

FIFA Women's World Cup 2023 ticket holders in the capital can travel to and from Wellington Regional Stadium for free on Metlink public transport.

# WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 21 July 2023

#338

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

REFERENCE	TITLE	DUE DATE
<b>Minister Parker</b>		
BRI-2808	Let's get Wellington Moving (LGWM) partners meeting 20 July 2023	COMPLETED
BRI-2818	Climate Emergency Response Fund (CERF) programme overview	COMPLETED
MIN-4263	Northwest Rapid Transit - Briefing given to Auckland Council's Transport and Infrastructure Committee	Week ending 20 July 2023
MIN-4265	Summary of the Pūhoi to Wellsford reports	Week ending 20 July 2023
BRI-2830	Clean Car Discount - Quarterly Update (April to June 2023)	21 July 2023
MIN-4262	Update on increasing volume of rail network in Auckland	Week ending 27 July 2023
MINO-823	Lines on Auckland Traffic Control Devices (road signs)	Week ending 27 July 2023
BRI-2807	s 9(2)(f)(iv)	Week ending 27 July 2023
MINO-823	Lines on Te Huia train ban	28 July 2023

## 2. KEY UPDATES

TITLE	UPDATE
<b>Interim State Highway Speed Management Plan 2023-24</b>	<p>The Interim State Highway Speed Management Plan 2023-24 was submitted to the Director of Land Transport for certification on 13 July 2023. We submitted three documents: the speed management plan itself, a high-level summary of the engagement process with our Treaty partners, key stakeholders and the community, and a detailed consultation summary outlining the feedback received for each proposal, along with our response.</p> <p>Next steps will be to prepare for the certification announcement, which we anticipate will take place between September and November 2023, depending on a number of factors.</p> <p>As part of the announcement, we intend to provide detailed responses to key stakeholders' submissions. We are also liaising with members of the trauma sector to ensure that their views on the impact of speeding are presented within content opportunities, demonstrating the positive impact speed limit changes have on reducing deaths and serious injuries.</p>
<b>Land Transport Regulatory Fees and Charges</b>	<p>You will receive a Cabinet paper this week from Te Manatū Waka Ministry of Transport. The Cabinet paper is seeking to authorise regulations to change land transport regulatory charges and fees. The Cabinet paper is due to go to the Cabinet Legislation Committee on 24 August 2023.</p> <p>The Cabinet Economic Development Committee approved changes to land transport regulatory charges and fees on 29 March 2023 (DEV-23-MIN-0038 refers). The 29 March 2023 Cabinet paper, and accompanying Cost Recovery Impact Statement, has now been released into the public domain (on 7 July 2023).</p> <p>Cabinet invited prior Minister of Transport Michael Wood to issue drafting instructions to the Parliamentary Counsel Office to give effect to the relevant recommendations. Transport officials have worked with Parliamentary Counsel Office to prepare the regulations that give effect to the new fees, charges and proposals specified in the approved Cost Recovery Impact Statement. The changes affect 176 services across the land transport system. Waka Kotahi has assisted with checking the resultant draft regulations.</p> <p>It is proposed that the regulations come into effect on 1 October 2023.</p>




**TITLE****UPDATE**

Implementing the new fees and charges smoothly will take longer than the 28 days between Gazetting the regulations and when they come into effect. Waka Kotahi transacts through agents in many cases. Waka Kotahi and those agents need to ready their price schedule and systems to gear up for the change. Waka Kotahi is proposing to provide agents with the confirmed commencement date of 1 October 2023 on 24 July 2023 so they may prepare. The agents will begin to run stocks of printed material down and commence their system changes to reflect the new rates.

