

The 10 kilometre-long Peka Peka to Ōtaki shared path opened on 13 May 2023.

WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 19 May 2023

#329

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

| REFERENCE | TITLE | DUE DATE |
|----------------------|--|-------------------------|
| Minister Wood | | |
| BRI-2739 | Pavement Conference 2023 | Week ending 18 May 2023 |
| BRI-2775 | Auckland State Highway 1 Soakage (Khyber Pass/Gillies Avenue) visit | COMPLETED |
| BRI-2776 | Halsey Street Depot visit | COMPLETED |
| MIN-4159 | Let's get Wellington Moving – new plan for the sponsors meetings | COMPLETED |
| MIN-4178 | COVID-19 Recovery (Fast Track Consenting) Act 2020 – Neil Construction Limited and Maraetai Land Development Limited projects comments | COMPLETED |
| MIN-4182 | COVID-19 Recovery (Fast Track Consenting) Act 2020 – Oyster Capital Limit | COMPLETED |
| MIN-4183 | Removal of Cape Palliser Special Purpose Road | COMPLETED |
| MINO-683 | Lines for Distracted Driver Trial | COMPLETED |
| MINO-726 | National Emergency Management Agency Cyclone Gabrielle Recovery Report – follow up | Week ending 18 May 2023 |
| MINO-729 | Speed reduction on State Highway 25 – Lines | COMPLETED |
| MINO-738 | Update on Waiheke Ferry issues – Lines | COMPLETED |
| MINO-741 | Delay in receiving car and Clean Car Discount costs - Lines | COMPLETED |
| MINO-748 | Follow up on MINO-663 Cabinet Priorities Committee tracker update on completed and upcoming project milestones | COMPLETED |
| MIN-4188 | Coastal Shipping infrastructure on East Coast | 31 May 2023 |

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| MIN-4199 | Marlborough Sounds Future Access Study | 19 May 2023 |
| MINO-630 | Mass Rapid Transit projects | 19 May 2023 |
| MINO-746 | Actions taken to fix State Highway 25A - Lines | 19 May 2023 |
| BRI-2755 | s 9(2)(f)(iv) | Week ending 25 May 2023 |
| BRI-2757 | Let's Get Wellington Moving meeting – 30 May 2023 | Week ending 25 May 2023 |
| BRI-2777 | Ōtaki train station visit | Week ending 25 May 2023 |
| MIN-4095 | Safety Camera Programme update | Week ending 25 May 2023 |
| MIN-4162 | FIFA tickets and public transport | Week ending 25 May 2023 |
| MIN-4176 | Follow up on MINO-694 regarding State Highway 2 Safety Improvements | Week ending 25 May 2023 |
| MIN-4185 | Monthly Bus Driver Update – May 2023 | Week ending 25 May 2023 |
| MIN-4194 | Urban Mobility update | Week ending 25 May 2023 |
| MINO-757 | Overseas licence conversion process | Week ending 25 May 2023 |
| MINO-759 | Prime Minister's office query - key projects funded in Queestown and public transport patronage statistics pre/post COVID-19 | Week ending 25 May 2023 |
| BRI-2770 | National vehicle kilometres travelled reduction plan and urban programmes – revised draft and update | 26 May 2023 |
| MIN-4196 | Network road closures | 26 May 2023 |
| BRI-2772 | State Highway 1, Papakura to Drury (Stage 1A) – Park Estate Bridge completion event | 2 June 2023 |

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| MIN-4126 | Indicative numbers of deaths and serious injuries for 2022 – MIN-3887 follow-up | Week ending 10 August 2023 |
| Minister Allan | | |
| | N/A | |

Proactively Released

2. ACTIONS ARISING FROM PREVIOUS MEETINGS

| REFERENCE | TITLE | DUE DATE |
|-----------|-------|----------|
| N/A | | |

3. MEETINGS WITH OTHER MINISTERS

| REFERENCE | DATE |
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| N/A | |

