

Ara Tūhono – Pūhoi to Warkworth is now open

WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 23 June 2023

#334

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

REFERENCE	TITLE	DUE DATE
Minister Parker		
MIN-4240	Road Safety Partnership Programme – Minister’s Third Quarter Report Review	23 June 2023
BRI-2806	s 9(2)(f)(iv)	Week ending 29 June 2023
BRI-2807	s 9(2)(f)(iv)	Week ending 29 June 2023
BRI-2812	Driver Licence Improvement Programme (DLIP) Business Case	Week ending 6 July 2023
MIN-4227	Update on BRI-2784 Interim State Highway Speed Management Plan	TBC
BRI-2790	Rail Regulatory Risk Framework	TBC
Minister Allan		
BRI-2813	East Coast Recovery Partnership Announcement	Week ending 6 July 2023

2. KEY UPDATES

TITLE	UPDATE
Payment issues impacting the online driver licensing booking system	<p>From 15 to 19 June 2023, Waka Kotahi NZ Transport Agency experienced system issues with the collection of payments from customers booking a practical driver licence test online – it is understood that 2,212 customers were impacted. We are actively contacting those who need to reschedule their practical test due to the online system issues.</p> <p>A post incident report will be completed to understand why the issue was not identified at the point of system failure.</p>
<div>s 6(c)</div>	<div>s 6(c)</div>
Urban Mobility – Streets for People update	<p>Colourful street art, lower speed limits and safer ways to cross the road could help make east Christchurch streets safer and provide better, more environmentally friendly travel outcomes for young people.</p> <p>These solutions were put forward during the week ending 16 June 2023 by a group of engaged and creative students who came together as part of the Aranui Connections Project – a Christchurch City Council initiative funded by the Streets for People Programme. Over two days, a group of students discussed safety issues on their routes to and from school and brainstormed creative solutions to address those challenges.</p> <p>The students said issues included too-wide streets, too-narrow footpaths and dangerous drivers using the “<i>streets as a</i></p>

TITLE

UPDATE

racetrack". Their ideas will inform changes to contribute to safer, more connected streets and to achieve better travel outcomes for everyone.

Median Barrier Acceleration Programme

Cyclone Gabrielle has impacted an estimated 40 percent of the median barrier acceleration programme, and we are facing shortages of crews and/or site damage across many areas in the North Island. Subsequently, we have needed to revise the 220-kilometre target for retrofitted median barrier installation for this National Land Transport Programme (2021-2024) period.

To date, we have completed 105 kilometres of retrofitted median barrier and have approximately 40 kilometres underway. We have identified areas that we can pivot to in the lower South Island and continue to over programme (with 180 kilometres in the forecast list) so that we can allow for changes. We conservatively estimate that we will deliver a total of 170 kilometres by the end of June 2024. By region, the forecast lengths are:

Region	Length
Auckland / Northland	3 kilometres
Waikato / Bay of Plenty	36 kilometres
Central North Island	23 kilometres
Wellington / Top of the South	14 kilometres
Rest of the South Island	29 kilometres
Total (incl over programming)	180 kilometres

3. GENERAL UPDATES

TITLE	UPDATE
Network Road Closures due to Weather Events and Crashes between 12 –18 June 2023	13 June 2023 State Highway 1 was closed between Rangitata and Orari for four hours due to a serious crash. Detours were in place.
	17 June 2023 State Highway 8 was closed between Clarksville and Waitahuna for five hours due to a serious crash. No detour was available.
	18 June 2023 State Highway 1 was closed at Sefton (between Waikuku and Leithfield) for seven hours due to a fatal crash. Detours were in place.

4. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	State Highway 1 Papakura to Drury project update <p>In the early morning of 15 June 2023, at the Drury Interchange, the project team began lifting in the first of ten large steel girders that will form the decks of two of the three replacement motorway bridges being built across the North Island Main Trunk railway lines.</p> <p>The 46 metre steel girders weigh up to 75 tonnes each and require the use of a large 600 tonne crawler crane to lift them in at night (one per night), while both the railway and the adjacent southbound motorway lanes are closed. The ten girder lifts will be completed by the end of June 2023, and a further two girders will be installed for the third replacement bridge in August 2023.</p>  <p>The week ending 16 June 2023 was also busy for other parts of the project:</p> <ul style="list-style-type: none">• Notices of Requirement and resource consent applications were approved for Stage 1B2 of the project under the COVID-19 Recovery (Fast-track Consenting) Act.• Tender documents were issued for the main Stage 1B1 construction contract.• A dawn blessing was held with our mana whenua partners to mark the completion of the Park Estate Road bridge (Stage 1A). Works on the road either side of the bridge will be completed by the end of the month.• A successful community information day was held at Drury and was also attended by other teams working on projects in the Drury area from Waka Kotahi, KiwiRail and Te Tupu

Ngātahi Supporting Growth. It was the project's biggest and busiest event yet and attracted 155 members of the community who came to learn about all the projects on display.

Waikato/Bay of Plenty



Tauriko Network Connections / State Highway 29 and State Highway 29A Detailed Business Case (DBC)

The Tauriko Network Connections DBC, which looks at long-term transport upgrades to State Highway 29, State Highway 29A and State Highway 36 in the Tauriko area, is scheduled to go to the Waka Kotahi Board for endorsement in August 2023.

