



Consultation has begun for Takitimu North Link Stage Two - Te Puna to Ōmokoroa

WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 7 July 2023

#336

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

REFERENCE	TITLE	DUE DATE
Minister Parker		
MINO-807	Cabinet Priorities Committee (CPC) Tracker Update	COMPLETED
MINO-808	The Emerging Preferred Option of Waitemata Harbour Crossing	COMPLETED
BRI-2812	Driver Licence Improvement Programme (DLIP) Business Case	COMPLETED
MIN-4249	National Ticketing Solution Monthly Report - June 2023	Week ending 6 July 2023
MIN-4255	Waitemata Harbour Connections Monthly Report - June 2023	Week ending 13 July 2023
BRI-2807	s 9(2)(f)(v)	Week ending 13 July 2023
MIN-4248	Update on Fullers360 Waiheke Ferry Service Exempt Status review	Week ending 13 July 2023
BRI-2817	National VKT reduction plan – completed plan for endorsement	Week ending 13 July 2023
BRI-2818	Climate Emergency Response Fund (CERF) programme overview	Week ending 13 July 2023
MIN-4253	Responses to concerns about the funding of Golden Mile and Thorndon Quay/Hutt Road projects	Week ending 13 July 2023
Minister Allan		
MINO-806	Papers on the East Coast Recovery Alliance	COMPLETED
BRI-2813	East Coast Recovery Partnership Announcement	COMPLETED

2. KEY UPDATES

TITLE	UPDATE
Drive to the conditions social campaign	<p>Drivers need to adjust their driving behaviour on wintery, wet, busy and dark roads as well as on damaged roads and through roadworks. A short campaign to make drivers more aware of how to drive to the conditions will be released this week. We will be active during holiday periods, over summer, through the road renewal season and when people head back to work.</p> <p>We will be prioritising messages to get ahead of the worst of the winter weather as outlined below.</p> <p>We all need to adjust our driving to suit different road conditions. When it's icy or snowy:</p> <ul style="list-style-type: none">• drive slower than normal – it only takes a split second to lose control in slippery conditions• avoid sudden braking or turning movements that could cause you to skid• accelerate smoothly and brake gently• drive at a safe following distance - double the two second rule to four seconds• when travelling in fog, rain or snow, drive with your lights dipped for increased visibility. <p>This campaign was developed in house and will be targeted at online channels, making this a cost-effective campaign.</p>



TITLE	UPDATE
Engagement on e-scooter declaration renewal decision	<p>During July and early August, Waka Kotahi NZ Transport Agency will seek public feedback on whether to renew the E-scooters (Declaration Not to be Motor Vehicles) Notice 2018, which expires on 30 September 2023. The declaration exempts e-scooters from being classified as motor vehicles under the Land Transport Act. This means e-scooter riders do not need to be licensed and e-scooters do not have to be registered. In practice, it also means that e-scooters can be ridden on footpath (as long as riders are considerate of other users, which is a requirement under the Road User Rules).</p> <p>When making the 2018 declaration, Waka Kotahi accepted and incorporated advice from Te Manatū Waka Ministry of Transport that the e-scooter declaration should include a sunset clause to enable time for the Accessible Streets regulatory package to be implemented. This package is currently awaiting final decisions from Cabinet, expected in 2024.</p> <p>In deciding whether to renew the e-scooter declaration notice or let it lapse, Waka Kotahi will consider the contribution of e-scooters to an effective, efficient, and safe land transport system, as well as the views of key stakeholders and the public. This will be through targeted engagement with stakeholders such as councils, e-scooter companies, disability and other advocacy groups, and an online public survey promoted via social media. The feedback period will run from 10 July until 7 August 2023.</p>
Change in approach to rail licence holder Ordinary Safety Assessments	<p>From August 2023, the Waka Kotahi Rail Safety Regulation team are changing how they conduct Ordinary Safety Assessments (OSAs) of rail licence holders. OSAs will now be conducted using the new Rail Regulatory Risk Framework (R3F) which supports standardised safety assessments, helping ensure consistency and fair treatment for all licensed rail participants. Use of the framework will allow us to identify areas that need the most regulatory attention, moving us forward from our previous one-size-fits-all rail regulatory approach, and leading to improved safety, efficiency and performance in the rail industry.</p> <p>All rail licence holders were advised on 3 July 2023 that R3F assessments will begin in August 2023 and how they should prepare for them. The licence holders will be invited to register for R3F assessment webinars being run by the Rail Safety Regulation team over the last two weeks of July to help them get ready. KiwiRail has been briefed separately. There have already been several presentations and discussions about R3F safety assessments at various national rail conferences and in our external rail publication, Signal. The Rail Safety Assessment pages on the Waka Kotahi website have been updated to include information about R3F. We are not planning any proactive media,</p>

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though the subject was covered in the June issue of Te Pae Kaa Kaa, our external regulatory newsletter.