4. SELECT COMMITTEE MEETINGS

| REFERENCE | DATE |
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| N/A | |

5. KEY UPDATES

| TITLE | UPDATE |
|---|---|
| Urban Mobility – Streets for People Update | <p>Part of the Hutt City Council's Streets for People project in Wainuiomata went live for a week-long trial on 8 May 2023 (The Maru Streets for People – Wainuiomata Schools Connections project). The project includes a series of street, footpath and lane improvements that aim to make it safer for those walking, cycling, and scooting between the town centre and schools.</p> <p>Based on community surveys at the site of the trial, the improvements appear to be well received, although there has been a small amount of negative commentary on social media.</p> <p>Feedback from the trial will now be incorporated into further co-design workshops with the community to understand what can be permanently installed.</p> <p>More information about the project can be found at: https://www.huttcity.govt.nz/council/our-projects/streets-for-people</p> |
| ROBOS (Flexible barrier system) update | <p>Further to our last update (Weekly Report #325 refers), planning is now underway for ROBOS pilots on State Highway 1, Akerama Curves and State Highway 1, Hikurangi.</p> <p>Design has commenced for the State Highway 60, Ruby Bay Bypass trial. We will be comparing flexible median barrier and wire rope barrier to understand whole of life costs.</p> <p>Waka Kotahi continues to actively engage with ROBOS, including in regard to the following:</p> <ul style="list-style-type: none">• Construction and maintenance methodology is required from HEB and ROBOS to confirm viability.• Supply chain lead-time has been confirmed as three to four months from New Zealand and Australia. To avoid potential delays, materials need to be ordered by 1 June to support the three pilots commencing in October 2023 (a month later than initially planned). <p>Key things to test with the pilot builds include the cost of installation and maintenance, the ability of the supply chain to provide regional capacity (supplier and installer), and delivery performance measurements.</p> |

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Public Transport – Bus Driver Safety Update

Following last week's update about bus driver safety (MIN-4163 refers), we have gathered information to provide insight into reported bus driver incident trends.

Below is a snapshot picture derived from confidential information received directly from two Operators, covering 42 percent of the bus market since 2018.



There have been over 237 serious incidents, including over 100 assaults, resulting in over 70 injuries ranging from minor to serious.

Assuming this is representative for the sector, we project the full picture to be in the order of 560 plus serious incidents since 2018, including 230 plus driver assaults.

While exact data is difficult to ascertain, the trend shown above indicates an increase in harmful incidences between 2018 and 2022. There is no nationally consistent method for defining, reporting and monitoring driver safety statistics, however, as noted in the previous briefing, we are exploring, in partnership with the sector, where improved reporting could be included (along with other initiatives) in national best practice guidance.

New drink driving campaign – 'Would You Rather'

Our latest drink driving campaign, 'Would You Rather', which goes live in late May 2023, asks our audience to consider the consequences of drinking and driving (outside of losing your licence) by showing different personal and social scenarios people could face after being caught drinking and driving.

Drink driving continues to be a key road safety issue in Aotearoa and was a factor in 253 deaths and serious injuries in 2021. Over half of the alcohol related deaths and serious injuries are for people aged 35 and below, and males make up over three quarters of this group.

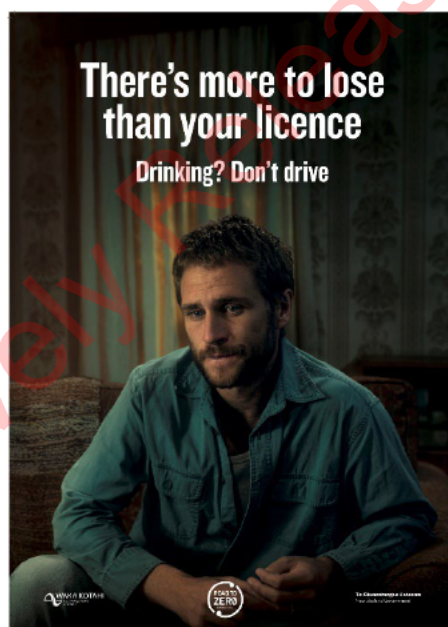
TITLE

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This campaign aims to shift the perception of New Zealanders who still think it is acceptable to drink then drive. This builds on the traditional approach used in our most recent drink driving campaigns. In this campaign, the focus is on how an individual's decision to drink and then drive impacts those around them, rather than showing a crash or enforcement consequence.

