

The Te Ahu a Turanga: Manawātū Taranui Highway project has planted its one millionth native plant - a manoa (silver pine)

WEEKLY REPORT TO THE MINISTER OF TRANSPORT


Week ending 8 September 2023

#345

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

REFERENCE	TITLE	DUE DATE
Minister Parker		
MIN-4280	CERF monthly report – July 2023	COMPLETED
MIN-4304	National Ticketing Solution (NTS) Monthly report for August 2023	COMPLETED
BRI-2860	State Highway 5 Speed Review	COMPLETED
BRI-2856	Northwest Rapid Transit Meeting	Week ending 14 September 2023
MIN-4277	Speech notes for the Small Passenger Service (SPS) Association Conference	Week ending 14 September 2023
MIN-4295	Waka Kotahi Board members and committees	Week ending 14 September 2023
BRI-2863	Update on Transport Choices programme	Week ending 14 September 2023
BRI-2865	Review of Fullers360 Waiheke Ferry Service Exempt Status – final assessment against Land Transport Management Act criteria	Week ending 21 September 2023
MIN-4293	Waka Kotahi 2023-24 Annual Report on the Rail Network Investment Programme	22 September 2023
BRI-2864	2021-24 Rail Network Investment Programme - third update	22 September 2023
Minister O'Connor		
MIN-4297	Number of under-licensed and unlicensed people	COMPLETED
MIN-4306	Blenheim to Nelson improvements	COMPLETED

2. KEY UPDATES

TITLE	UPDATE
Ōtaki to north of Levin highway industry site visit	<p>As part of the preparation for the Ōtaki to north of Levin project procurement, Waka Kotahi invited the industry to join members of the project team in Levin for a day during the week ending 1 September 2023.</p> <p>After welcoming manuhiri into the rohe, project team members from Waka Kotahi, Muaūpoko Tribal Authority and Ngāti Raukawa ki te Tonga shared the project background. This included introductions to Horowhenua, why the project is needed, and the work to date such as design principles developed with iwi and hapū partners and the legacy outcomes the project is targeting. The Horowhenua District Council Mayor and an Executive Leadership Team representative joined the project team at the session.</p> <p>An afternoon bus tour provided an opportunity for the industry to see first-hand the project rohe and significant sites across the 24.8km new highway project.</p> <p>Section 9(2)(a)</p> 
Te Ara Hauāuru - Northwest Rapid Transit	<p>Iwi partner Te Kawerau ā Maki has gifted the name 'Te Ara Hauāuru' to the project. This name references the wind that blows from the west, a powerful force and story for the iwi. The west wind carries the voice and vision of the community of the west, and the path of connection between these communities and Tāmaki Makaurau. We are most appreciative of this taonga</p>

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and significant gesture from our iwi partners. The project will now be referred to as 'Te Ara Hauāuru - Northwest Rapid Transit'.

The first phase of community engagement on this project began on 24 August 2023 and runs until 24 September 2023. Further updates on the community engagement process and the Detailed Business Case will be provided as we progress.

Waiheke Ferry Review

Work is now close to completion regarding detailed assessments of factors relevant to determining whether the Waiheke ferry service meets the Land Transport Management Act (LTMA) criteria for its exempt status to be removed.

Waka Kotahi has received a final report from Deloitte on whether Fullers360 is making normal or supernormal profits. Deloitte advises that Fullers360's current pricing does not produce revenue that could be considered as generating supernormal profits and that its fare setting process is a normal commercial approach. We have also received the draft competition assessment from Sapere which advises 'it cannot be concluded that the Fullers360 downtown to Auckland to Matiatia services operates in a market where there is little or no competition and little prospect of future competition'.

We have provided some minor feedback on the Sapere report which will not change the conclusion. We are currently finalising our advice and will provide a briefing to you in the next fortnight setting out our final assessment as to whether the Waiheke ferry service meets the LTMA criteria.