Regulatory Fees & Funding

Submissions and feedback received during consultation on proposed changes to Waka Kotahi funding and fees in 2022 detailed support, opposition and suggested changes to the proposals. Data portals including CarJam made submissions opposing the proposed 19 cent flat fee per Motor Vehicle Register (MVR) request. The Driving Change Network submitted a response raising their concerns about proposed changes to driver licence fees and the impact they would have on the community they represent. All feedback was considered and summarised in the Cost Recovery Impact Statement, which informed the Cabinet decision in April 2023.

Since the Cabinet decision, CarJam continues to raise concerns about the 19 cent charge, citing the public need to identify stolen vehicles. s9(2)(g)(i)

Waka Kotahi continues to emphasise that it costs the agency money to ensure the integrity of MVR data and that these costs need to be recovered from the people who access it.

We have also received eight Written Parliamentary Questions (WPs) about removing driver licence resit fees and the impact this may have. We believe that the WPs have originated from the Driving Change Network s9(2)(g)(i)

proposal that was consulted on and later confirmed by Cabinet provides price certainty, and minimises financial barriers, by providing a set fee regardless of how many times an applicant sits the driver licence test. It is designed to keep people in the system until they pass and are safe to be on the road.

Coastal shipping update

Waka Kotahi has engaged four suppliers using the \$30 million of coastal shipping funding in the current National Land Transport Programme (NLTP). Largely, the suppliers are on track to deliver their contracted services within the 2021-24 NLTP period. However, one of the suppliers, MOVE Logistics, is experiencing delays in the build of its new vessel. This means that it is unlikely

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that the vessel will be in service by June 2024 as originally planned.

While the delay is unfortunate, we will not provide the final payment until the vessel is certified by Maritime NZ. This means even if the delivery is late, it will not impact on the coastal shipping budget for the next NLTP. The delay relates to hull optimisation to reduce fuel usage and increase speed, and delays in future-proofing the vessel's dual fuel engines so methanol can potentially be used as a cleaner fuel; meaning that we are confident the final design will be more efficient, cost-effective, and environmentally friendly than the previous design. Currently, the best-case scenario sees delivery in June 2024, and we continue to work with MOVE and Maritime NZ to mitigate the build delays and push towards guaranteed delivery within the current NLTP period.

Waka Kotahi Agreement with the National Transport Research Organisation

Waka Kotahi is entering into an Agreement with the National Transport Research Organisation (NTRO) as part of its functions to manage the New Zealand state highway system. NTRO, through its predecessor entity, the Australian Road Research Board (ARRB), was established in 1960. NTRO is the national leading research authority in Australia and has many strategic agreements with national roads research bodies globally, which contributes an international awareness to this Agreement.

Waka Kotahi recognises NTRO as the leading provider of road/rail-related research and innovation in Australasia. NTRO is the primary provider of the Austroads Partnership Research Program. NTRO exists for the benefit of its members and understands their core business. On this basis, NTRO is able to focus its research on delivering transport agency business outcomes.

The Agreement will be an important element of the overall strategy used by Waka Kotahi for meeting its statutory objective to allocate resources and to undertake its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system.

The Agreement specifically targets a commitment to use the latest engineering innovation and learnings from other state-level road controlling organisations to solely focus on operational improvement managing the New Zealand State Highway network. This Agreement will leverage NTRO's existing experience (including current and completed projects) and relationships with Australian State Transport Agencies for transfer and application to Waka Kotahi.