The campaign launches on 28 May 2023. The launch will have a video focus including television, digital video (YouTube and TVNZ+) and cinema. It will also be supported by radio, outdoor (billboards and in-bar media), social media and digital activity.

Other stakeholders including New Zealand Police and Te Whatu Ora have been consulted throughout the process. This campaign has also been assessed against the Te Kawa Mataaho Public Service Commission supplementary guidance for public service agencies.



RR 709 – The gig economy and road safety outcomes

Waka Kotahi will soon be publishing research on the gig economy and road safety outcomes. There are emerging concerns around the potential negative impact that the rapidly growing 'gig economy' may be having on overall road safety.

The 'gig economy' refers to work done outside of the traditional employer–employee relationship, on an 'as and when needed' basis. The research aimed to better understand the road safety implications that are resulting from transport related gig economy work and to understand what is being done in other jurisdictions to mitigate identified risks.

While the study found limited evidence to date of deaths and serious injuries (DSIs) related to gig work, it identifies other

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harms and risk factors related to working conditions such as stress, fatigue, and pressure to undertake dangerous driving manoeuvres. This widespread exposure to multiple and cumulative risk factors across the system warrants further investigation, and Worksafe and Ministry of Business, Innovation and Employment staff have been made aware of the research findings.

As the Crash Analysis System (CAS) does not currently identify gig workers, Waka Kotahi will consider what, if any, improvements can be made so the CAS can identify and collect data for DSI incidents relating to gig work and the associated causal crash factors. Contact will be made with the National Road Safety Partnership Program (NRSPP) in Australia to understand what work is occurring there in the gig economy and what opportunities exist for trans-Tasman collaboration.

There is a risk that the report will be misread as identifying a significant rate of harm from road crashes related to gig working, and that there will be a disproportionate and mistargeted response. This risk can be mitigated by careful explanation of the report's actual findings.

RR 708 – Research to support the application of a risk-based approach to temporary traffic management

Waka Kotahi will soon be publishing research to support the application of a risk-based approach to temporary traffic management. This research was commissioned to fill gaps in knowledge about how well the move to a risk-based approach to Temporary Traffic Management (TTM) is working.

There are numerous findings which raise concerns about the safety of current practice in TTM. Two out of three survey respondents reported observing or hearing about a near miss at the last complex site they worked on, while around half believed that safety on site was traded off against competing needs like cost and traffic flow. Over half of survey respondents experienced aggression or abuse from other road users.

Now that the first tranche of design and consultation activities in the Road Worker Safety Improvement Programme (including this research) is concluding, the report's findings will be used to help embed the risk-based approach to TTM. This embedding process is anticipated to take place over the coming years. Waka Kotahi is commencing this process via changes to maintenance and operations contracts commencing in mid-2023 and are encouraging other organisations to commence review of their TTM practice.

Background and outcomes of the Resilience Strategic Approach to the Cyclone Gabrielle recovery

The purpose of completing the Resilience Strategic Approach work for the four regions affected by Cyclone Gabrielle is to

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ensure that a strategic resilience and future needs point of view is being considered for each region with our partners.

The current outputs from the Resilience Strategic Approach work are still high-level assumptions. For example, more resilience investment is required for State Highway 2, between Gisborne and Wairoa, to ensure the level of service and reliability is improved. Once further work is completed, programmes for each corridor will be created.