The final DBC recommends a new four lane state highway, which would be built alongside the existing State Highway 29, between the new Redwood Lane and Takitimu Drive interchanges, and significant improvements to State Highway 29A, including grade separation at the Barks Corner intersection on State Highway 29A. It also includes significant improvements for walking and cycling and high frequency public transport connections through the area to encourage people to use the bus, walk and cycle. It integrates into the wider transport network and key local road connections.

The key changes to the emerging preferred option (engaged on in mid-2022) affect the online upgrades to the State Highway 29A section between the proposed Takitimu Drive Toll Road and Barks Corner interchanges, and a reconfiguration of the Takitimu Drive Toll Road interchange to better align to desired outcomes and to respond to the natural landform.

The recommendation includes delivering the works in four stages, which will help deliver the programme in an efficient manner to maximise integration, minimise disruption, reduce re-work and cost, and ensure delivery of improvements is proportionate to the need at the time. The first three stages, including the State Highway 29A improvements, would occur immediately upon funding being secured, but the State Highway 29 offline new state highway would be delivered in the future, likely starting in 2041.

On 27 June 2023, Waka Kotahi will present the recommended option and the proposed staging to Bay of Plenty Regional Council (BOPRC), Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBOPDC) at a joint council public meeting for support and endorsement from those Councils. We understand that media will be invited to the event by the Councils. Landowners and stakeholders will receive communication ahead of the meeting.

This project is the TCC Commissioners' top priority as it unlocks further industrial and housing growth in the western corridor and provides reliable and safe access for freight to and from the Port of Tauranga. Commissioners continue to advocate for immediate

delivery of the full project, including the final offline State Highway 29 section. We expect Commissioners to use this as an opportunity to express their view that the full project is needed urgently. Communications are prepared to support the Waka Kotahi process.

Central North Island



Te Ahu a Turanga update

Pavement construction on the main alignment of Te Ahu a Turanga: Manawātū Tararua Highway has started during June 2023. Aggregate is now being laid and graded on completed earthworks sections, with about 450,000 tonnes of aggregate to be used over the next 18 months.



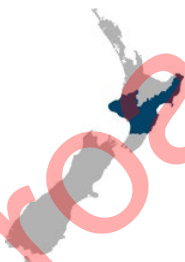
The transition into pavement construction has been made possible by the work of the earthworks teams, who have only 300,000 cubic metres of earth left to move from a project total of 6 million. This puts them on track to complete bulk earthworks in 2023.



5. MEDIA UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	State Highway 10 Awanui to Kaingaroa safety project A traffic bulletin will be sent out on 26 June 2023 to advise motorists of roadworks on State Highway 10, near Awanui, from 3 to 7 July 2023 between 8am and 6pm. This will allow our crews to install new variable speed limit signage outside a local marae. Safety camera installation in Auckland Following the recent announcement that additional safety cameras are being installed in Auckland, One News will be filming the installation of a new camera on 27 June 2023. An interview with Tara Macmillan, Waka Kotahi General Manager Regulatory Transformation, is also being organised.
Waikato/Bay of Plenty 	State Highway 25 speed review A media statement will be released during the week beginning 26 June 2023 on the outcome of the State Highway 25 speed review. Temporary speed reductions are proposed given the state of the network in the Coromandel. Waikato/Bay of Plenty – State Highway 25 under slip A media statement will be released during the week beginning 26 June 2023 to celebrate the completion of works at the Opoutere McBeths under slip site on State Highway 25, with the road due to reopen to full functionality.
Central North Island 	Hikuwai Bailey Bridge A media statement is planned for release during the week beginning 26 June 2023 to advise of traffic management or brief closures required to seal the approaches to the Hikuwai Bailey Bridge. State Highway 4 Whanganui to Raetihi A media statement is planned for release during the week beginning 26 June 2023 to advise of works getting underway to replace a culvert on State Highway 4.

6. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
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.
Central North Island 	State Highway 2, Matawai to Te Karaka Due to flooding, State Highway 2 is closed from Matawai to Te Karaka until further notice. No detour is available.

7. CABINET PAPER FOR INPUT

s 9(2)(g)(i)

Proactively Released

Proactively Released

8. ROAD DEATH UPDATE – WEDNESDAY 14 JUNE 2023 TO TUESDAY 20 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) Auckland	50	40	No	Medium Urban Residential	Dry None	s 9(2)(a) Motorcyclist	Wrong class Current	Yes	Motorcycle	Not Applicable for Motorcycle	Car
	s 9(2)(a) Far North	100	80	No	Medium High Rural Residential	Dry Tree	s 9(2)(a) Driver	Full Zero alcohol	No	Utility	2*UCSR	None
	s 9(2)(a) Waimakariri	100	60	No	Medium Rural Residential	Dry Pole	s 9(2)(a) Driver s 9(2)(a) Passenger	Full Current Not Applicable for Passenger	Yes Yes	Car	3*UCSR	Bus
	s 9(2)(a) Auckland	50	40	No	Medium Commercial Big Box/Industrial	Wet None	s 9(2)(a) Driver	Full Current	Yes	Car	4*VSRR	Car
	s 9(2)(a) Waimakariri	100	80	Yes	Low Medium Rural Residential	Wet None	s 9(2)(a) Driver s 9(2)(a) Passenger s 9(2)(a) Driver	Full Current Not Applicable for Passenger Full Current	Yes Yes Yes	Car SUV	5*VSRR 5*VSRR	SUV
	s 9(2)(a) Hastings	50	40	No	Medium Urban Residential	Dry None	s 9(2)(a) Driver	Unknown at the time of report	No	Car	1*VSRR	Car

About the information:

Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 21/06/2023.

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.

Proactively Released