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Disputes Tribunal decision

A recently released Disputes Tribunal decision has decided in favour of the complainant. A motorist was awarded \$2,284.10 for damage caused to his car's tyres and rims after driving through a pothole on State Highway 1. The Referee in this case determined that Waka Kotahi had not proactively identified the location of the pothole and warned drivers. He stated that our reliance on reactively repairing potholes within certain timeframes was insufficient and did not adequately discharge our duty of care in this regard.

Waka Kotahi will aim to present stronger evidence of its proactive approach to dealing with potholes in any future hearings, and appropriate procedures in this area have been reinforced with contractors in the wake of this decision. Waka Kotahi has identified all sites around the country where winter conditions could lead to surface defects and contractors have been required to implement measures to prevent deterioration and undertake regular monitoring to ensure these sites can be managed through the winter months. These at-risk sites will be prioritised for repair at the start of the 2023/24 construction season (between October/November 2023 – April/May 2024).

Waka Kotahi receives a number of complaints each year related to vehicle damage. In most cases, where the complaint is determined to be legitimate, the relevant roading contractor is liable for the costs of the complaint. In the 2022/23 year, eight complaints have gone to the Disputes Tribunal. Three have been resolved outside the Tribunal process and four have been decided in favour of Waka Kotahi.

3. GENERAL UPDATES

TITLE	UPDATE
Network Road Closures due to Weather Events and Crashes between 26 June and 2 July 2023	26 June 2023 State Highway 35 was closed between Okitu and Ruatoria for 14 hours overnight due to a slip. No detour was available.
	27 June 2023 State Highway 1 was closed between Wellsford and Warkworth for 118 hours due to slips and rock falls. No detour was available. State Highway 35 was closed between Okitu and Ruatoria for 14 hours overnight due to a slip. No detour was available.
	28 June 2023 State Highway 3 was closed at Inglewood for 7.5hrs due to a fatal crash. A detour was available. State Highway 35 was closed between Okitu and Ruatoria for 14 hours overnight due to a slip. No detour was available. State Highway 1 Newlands Offramp, Ngauranga Gorge was closed for 4 hours due to a serious crash. An alternate route was available.
	1 July 2023 State Highway 94 was closed between Te Anau and Milford for 41 hours due to snow. No detour was available. State Highway 87 was closed between Kyeburn and Outram 45 hours due to heavy snow. No detour was available
	2 July 2023 State Highway 87 was closed between Kyeburn and Palmerston for 30hrs due to heavy snow. No detour was available. State Highway 1 was closed between Dunedin and Waitati for 31 hours due to snow. No detour was available.

TITLE	UPDATE
	State Highway 7 was closed between Hanmer Springs Turnoff and Springfield for 6 hours due to snow. No detour was available.
	State Highway 93 was closed between Clinton and Matura and for 26 hours due to snow and ice. No detour was available.
	State Highway 1 Desert Road was closed for 13.5 hours due to ice. No detour was available.

4. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	Dome Valley <p>State Highway 1, Dome Valley, was closed early morning 27 June 2023 due to a slip and again on 28 June 2023 due to further movement of an over slip. A decision was made to keep the road closed whilst a temporary fix could be installed. As this is a key freight route between Auckland and Whangarei, the decision to close was taken after considerable consultation and planning. It was also the first weekend of the school holidays, so the closure had the potential to seriously impact on travel.</p> <p>A temporary wall was constructed in a very short timeframe with our teams working around the clock to expedite the road opening. Posts were installed and concrete poured on 1 July 2023. The following day, beams, barriers and temporary traffic management were installed, and the road was reopened late on 2 July 2023. This was an excellent result made possible by great coordination of effort between Waka Kotahi staff and our contractor Fulton Hogan.</p> <div></div>

Wellington/Top of South





Let's Get Wellington Moving

On 29 June 2023, Wellington City Council approved their share of funding for the implementation of the Golden Mile Revitalisation (\$67.53 million) and the Thorndon Quay and Hutt Road Improvements (\$45.2 million), part of Let's Get Wellington Moving's Transitional Programme. These projects will help prepare the city for mass rapid transport and moving towards the overarching goal of moving more people with fewer vehicles, improve city and regional bus access, and making the central city more liveable and accessible to all. The remainder of implementation funding was approved by the Waka Kotahi Board on 6 July 2023.