This approach helps inform more focused business cases for affected sections of the transport system, taking resilience into account.

The intention of the work is to establish a corridor view on what would be an appropriate level of service for resilience, considering the strategic importance and role of these corridors.

Road User Charges debt collection

The court placed W S Group Limited into liquidation on 11 May 2023 after four adjourned hearings. The company owes \$133,000 of unpaid Road User Charges. Liquidators have met with the Director and have begun identifying assets s 9(2)(g)(i)

Bilingual signage – public consultation launch

An online media briefing will be held on 22 May 2023 to announce the release of a package of bilingual traffic signs for public consultation.

The consultation is part of the He Tohu Huarahi Māori bilingual traffic signs programme to enable the use of te reo Māori on traffic signs across Aotearoa New Zealand.



6. GENERAL UPDATES

| TITLE | UPDATE |
|---|---|
| Significant Network Road Closures due to Weather Events and Crashes between 7 May- 14 May 2023 | <p>9 May 2023</p> <p>Heavy rainstorms hit Auckland, Northland, and Bay of Plenty, in particular. This caused widespread disruption to the transport network, with the most significant road closures due to flooding being:</p> <ul style="list-style-type: none">• State Highway 12, at Paparoa, closed for 5 hours• State Highway 16, at Kaukapakapa, closed for 11 hours• State Highway 1, between Warkworth and Wellsford, closed for 7.5 hours• State Highway 1, Esmonde northbound loop, closed for 5 hours• State Highway 1, Brynderwyn Hills, closed for 18 hours• State Highway 10, Kaeo to Mangonui, closed for 15.5 hours• State Highway 2, Tauranga to Katikati, northbound lane, closed for 22 hours• State Highway 36, Tauranga to Ngongotaha, closed for 22 hours. <p>There were also multiple lane closures across the Auckland motorway network during this time.</p> <p>10 May 2023</p> <p>As the weather moved down the North Island, further road closures were required:</p> <ul style="list-style-type: none">• State Highway, Maniatutu, closed due to flooding for 5 hours• State Highway 3, Awakino Gorge, closed due to slips for 50 hours, reopening under temporary speed restrictions and traffic management. <p>11 May 2023</p> <ul style="list-style-type: none">• State Highway 3, at Midhirst, was closed for 7 hours due to a serious crash involving a logging truck and ambulance, local detours were available.• State Highway 27, at Tirau, was closed for 9 hours due to a serious crash. Alternate routes were available.• State Highway 7, Lewis Pass, was closed for 4 hours overnight due to a short sharp snow fall. |



| TITLE | UPDATE |
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| | <ul style="list-style-type: none">• Snow also closed State Highway 1, Desert Road, and State Highway 46, between Rangipo and Tangariro, for 3 hours.• State Highway 5, at Ngongotaha, closed due to a slip for 8 hours. |

Proactively Released

7. REGIONAL UPDATES

| REGIONAL AREA | UPDATE |
|---|--|
| Waikato/Bay of Plenty  | Tauriko West Enabling Works <p>Waka Kotahi is leading the delivery of the Tauriko West Enabling Works, which unlocks growth on State Highway 29 in Tauranga. A public meeting has been called for 23 May 2023 by Western Bay of Plenty District Councillor, Margaret Murray-Benge, and will be attended by Simeon Brown MP.</p> <p>Waka Kotahi has declined to attend this meeting, primarily because these types of public forums have proven to be ineffective at gathering and disseminating information and for health, safety and wellbeing reasons. However, we have regular engagement with stakeholders and the community, including regular updates provided in person and in writing to affected councils, including Western Bay of Plenty District Council.</p> <p>The project is currently in the procurement phase and Resource Management Act 1991 approvals are being processed by Tauranga City Council.</p> |
| Wellington/Top of South  | Peka Peka to Ōtaki (PP2Ō) Expressway shared path <p>The Peka Peka to Ōtaki shared path opened on 13 May 2023, which marks one of the final milestones for the wider PP2Ō Expressway project. The 10 kilometre-long shared path for walking and cycling includes sections of bridleway for people to ride horses in the area.</p> <p>The shared path will contribute to safe and healthy communities in the Kāpiti Coast, by providing more options to move between the towns in the district. It joins local pathways, and the Mackays to Peka Peka shared path, which was delivered as part of the first stage of the Kāpiti Expressway.</p> <p>On the opening day, close to 250 people rode the return trip from Peka Peka to Ōtaki, with another 150 venturing out and back from Ōtaki to explore the new paths to the sculpture and Ōtaki River Bridge.</p> <p>More information about the opening can be found in the media release at: https://www.nzta.govt.nz/media-releases/peka-peka-to-otaki-expressway-shared-path-opens/</p> |

