

Waka Kotahi NZ Transport Agency's site at Fieldays 2023 in partnership with NZ Police, ACC, WorkSafe, Auckland Transport and Te Manatū Waka Ministry of Transport

WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 16 June 2023

#333

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

REFERENCE	TITLE	DUE DATE
Minister McAnulty		
MINO-787	Waka Kotahi comments on New Zealand's energy transition discussion documents	COMPLETED
BRI-2772	State Highway Papakura to Drury (Stage 1A) – Park Estate Bridge Completion Event	COMPLETED
MIN-4225	Moana Chief site tour in Auckland	COMPLETED
MINO-793	Information ahead of FED/RUC discount coming to an end	COMPLETED
MINO-792	Feedback on consultation regarding the Recovery Funding Framework	COMPLETED
MIN-4227	Update on BRI-2784 Interim State Highway Speed Management Plan	Week ending 15 June 2023
BRI-2788	Impact of Cyclone Gabrielle on Median Barrier acceleration programme	16 June 2023
BRI-2790	Rail Regulatory Risk Framework	16 June 2023
BRI-2803	State Highway 1 Tinwald Corridor Improvements blessing and sod turning event	16 June 2023
MIN-4176	Follow up on the MINO-694 regarding State Highway 2 Safety Improvements	16 June 2023
MIN-4234	Monthly Bus Driver Update – June 2023	Week ending 22 June 2023
MIN-4194	Urban Mobility update	Week ending 6 July 2023
MIN-4228	Meeting with Minister Woods regarding Large Scale Projects and Future Development Strategy	Week ending 6 July 2023
MIN-4224	Waiheke meeting with Cath Handley	Week ending 13 July 2023

MIN-4126	Indicative numbers of deaths and serious injuries for 2022 – MIN-3887 follow-up	Week ending 10 August 2023
Minister Allan		
BRI-2796	New Zealand Automobile Association meeting briefing	Week ending 16 June 2023
MINO-778	Flooding on State Highway 30 between Lakes Rotoehu and Rotomā	COMPLETED

Proactively Released

2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
-		-

3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
-	-

4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
-	-

5. KEY UPDATES

TITLE	UPDATE
Urban Mobility Update – Streets for People Engagement	<p>The Streets for People programme 2021-24 is supporting councils to partner with their communities to evolve their streets together and create people friendly spaces.</p> <p>On 13 June 2023, Nelson City Council held the final co-design workshop with key stakeholders of their Railway Reserve to Waimea Road active travel link project. The project aims to reallocate road space to extend an existing corridor for people walking and cycling between the Nelson South section of the Railway Reserve and Waimea Road. Feedback from these co-design sessions is being fed into the design of the project and will be communicated to the wider community in advance of construction, scheduled to take place later this year.</p> <p>On 29 June 2023, Auckland Transport will hold its third co-design workshop with local schools and community groups in Kelston. The project team have been working with the community to understand current safety issues and future aspirations for streets around a cluster of five Kelston schools, including a deaf education centre. The project aims to develop on and off-street interventions that will enable and encourage people to walk, cycle or scoot to and from school safely. In the session, they will discuss possible design options based on the feedback they have already received in earlier sessions. Wider community engagement on the design will take place closer to the implementation of the trial scheme in October 2023.</p>
Drive Campaign	<p>In the coming weeks, we are running a new campaign encouraging young people to use the Drive programme to learn how to become safe, skilled, and licensed young drivers. Young people are over-represented in deaths and serious injuries on New Zealand roads. From 2018 to 2021, over 2,400 young people aged 16 to 24 were killed or seriously injured on our roads.</p> <p>The Drive programme, a joint initiative between Waka Kotahi and the Accident Compensation Corporation (ACC), is a free education tool that provides learning aides covering the full learning to drive spectrum. There are three parts to the Drive programme:</p> <ul style="list-style-type: none"> • The drive.govt.nz website, which provides valuable information for the full 'learn-to-drive' journey. The website is the interactive Road Code for pre-learners. • The Drive Go application for the 'in-car' experience. It facilitates a constructive driving lesson through lesson planning and encouraging feedback. It helps learner drivers to develop their skills as they get ready for the restricted test.

TITLE

UPDATE

- The Drive Community Toolkit, which is a resource for community driving educators. The Toolkit provides best practice supplies and support for people teaching local young people to drive.

The purpose of the campaign is to increase awareness of the Drive programme with our target audience of 16 to 24-year-olds and direct them to the website to begin using the tool. Given the audience, this is a social and digital led campaign using channels such as Tik Tok, Facebook, Instagram, Snapchat, YouTube, the Student Job Search website and billboards in school and university campuses. The concept combines two popular Tik Tok trends, quizzes and on the street videos. It's called *'So you think you can drive?'* and it follows Theo Shakes (a New Zealand actor, filmmaker, and influencer) as a gameshow host, interviewing people on the street about driving.