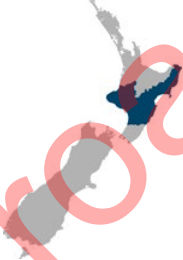
For the Golden Mile, early works commencing in September will include geotechnical assessments required to finalise design as well as the establishment of a new intersection design at the Kent, Cambridge Terrace and Courtenay Place intersection. This work will make the most of the opportunity to renew some essential water assets and the team is working closely with Wellington Water Limited to take advantage of this opportunity. Main works will start in 2024.

On the Thorndon Quay and Hutt Road project, Traffic Resolutions will be presented to Wellington City Council for Stage Two of the project (Thorndon Quay) in August 2023 for approval, prior to Stage Two construction starting in September. Further work on Stage Three (Hutt Road) depends on current property purchase negotiations, with construction anticipated to start in mid-2024.

5. MEDIA UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	Safety camera installation in Auckland <p>A media statement is tentatively planned for release during the week beginning 10 July 2023 to announce that warning notices will begin to be issued to drivers detected exceeding speed limits by new safety cameras recently installed in Auckland.</p> <p>Nine new safety cameras have been installed in Auckland since June 2023, in a partnership between Waka Kotahi, Auckland Transport and NZ Police. Warning notices will be issued for a period of time prior before infringement notices are issued to drivers.</p>
Central North Island 	East Coast Recovery Alliance agreement <p>A media statement will be released on 11 July 2023 following a Ministerial media event in Gisborne to mark the signing of the East Coast Recovery Alliance agreement.</p> <p>The Alliance is the collaborative design and delivery model for the recovery and rebuild of the state highway and rail network across Tairāwhiti and Te Matau a Māui (Hawke's Bay). This will see asset owners, Waka Kotahi and KiwiRail, and contracting organisations, Downer, Fulton Hogan and Higgins, work together to build a team that will manage design and physical works.</p>

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 50 between Tikokino and Ongaonga Due to flooding, State Highway 50 is closed between Tikokino Road and Bridge Street intersection until further notice.

7. CABINET PAPER FOR INPUT

s 9(2)(g)(i)

Proactively Released

Proactively Released

8. ROAD DEATH UPDATE – WEDNESDAY 21 JUNE 2023 TO TUESDAY 27 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) Hamilton	50	30	No	Medium High Commercial Big Box/Industrial	Wet Traffic Island, Traffic Sign	s 9(2)(a) Driver	Unknown at the time of report	Yes	Car	5*UCSR	Car
	s 9(2)(a) New Plymouth	100	80	Yes	Low Medium Rural Residential	Wet Fence, Ditch	s 9(2)(a) Driver	Full Current	Yes	SUV	5*ANCAP	Truck and Trailer
	s 9(2)(a) Gisborne	No info on Mega map	No info on Mega map	No	No info on Mega map	Unknown None	s 9(2)(a) Driver	Unknown at the time of report	No	SUV	4*UCSR	None
	s 9(2)(a) Auckland	80	80	No	Low Medium Urban Fringe	Dry Power Pole, Tree, Ditch	s 9(2)(a) Motorcyclist	Wrong class Current	Yes	Motorcycle	Not Applicable for Motorcycle	None
	s 9(2)(a) Auckland	100	60	No	Medium High Rural Residential	Unknown None	s 9(2)(a) Motorcyclist	Learner Current	No	Motorcycle	Not Applicable for Motorcycle	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) Kapiti Coast	80	80	Yes	Low Medium Urban Fringe	Wet None	s 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Car	2*UCSR	None
	s 9(2)(a) Hastings	50	40	No	Medium Urban Residential	Dry None	s 9(2)(a) Motorcyclist	Unknown at the time of report	Yes	Motorcycle	Not Applicable for Motorcycle	Car
	s 9(2)(a) Waikato	80	80	No	Medium Rural Residential	Wet Tree, Fence	s 9(2)(a) Driver	Full Current	Yes	Car	5*ANCAP	None
	s 9(2)(a) Upper Hutt	50	40	No	Medium High Commercial Big Box/Industrial	Dry None	s 9(2)(a) Motorcyclist	Unknown at the time of report	Yes	Motorcycle	Not Applicable for Motorcycle	Bus

About the information:
Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 5/07/2023
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.
o In some cases, the NZ Police description of what happened has been altered to change the tense and to protect the privacy of individuals.