8. MEDIA UPDATES

| REGIONAL AREA | UPDATE |
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| Auckland/Northland  | Works on State Highway 20A, Killington footbridge <p>A media release will be sent out early in the week ending 26 May 2023 to advise of overnight works to the Killington Crescent footbridge. The team will be installing safety screens on the footbridge to improve safety for pedestrians and cyclists who use the bridge, and motorists travelling under the bridge on State Highway 20A. This will involve a motorway closure (for traffic heading to and from Auckland Airport).</p> NZ Herald Focus visit to ATOC <p>A media visit to the Auckland Traffic Operation Centre office will take place on 23 May 2023. This will include a tour of the operations centre and an on-screen interview to show how the team reacts in real time to disruptions on the network.</p> NZ Herald site visit to Mangamuka Gorge <p>A media site visit took place on 17 June 2023. A three-page spread will run in the Northland Age and Northern Advocate on 23 May 2023 on the progress being made at the Mangamuka Gorge. It will cover the resilience of the route, alternative routes, and the local job opportunities it will bring.</p> Te Tai Tokerau community-led Driver Licensing Programme <p>A story has been pitched to One News on achieving 1,000 graduates through the community-led Driver Licensing Programme across Northland and Tairāwhiti. An interview with Waka Kotahi and a community provider has been offered. Coverage is expected during the week ending 26 May 2023.</p> |
| Waikato/Bay of Plenty  | Takitimu North Link Stage Two <p>A media statement is planned for release during the week ending 26 May 2023 to publicise the opportunity for the community to view the draft alignment for Takitimu North Link Stage Two as part of the route protection process.</p> State Highway 23 repairs <p>A media statement is planned for release during the week ending 26 May 2023 to celebrate the final completion of repairs to State Highway 23 – the road to Raglan.</p> |

REGIONAL AREA

UPDATE

Bay Link, Tauranga

A media statement is planned for release during the week ending 26 May 2023 to explain upcoming traffic switches for the Bay Link project in Tauranga.

Central North Island



State Highway 2 to open 24/7

A media statement is planned for release during the week ending 26 May 2023 to announce the re-opening of State Highway 2 to 24/7 traffic, effective from 29 May 2023.



Hawkes Bay roading update

A media statement is planned for release during the week ending 26 May 2023, combined with a progress update on the region's state highways, and information on work which will continue through the winter months.

Hikurangi Bailey bridge

A media statement is tentatively planned for release later in the week ending 26 May 2023, when the bridge deck is expected to be launched onto piers.