At the request of the Waiheke Local Board, Waka Kotahi officials met with the Board on 6 September 2023 to hear their concerns, provide them with an update on our review and advise that we were awaiting the final reports from the consultants we engaged to enable us to complete our assessment of the LTMA criteria.

Average speed and Automatic Number Plate Recognition (ANPR) cameras

With the Land Transport (Road Safety) Amendment Bill (the Bill) recently passing, Waka Kotahi is progressing work to implement average speed (point-to-point) safety cameras. The Bill will allow average speed camera enforcement from 1 March 2024. Average speed cameras are proven to be effective in reducing deaths and serious injuries (DSIs).

The first step in the implementation process is to conduct a roadside test of average speed cameras on two high-risk corridors. This testing will confirm that the average speed cameras meet operational, security, privacy and legislative

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requirements before enforcement starts. As part of selecting test corridors, we conduct speed surveys to confirm that speeding is a problem on the corridor, that speed profiles are suitable for treatment with an average speed camera and to establish a baseline for measuring speed reductions once the average speed camera is installed.

Speed surveys use Automatic Number Plate Recognition (ANPR) cameras that are similar to average speed cameras but aren't capable of enforcement. The ANPR cameras are owned and operated by an independent supplier (Team Traffic). To address any potential privacy concerns, Waka Kotahi will not receive any images or information that identifies any vehicle or person. All images and data collected by the supplier will be destroyed within a month.

The first average speed camera test corridor will be Matakana Road, which is an Auckland Transport local road. Testing is planned to run from December 2023 to end February 2024. ANPR speed surveys have already been conducted and this corridor has been confirmed as suitable. The location and timing of the second test is yet to be confirmed, but will be at one of three high-risk corridors outside Auckland. These are State Highway 2 between Pōkeno and Mangatāwhiri in the Waikato, State Highway 2 between Greytown and Carterton in the Wairarapa and State Highway 75 Tai Tapu to Little River in Canterbury. We will advise you of the location once confirmed.

We will conduct ANPR speed surveys at the first two of these locations in the coming weeks. When we have done speed surveys in the past, the ANPR cameras have been noticed by road users.

Communications to the local communities about the ANPR speed surveys are planned for the week beginning 11 September 2023 and information will be published on our website.

Once the average speed camera test corridors have been confirmed, there will be more intensive communications and engagement, including a media release.

**Let's Get Wellington
Moving (LGWM) Detailed
Business Case
Engagement**

The LGWM Partnership Board approved the communications and engagement plan for the Transformational Programme DBC on 8 August 2023. The plan includes in-confidence conversations about the Basin Reserve, Mt Victoria tunnel and Mass Rapid Transit route and mode designs with selected stakeholders during September and October 2023. The design is currently at 30 percent and the conversations will inform refinement of the

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design. The design is scheduled to be at 85 percent by December 2023.

The engagement being prioritised for September/October 2023 is with selected government entities as listed in the table below. The aim of this engagement is to table options and discuss the impacts of the proposed designs with directly affected stakeholders, investigate opportunities and understand concerns. LGWM intends to gain insights, identify areas for risk mitigation, and resolve issues. It is expected the conversations may help identify contentious matters relating to heritage land and the Wellington Town Belt. To support the discussion, stakeholders will be shown the proposed design on a screen, however, no material will be provided for stakeholders to take away. Expectations of confidentiality will be made clear to attendees.

The engagements will be undertaken by members of the LGWM DBC and Communications and Engagement teams. Information obtained through the engagement will inform the design and support the Board's decision making over the remainder of 2023. Other engagements will follow later in 2023, with public engagement scheduled for March/ April 2024.