### 3. GENERAL UPDATES

TITLE	UPDATE
<b>Network Road Closures due to Weather Events and Crashes between 9 July and 16 July 2023</b>	<b>10 July 2023</b> State Highway 12 at Opononi was closed for four hours due to a slip. Local detours were available.
	State Highway 56 at Ōpiki was closed for 20 hours due to flooding. Local detours were available.
	<b>13 July 2023</b> State Highway 18 Tauhinu Road off-ramp was closed for four hours due to a serious crash. Alternative routes were available.
	State Highway 1 in Bluff was closed for approximately 9.5 hours due to a fatal crash. No detour was available.
	<b>14 July 2023</b> State Highway 59 Whitford Brown Avenue off-ramp was closed for approximately 11 hours due to a crash involving traffic signals. Alternative routes were available.

## 4. REGIONAL UPDATES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>New Zealand Upgrade Programme (NZUP) Northland Package</b>  With the announcement of the \$270 million investment from the NZUP fund for safety improvements between Whangārei and Port Marsden Highway, Waka Kotahi senior officials met with Whangārei Council elected members and the Northland Regional Transport Committee to brief them on the safety project before hapū, stakeholder and community engagement commence at the end of July.  
<b>Central North Island</b> 	<b>State Highway 2 Wharerata resurfacing update</b>  As part of our Cyclone Gabrielle response programme, crews have been working on a stretch of State Highway 2 south of the Wharerata lookout to prepare the road with a foam bitumen treatment before it is sealed with new asphalt.  With forecast light rain, the work went ahead. However, heavy and persistent rainfall (approximately 150mm) over the weekend of 8 and 9 July covered the worksite in mud as the road was unsealed. Due to the conditions, there were reports of vehicles becoming stuck at the worksite. Contractor crews on site were quick to respond and remove vehicles. Lime was added to help dry the road surface. Crews remained on site to respond to any urgent need for works over the weekend of 15 and 16 July, and favourable conditions have helped to dry out the site. Work is now underway to chipseal the site, with the foam bitumen treatment planned for later in the year.



### State Highway 56 Longburn Village and Longburn to Palmerston North Speed review

Public consultation on proposed safer speed limits through Longburn Village and between Longburn and Palmerston North will run from 24 July to 21 August 2023. Waka Kotahi is proposing to reduce the current 70km/h speed limit through Longburn Village to 50km/h and the current 100km/h speed limit from Longburn to Palmerston North to 80km/h.

Engagement on speed limits on State Highway 56 between Palmerston North and Ōpiki undertaken last year showed significant support for lower speed limits on these stretches so we are progressing this speed review consultation ahead of development of the 2024-2027 speed management plan.

### Rest of the South



### State Highway 88 Dunedin-Port Chalmers Safety Improvements Project

The safety and convenience of an uninterrupted cycling route from Dunedin to Port Chalmers will be a reality in the next two months, when the five kilometre St Leonards to Port Chalmers shared path opens.

The \$50 million off-highway walking and cycling route project is an investment in safer infrastructure to support New Zealand's Road to Zero vision.

Dunedin's shared 'port to port' path linking Port Chalmers to Portobello on the opposite side of the Otago Harbour now has an official name: Te Aka Ōtākou, gifted by Kāi Tahu rakatira Tahu Potiki, for the entire port to port cycleway. Te Aka (the vine) refers to the winding path of the cycleway itself and Ōtākou (the harbour) as the central thing to cling to.

Te Rūnanga o Ōtākou also gifted names for each side of the harbour. The northern State Highway 88 trail will be known as Te Ara Moana (The Ocean Path), while the eastern Otago Peninsula trail is Te Awa Ōtākou (The Otago River). Te Ara Moana refers to the direction of the tide as it flows out of the harbour towards the ocean. Te Awa Ōtākou refers to the flow of the tide into the harbour and towards the city.




This completed section of path through St Leonards sits on a 970 metre-long retaining wall bringing the shared path to the same height as the highway, making it safer for people cross the road from the shared path to St Leonards. Work is underway installing a balustrade to protect people using the path from highway traffic, and a new roadside edge safety barrier will also be installed.