9. STATE HIGHWAY CLOSURES

| REGIONAL AREA | UPDATE |
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| Auckland/Northland  | State Highway 1, Mangamuka Gorge Due to multiple large slips and dropouts, State Highway 1 is closed between Kitchen Road and Makene Road, through the Mangamuka Gorge. An alternative route is offered via State Highway 10 until further notice. |
| Waikato/Bay of Plenty  | State Highway 25A, Kopu to Hikuai Due to full road collapse at a large washout location, the road between Kopu and Hikuai is closed until further notice. |

11. ROAD DEATH UPDATE – WEDNESDAY 10 MAY 2023 TO TUESDAY 16 MAY 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 |
| [Redacted] | [Redacted] South Waikato | 100 | 80 | Yes | Low Medium Rural Residential | Wet Pole | [Redacted] Driver | Full Current | Yes | Car | 1*UCSR | Fuel Transporter Truck |
| | [Redacted] Auckland | 50 | 50 | No | Medium High Urban Residential | Dry None | [Redacted] Passenger | Not Applicable for Passenger | No | Car | 3*UCSR | Car |
| | [Redacted] Waikato | 100 | 80 | No | Medium Rural Residential | Dry Ditch, Culvert | [Redacted] Driver | Restricted Current | Yes | Car | 2*VSRR | None |
| | [Redacted] Waikato | 100 | 80 | Yes | Medium Rural Residential | Dry None | [Redacted] Cyclist | Not Applicable for Cyclist | No | Bicycle | Not Applicable for Bicycle | Utility |
| | [Redacted] Upper Hutt | No info on Mega Map | No info on Mega Map | No | No info on Mega Map | Wet Ditch | [Redacted] Motorcyclist | Unknown at time of writing report | Yes | Quad Bike | Not Applicable for Quad Bike | None |
| Redacted under s9(2)(a) of the OIA | | | | | | | | | | | | |

| 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 |
| Redacted under s9(2)(a) of the OIA | | 70 | 50 | Yes | Low | Dry None | Motorcyclist | Never licensed | Yes | Motorcycle | Not Applicable for Motorcycle | Car |
| | Whangarei | | | | Urban Residential | | | | | | | |

About the information:

Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 17/05/2023

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 – Low Emission Vehicle (LEV) Programme update

Clean Car Standard (CCS) Release 7 is on track for 1 June 2023. Release 7 is the legislated functionality for Pay As You Go (PAYG) importers to offset or pay charges, transfer CO2 credits between importers, invoice PAYG balances and provide a publicly available record of account holders.

- The technology solution is undergoing thorough end to end testing, including a ‘Bug Bash’ on 19 May 2023, where most of the programme will spend four hours stress testing the payments processing and CO2 gigametre/kilometre credit transfer system. Initial testing indicates that it is working well.
- Work to prepare importers continues. In the last month, over 1000 calls have been made to importers, which represents around 80 percent of the total targeted, and 400 proactive emails have been sent. Industry media publications are running stories on the quality of the Waka Kotahi/industry relationship and highlighting the 1 June changes, training webinars commence on 16 May 2023, the new website structure is live, and internal and external business readiness assessments have commenced.

On 16 May 2023, the programme will seek Steering Committee approval for funding to operate through to 31 October 2023, so as to complete technology design and implementation, and operating model implementation, and with a view to close the programme at the end of October 2023.

Anti-Money Laundering (AML)

Meeting the requirements of AML legislation compliance has been complex, challenging and comprehensive. It includes extensive legal and expert advice, developing a compliance plan, building new capability, training, and vetting, and partnering with an all of government (AoG) provider to verify importers by 1 June 2023 so that they can transfer CO2 credits and reduce their charges. All Waka Kotahi requirements are largely built or met, with one internal security compliance issue remaining. On 16 May 2023, the Steering Committee endorsed an alternate path, which is being implemented to ensure verification can commence on 22 May 2023. In parallel, an AML exemption is being requested.

Clean Car Standard Release 8 is on track for late June 2023.

The 1 July 2023 Clean Car Discount (CCD) changes are on track. Because of the close timing with 1 June go-live, there is a risk of importer confusion; this is being proactively addressed through communications and industry engagement.

Operational Delivery insights

The graphs show the cumulative change of CO2 credits and charges from 1 January to 15 May 2023

- Graph 1: The total across both Pay as You Go and Fleet Average Accounts
- Graph 2: Pay as You Go accounts only, broken into new and used vehicles