Waka Kotahi worked with ACC to develop this campaign. The campaign has also been assessed against the Te Kawa Mataaho Public Service Commission supplementary guidance for public service agencies.

Praise from social media



Our Cyclone Gabrielle communications continue to receive praise, in particular our work on social media. Last week on LinkedIn social media commentator Seamus Boyer used our Cyclone Gabrielle response and recovery communications as a case study for best-practice public sector social media, calling our work a "masterclass" with a "very clear strategy to be relentless in showing progress, backed up by a commitment to let their frontline teams be the face of that progress. And the engagement has been immense."

Overall, across Facebook, LinkedIn, Instagram, and TikTok, our Cyclone Gabrielle posts reached people 13.2 million times, had 196,000 likes, 9384 comments, and were shared 26,600 times.

6. GENERAL UPDATES

TITLE	UPDATE
Network Road Closures due to Weather Events and Crashes between 5 June to the 11 June 2023	6 June 2023 State Highway 59 was closed between Pukerua Bay and Paekakariki for 4 hours due to a serious crash. An alternate route was available.
	7 June 2023 State Highway 20, at the Cavendish Drive onramp (Wiri), was closed for 7 hours due to a crash. Detours were available.
	9 June 2023 State Highway 1 was closed at Mata (between Whangarei and Brynderwyn) for 6 hours due to a fatal crash. Detours were available.
	10 June 2023 State Highway 8, between Lake Tekapo and Omarama, was closed for 15 hours due to icy conditions. No detour was available.

7. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	State Highway 10 Marae Safety Solution <p>A variable speed limit safety solution will shortly be installed on State Highway 10, outside Mahimaru and Kareponia marae. Waka Kotahi has worked with iwi and hapū partners over several years to develop a solution to the safety issues the community faces. The process for developing this solution has been complex due to the legal requirements and technology involved. This is the first time a safety solution such as this has been developed with iwi and hapū partners and the response has been positive with a lot of support from the community.</p> <p>Mahimaru and Kareponia marae will both have a 60km/h variable speed limit area to ensure the safe entry and exit of vehicles into their marae. Kareponia marae will also have a 30km/h variable speed limit area encompassing both Kareponia marae and Komako urupā to keep iwi safe as they walk along the state highway during tangi. The new speed limits will be effective from 31 July 2023.</p>
Waikato/Bay of Plenty 	State Highway 25 Speed Limits <p>Following the closure of State Highway 25A on 27 January 2023, we have had various queries from the public regarding the possibility of lowering speed limits on State Highway 25. We have had similar requests in the past, especially regarding townships located on a state highway or outside schools/kura. We have reviewed our ability to make these changes on a temporary basis and have had confirmation that we are legally able to do this.</p> <p>A safety engineer has completed a review of the entire Coromandel Peninsula state highway network, including State Highway 26, Kopu to Paeroa, and State Highway 2, Karangahake Gorge. The report suggests lowering the speed limit at several locations, predominantly along the western coast of the Peninsula, which has seen increases in traffic following the closure of State Highway 25A. We are proposing that the majority of the speed limit changes will see the current speed limit temporarily reduced to 60 kilometres per hour or less. This will be in place while State Highway 25A is closed.</p> <p>We are working with our Network Outcomes Contractor to ensure that they are ready to implement the required signage as soon as the proposal is endorsed. At this stage, we expect that the temporary speed limit signage will be implemented from early July 2023. Following endorsement, we will inform the community of these changes ahead of implementation.</p>

Central North Island



State Highway 51, Napier to Hastings

The contractor is making great progress on Stage 1 of the State Highway 51 Ellison Street to Tutaekuri Bridge project, with the first section of flexible barrier being installed on State Highway 51 between Napier and Hastings. This project is part of the Safety and Infrastructure Programme (SIP).

The project includes the installation of flexible side barrier, flexible median barrier, intersection improvements, and a new roundabout at the Awatoto Road/State Highway 51 intersection to make this section of the corridor safer.

The work is being delicately managed in conjunction with the Cyclone recovery and in partnership with Ngāti Parau (mana whenua and kaitiaki of the area) and is due for completion in March 2025.



State Highway 1/3, Bulls to Sanson safety improvements

Waka Kotahi has begun construction on the new roundabout at the Pukenui Road turn-off to the Royal New Zealand Air Force Base Ohakea, on State Highway 1/3, between Sanson and Bulls. We are also building a shared user path for pedestrians and cyclists between Ohakea and the Bulls Bridge. This project will make this busy stretch of road safer for everyone who uses it.

