate time to assess and cost them.</p>	<p>Ministerial consultation: 1 March to 14 March 2023</p> <p>GOV Cabinet Committee: 30 March 2023</p> <p>Cabinet: 3 April 2023</p>



## 12. ROAD DEATH UPDATE – WEDNESDAY 15 FEBRUARY 2023 TO TUESDAY 21 FEBRUARY 2023

**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) Waipa	100	80	No	Medium Rural Residential	Unknown Fence, Rock	section 9(2)(a) Driver	Unknown at the time of report	No	Utility	2*UCSR	None
section 9(2)(a)	section 9(2)(a) Waitaki	100	80	Yes	Low Medium Rural Residential	Dry None	section 9(2)(a) Driver	Unknown	Yes	Car	5*VSRR	Truck and Trailer, Camper Van
section 9(2)(a)	section 9(2)(a) New Plymouth	100	80	No	Medium High Rural Residential	Dry Ditch	section 9(2)(a) Motorcyclist	Full Current	Yes	Motorcycle	Not Applicable for Motorcycle	None
section 9(2)(a)	section 9(2)(a) Ashburton	100	80	Yes	Low Medium Remote Rural	Dry None	section 9(2)(a) Driver	Restricted Disqualified	No	Car	1*UCSR	Truck

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) Auckland	No info on Mega Maps	No info on Mega Map	No	No info on Mega Map	Dry Traffic Sign, Pole	section 9(2)(a) Driver	Full Current	Yes	Utility	4*VSRR	None
section 9(2)(a)	section 9(2)(a) Waitomo	100	80	Yes	Low Medium Rural Residential	Dry None	section 9(2)(a) Motorcyclist	Unknown at the time of report	Yes	Motorcycle	Not Applicable for Motorcycle	Car
section 9(2)(a)	section 9(2)(a) Auckland	No info on Mega Maps	No info on Mega Map	Yes	No info on Mega Map	Dry None	section 9(2)(a) Motorcyclist	Restricted Current	Yes	Motorcycle	Not Applicable for Motorcycle	Bus, Utility
section 9(2)(a)	section 9(2)(a) Invercargill	No info on Mega Maps	No info on Mega Map	No	No info on Mega Map	Dry GuaRoadrail/Barrier	section 9(2)(a) Driver	Unknown at the time of report	Unknown	Tractor	Not Applicable for Tractor	None
section 9(2)(a)	section 9(2)(a) Whangarei	50	40	Yes	Medium Urban Residential	Dry None	section 9(2)(a) Passenger	Not Applicable for Passenger	Yes	Car	3*UCSR	Utility

#### About the information:

Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 22/02/2023

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.



## Appendix A – LEV Programme update

The Programme is on track to deliver the essential legislated functionality for 1 June 2023 – the major go-live for 2023.

This includes:

- the ability to transfer credits between importers
- the option for PAYG importers to offset or pay charges for accepted vehicles
- a publicly available record of account holders
- invoicing for all remaining PAYG balances.

Examples of current work include:

- development and testing of the technology components for the above with our partners at Pega and Unisys;
- conducting workshops with the business to design the final operating model for service delivery;
- updating the Clean Car Standard website so it better meets the needs of importers and is easy to use.

Given the significant diversity of importers, wide locations, and levels of engagement and understanding, there is a need to better access and educate the wider industry prior to 1 June 2023, to ensure they understand their obligations and are comfortable users of the systems. The programme is considering ideas beyond direct communications and webinars. This includes regional visits to directly engage groups of importers and large dealers to build trust and confidence and reduce risk or noise around 1 June 2023.

We are supporting peak bodies and working with the Insurance Council of New Zealand to address an issue arising from Cyclone Gabrielle around whether insurance will cover the charge on written-off vehicles that are yet to be sold. As this is a commercial matter, we are providing the Insurance Council with information so they can make decisions.

We are prioritising work to understand potential Anti-Money Laundering obligations, including the possible requirement to seek an exemption from the Minister of Justice through the Ministry of Justice. This may need to be expedited and we are awaiting final advice from Chapman Tripp.