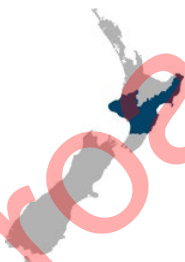
The path now looks largely complete, but works are continuing in all areas. All near-completed sections have structures within them, either retaining walls (for example, at St Leonards and Roseneath), bridges or the boardwalk. Once completed, all of these structures require checks to ensure that they are safe for public use. We are working through this process to ensure completion prior to the shared path's official opening in two months.



## 5. MEDIA UPDATES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>Mobile phone and seatbelt detection trial</b> A media statement is planned for release during the week beginning 24 July 2023 updating the results of the Waka Kotahi mobile phone and seatbelt detection trial in Auckland. The purpose of the trial has been to test the ability of safety cameras to accurately identify these offences. The trial showed that across the three test sites over the six-month trial period, one in 42 drivers (2.4 percent) were detected using mobile phones and one in 95 (1 percent) vehicles had occupants not wearing seatbelts. The total number of offences recorded over the full trial period was 242,959.
<b>Waikato/Bay of Plenty</b> 	<b>State Highway 30/33 Te Ngae Junction</b> A media statement will be issued during the week beginning 24 July 2023 announcing the lifting of three way stop/go restrictions weeks early at State Highway 30/33 Te Ngae Junction.  <b>State Highway 1/Hydro Road intersection</b> A media statement will be issued during the week beginning 24 July 2023 announcing the completion of construction of the turnaround bay at the intersection of State Highway 1 and Hydro Road, east of Cambridge, ahead of time.  <b>State Highway 25 speed limits</b> A media statement will be issued during the week beginning 24 July 2023 announcing temporary speed reductions around roadworks sites on State Highway 25 in the Coromandel.
<b>Central North Island</b> 	<b>State Highway 56 speed limit consultation</b> A media statement is planned for release on 24 July 2023 to announce consultation on a proposed speed limit reduction on a high-risk section of State Highway 56 heading through Longburn village and into Palmerston North.  <b>Hikurangi State Highway 35 re-opening</b> A media statement is planned for release on 27 July 2023 to announce the re-opening of the Hikurangi Bailey bridge after a 10 day closure to seal the approaches to the bridge and remove the 300 tonne crane used during construction.

## 6. 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, through the Mangamuka Gorge. An alternative route is offered via State Highway 10 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 between Kopu and Hikuai is closed until further notice.
<b>Central North Island</b> 	<b>State Highway 50 between Tikokino and Ongaonga</b> Due to flooding, State Highway 50 is closed between Tikokino Road and Bridge Street intersection until further notice.

## 7. ROAD DEATH UPDATE – WEDNESDAY 12 JULY 2023 TO TUESDAY 18 JULY 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 High Commercial Big Box/Industrial	Wet None	s 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Car	1*UCSR	None
	s 9(2)(a) Auckland	100	100	Yes	Low No Access	Dry Pole	s 9(2)(a) Motorcyclist	Unknown at the time of report	Yes	Motorcycle	Not Applicable for Motorcycle	None
	s 9(2)(a) Invercargill	100	80	Yes	Low Medium Remote Rural	Wet None	s 9(2)(a) Driver	Full Current	Unknown	Car	1*VSRR	Truck & Trailer
	s 9(2)(a) Whangarei	70	30	No	Medium Rural Residential	Dry Sight rail	s 9(2)(a) Driver	Full Current	No	Car	4*UCSR	None

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	100	100	Yes	Low Controlled Access	Wet Fence and Water Tank	s 9(2)(a) Driver	Unknown at the time of report	No	Car	3*UCSR	None
	s 9(2)(a) Ashburton	100	80	No	Medium Remote Rural	Dry Fence	s 9(2)(a) Driver	Overseas Current	Yes	Car	5*UCSR	Light Truck & Trailer

**About the information:**  
Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 20/07/2023  
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.