Traffic management is in place as construction begins on two temporary roads and a temporary roundabout, which is being built around the construction site. Traffic is expected to be moved onto the temporary route in late July 2023 to allow for the construction

of the new permanent roundabout and shared user path. The project is jointly funded with the New Zealand Defence Force.



Wellington/Top of South

Peka Peka to Ōtaki Expressway

Contract completion was issued to Fletcher Construction for the Peka Peka to Ōtaki Expressway project on 31 May 2023. This included receipt of contract documentation (such as the asset owner's manual, as-built drawings, and Road Asset Maintenance Management data) from the contractor, as well as Fletchers closing out consents and other completion requirements.

We are now working with the Wellington Transport Alliance team who will be responsible for road maintenance going forward.

There is still some ongoing heritage restoration work for the Smíšek Kilns and Clifden Cottage to complete and the contractor is also responsible for addressing any minor omissions and snagging items (minor defects that require remedy) during the 'Defects Liability Period'.

Rest of the South

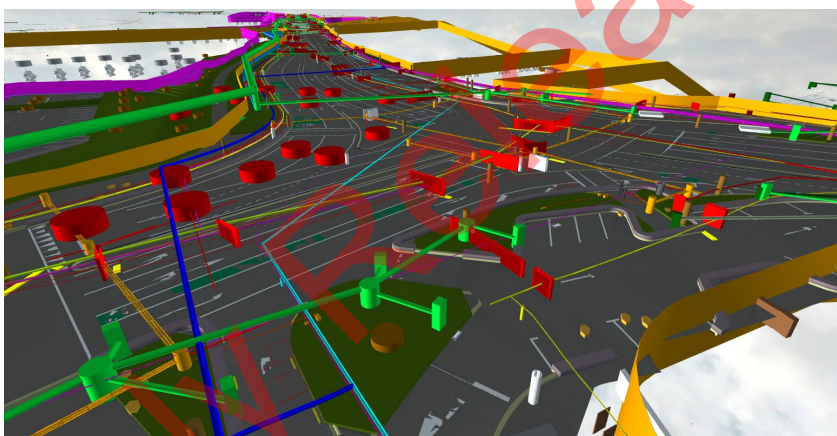
New Zealand Upgrade Programme Queenstown Package update

Kā Huanui a Tahunā, the alliance Waka Kotahi established in partnership with the Queenstown Lakes District Council, together with delivery partners Fulton Hogan, Beca, WSP and Downer, are progressing the detailed design and pricing of the delivery proposal.





This month will also see the formal hearings of submissions to the two primary notices of requirement for both the State Highway 6/State Highway 6A intersection and the bus hub development works in Frankton.

In design, new Building Information Modelling (BIM) technologies are being used to their fullest extent to better enable merging of the various design packages, identification of clashes both between design packages and across existing and new utilities, as well as providing 3D visualisations. This greatly enhances the ability to design to remove potential for clashes and is expected to avoid costly delay and rework costs in construction.



8. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
<div>Auckland/Northland</div> <div></div>	<div>State Highway 1, Mangamuka Gorge</div> <div>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.</div>
<div>Waikato/Bay of Plenty</div> <div></div>	<div>State Highway 25A, Kopu to Hikuai</div> <div>Due to full road collapse at a large washout location, the road between Kopu and Hikuai is closed until further notice.</div>

9. CABINET PAPER FOR INPUT

s 9(2)(g)(i)

Proactively Released

Proactively Released

10. ROAD DEATH UPDATE – WEDNESDAY 7 JUNE 2023 TO TUESDAY 13 JUNE 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
s 9(2)(a)	s 9(2)(a) Waimate	N/A	N/A	No	No info on Mega Map	Wet Log	s 9(2)(a) Motorcyclist	Restricted Current	No	Quad Bike	Not Applicable for Quad Bike	None
	s 9(2)(a) Palmerston North	70	80	Yes	Medium Commercial Big Box/Industrial	Dry None	s 9(2)(a) Cyclist	Not Applicable for Cyclist	Yes	Bicycle	Not Applicable for Bicycle	SUV
	s 9(2)(a) Auckland	50	30	No	Medium Commercial Big Box/Industrial	Dry None	s 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Pedestrian	Not applicable for pedestrian	Utility
	s 9(2)(a) Christchurch	50	50	No	Low Urban Fringe	Dry None	s 9(2)(a) Passenger	Not Applicable for Passenger	No	SUV	5*VSRR	None
	s 9(2)(a) Whangarei	100	80	Yes	Medium Rural Residential	Dry None	s 9(2)(a) Passenger	Not Applicable for Passenger	Yes	Car	5*VSRR	Utility