### Operational Delivery insights

#### 1906 accounts have been created:

- 3.5 percent are importing 100+ cars
- 17 percent are importing 5-100 cars
- 48 percent are importing between 1-4 cars
- 30 percent are inactive
- 32 are fleet average
- 1,874 are PAYG
- 140 are new car industry
- 1,766 are used car industry

#### Net charge balance since 1 Jan 2023

328 accounts have a net charge balance:

- 193 = importers of 1 vehicle
- 135 = importers of 2+ vehicles

#### Net credit balance since 1 Jan 2023

326 accounts have a net credit balance:

- 143 = importers of 1 to 4 vehicles
- 147 = 5 to 99 vehicles
- 36 = 100+ vehicles
- Fleet Average = 15
- PAYG = 311
- New = 17
- Used = 309

1 June  
Go live

	Jan 23: Release 4	Feb 23: Release 5	Mar 23: Release 6	Apr 23: Release 7	May 23: Release 8	Jun 23	Jul 23	Aug 23	Sept 23
Technical Delivery	<div>✓ A "Sweep up" of functionality removed from Release 3 and some minor user improvements</div> <div>Went live on 24 Jan</div>	<div>• Monthly balance updates to PAYG</div> <div>• Auto acceptance, manual approval for FA, convert FA to PAYG</div> <div>On track for 24 Feb</div>	<div>• Payment post 1 June</div> <div>• AML, credit transfers</div> <div>• Multi factor authentication</div> <div>• Remove excluded vehicles</div>	<div>• SAP / eREC integrations</div> <div>• Payment for 1 June pending charges</div>	<div>• Public reporting</div> <div>• Application for non-publicly available information</div>	<div>• Forecasting tool</div> <div>• Fleet Average compliance plan</div> <div>• Close, suspend, defer and update bank accounts for Fleet Average</div> <div>• Fleet Average account end of year management</div> <div>• FY24 roll over</div> <div>• Build process for future legislation</div> <div>• Remove credits at expiry</div>			
Operational policy & design	<div>Operational policy and design work on credits, payments, fees and penalties</div> <div>AML (seeking an exemption from the Minister of Justice)</div>								
Change Mgmt and Comms			<div>Business readiness preparation for 1 June payments</div> <div>Communications preparation of the story and information for 1 June go-live</div> <div>Regular monthly change impact and release comms</div>			<div>Additional support post 1 June go live</div>			
Operating Model		<div>Agree op model design</div>	<div>Final org structure design</div>	<div>Recruitment</div>	<div>Final model transition</div>	<div>Org structure support model</div> <div>Regular monthly business process changes for each release</div>			
M&E & Reporting	<div>✓ Scope discovery</div>	<div>Design</div>	<div>Develop reporting and regular implementation of functionality</div> <div>Public facing register</div>						

Proactively released



## Appendix B – Monthly maintenance and renewals update

### State Highway Maintenance and Renewals

### UPDATE

In January 2023, 268 lane kilometres of pavement renewals were delivered.

Progress was impacted in January 2023 across the North Island, with frequent and severe weather events (including Cyclone Hale) postponing programmed work. South Island programmes were unaffected, or in some cases are ahead, having completed 177 lane kilometres (of programmed 195) in January 2023.

After four-months of the 2022 to 2023 pavement renewals programme, we have delivered 1,116 lane kilometres, period to end of January 2023. Of this, 578 lane kilometres have been delivered in the South Island.

We anticipate significant impacts on our remaining 2022-2023 pavement renewals programme from Cyclone Gabrielle. Based on the damage sustained to the roading network and the resourcing required (people, plant and materials) for response and recovery efforts, we anticipate significant postponed work across our North Island networks. This is likely to continue for the remainder of the summer construction season.

Our pavement and renewals performance data for the period up to the end of February 2023 will be available in late March 2023

	Total Programme 2022/2023	YTD Programme	YTD Achieved	Total percent Achieved
Pavement Renewals	2,565 lane kilometres	1,665 lane kilometres	1,116 lane kilometres	43.5 percent

*2022.2023 Programme Delivery – Year to Date (as at 31 January 2023)*