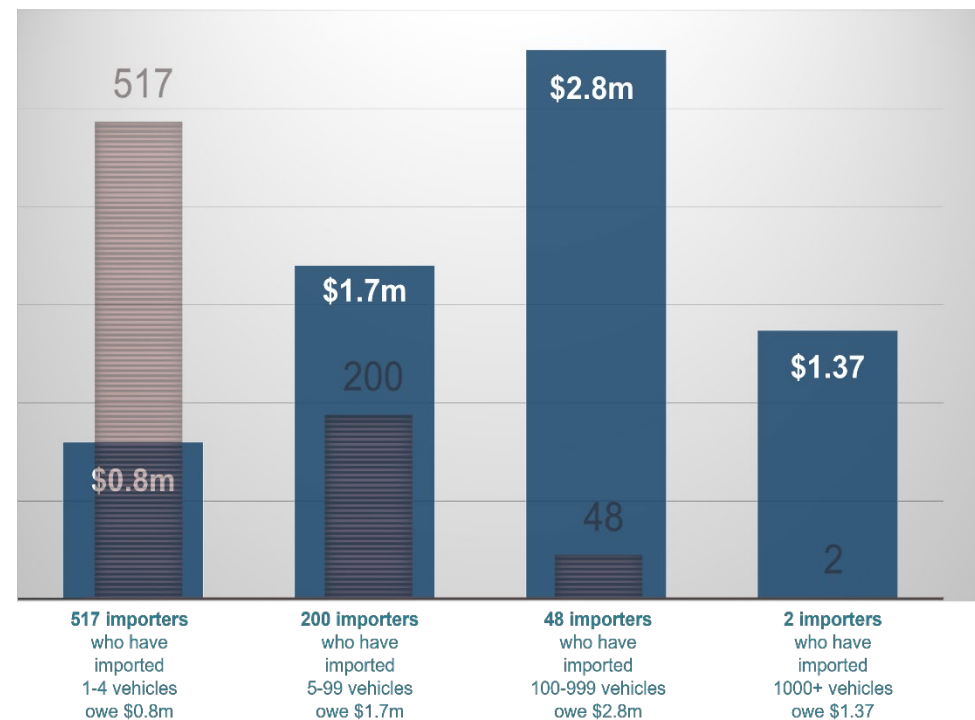
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s 9(2)(a)	s 9(2)(a) Manukau	50	50	No	Medium Urban Residential	Dry None	s 9(2)(a) cyclist	Unknown	No	Motorcycle	Not Applicable for Motorcycle	Car
	s 9(2)(a) Whangarei	50	40	Yes	Low Medium Urban Residential	Dry None	s 9(2)(a) Driver	Full Current	Yes	Car	1*VSRR	SUV
	s 9(2)(a) Auckland	60	60	No	High Rural Residential	Dry Pole, Ditch	s 9(2)(a) Passenger	Not Applicable for Passenger	Yes	Car	4*VSRR	None
	s 9(2)(a) Horowhenua	50	40	No	Medium Urban Residential	Dry Traffic Island	s 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Car	5*VSRR	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 14/06/2023.
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.

Low Emissions Vehicles (LEV): Update 14 June 2023

Since go live on Thursday 1 June, the Clean Car Standard (CCS) payments system is performing well.

- A few minor system bugs (not unexpected for a system go-live of this scale) have been identified and are being fixed with little to no impact to importers.
- **On 1 June**, \$13.1 million of charges were due for payment across 1,182 CO2 new and used vehicle accounts. This includes accounts that were in a charge position and those in a credit position but had some charges to pay.
- **Since 1 June:**
 - 34 percent of the 1,182 CO2 accounts have fully cleared their charge position
 - \$6.3million (48%) of the \$13.1 million charges have been settled
 - 55 accounts have traded 43,000 CO2 credits.
- Anti-Money Laundering verification is progressing well with over 50 percent of accounts verified and the remainder are yet to send in the required verification information.
- Industry remains supportive and engaged and call centre volumes are normal.



Around \$6.8m remains to be settled.

- As illustrated in the graph above, a large number of importers (517) only imported 1 to 4 vehicles and collectively have \$800,000 of charges, while a small number of importers (50) have imported more than 100 vehicles, owe \$4.17 million.
- On 22 June 2023, the CCS team will automatically offset any credits in these accounts against the charges, to reduce the charge balances.
- As importers are currently trading a large amount of CO2 credits, it is expected that the graph will significantly change after 22 June 2023.

The Programme is now focussing on:

- technology development for Releases 8 to 10 in July to October
- high level design and implementation of the final operating model within Waka Kotahi
- CCD changes for 1 July 2023, which are progressing well and are on track.

Change in Programme leadership

- The current Programme Director (David Strong) has commenced in a new role in Waka Kotahi as the Business Sponsor of three strategic programmes: LEV, the Safety Camera System and the Commercial Vehicle System.
- David will Chair the first two Steering Groups and be a member on the third.
- David will retain close oversight of LEV and hand over programme leadership over the next fortnight.