Urgent Stakeholder	Subject / Spaces	What and why	Proposed Timeframe (2023)
Ministry of Education	Basin Reserve and Mount Vic Tunnel	<p>To show them the different options and how it affects Wellington College.</p> <p>To find out if any options have a fatal flaw and should not be included.</p> <p>To highlight future need of discussion about Mount Cook and Wellington East Girls College access issues.</p> <p>To highlight other potential access impacts to school along the Mass Rapid Transit route.</p>	Mid-September
Office of the Governor-General	Basin Reserve and Mt Victoria Tunnel	To show the different options and how it affects Government House.	End of September
Heritage New Zealand	Heritage buildings	To have a discussion as our design could require a new road layout that will affect heritage land near the Basin Reserve and areas through Newtown/ Berhampore.	October



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Te Whatu Ora	Wellington Regional Hospital	To understand access and land use that is affected by various options we have in our proposed designs. To understand their Master Plan.	October
Ministry of Culture & Heritage	Basin Reserve	To share our designs early to ensure what we are proposing to do is possible. Our design (and construction methodology) at the Basin Reserve affects a number of cultural and heritage spaces.	October

Proactively Released



3. GENERAL UPDATES

TITLE	UPDATE
Significant Network Road Closures due to Weather Events and Crashes between 27 August and 3 September 2023	28 August 2023 State Highway 1, Waihola to Titri was closed for approximately five hours due to a fatal crash. A detour was available.
	31 August 2023 State Highway 1, Great South Road off and on ramps (north of Hamilton) were closed for four hours. Alternate routes were available.

4. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Central North Island 	Slip monitoring at State Highway 1, Utiku <p>A historic landslide on State Highway 1 at Utiku (8km south of Taihape) has recently experienced further movement due to an increase in groundwater pressure and levels following a period of above-average rainfall.</p> <p>Observation of pavement cracking and surface subsidence on the state highway has led to pavement levelling, a reduction in speed limits and installation of online geotechnical monitoring. Along with the state highway, the slip zone incorporates the main rail line, so Waka Kotahi is working in collaboration with KiwiRail.</p> <p>A Trigger Action Response Plan is in place and should movement of the online geotechnical monitors exceed defined levels, specific actions will be performed (such as closing the road in the extreme case). Waka Kotahi teams are advancing the investigation into permanent mitigation options for this site.</p> 

5. MEDIA UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	Pūhoi to Warkworth speed limits <p>A media statement is tentatively planned for release during the week commencing 11 September 2023 to advise Waka Kotahi is currently investigating whether speed limits can be increased to 110 km/h on the Ara Tūhono – Pūhoi to Warkworth motorway.</p>
Central North Island 	Roadworks season kicks off in Gisborne <p>A media statement is planned for release during the week commencing 11 September 2023 outlining plans for a busy season of construction and roadworks in the region, with work planned at 15 sites across State Highway 2 and State Highway 35.</p> <p>Completion of Otanga underslip work, State Highway 2</p> <p>A media statement is planned for release during the week commencing 11 September 2023 to mark the completion of the construction to rebuild this large underslip near Dannevirke.</p> <p>Ōtaki to Ōhau safety improvements</p> <p>A media statement is planned for release during the week commencing 11 September 2023 to mark the start of the Ōtaki to Ōhau safety improvements on State Highway 1, to be started as the beginning of the Ōtaki to North of Levin highway project.</p> <p>New Plymouth to Hawera safety improvements, State Highway 3</p> <p>A media site visit is planned to mark the official start of this safety improvement project on Friday 15 September 2023.</p>

Wellington/Top of South**State Highway 59 extension works**

A media statement is planned for release on Wednesday 13 September 2023 about these works which begin on 18 September 2023. These are Transmission Gully project works completing the extension of State Highway 59 between Paekākāriki and Mackays Crossing.

State Highway Hope Saddle

A media statement is planned for release during the week commencing 11 September 2023 to advise of a series of night closures planned for the Hope Saddle on State Highway 6 in early October.



State Highway 1 Weld Pass night closures

A media statement is planned for release early in the week commencing 11 September 2023 to preview these works that are due to take place in early October 2023. The route will be closed at night meaning drivers travelling between Blenheim and Christchurch will face delays. Regular follow-up communications are also planned.

State Highway 6 Whakatu Drive night closures

A media statement is planned for release on Tuesday, 12 September 2023 to remind motorists of planned night closures, required for resurfacing works, which are running from 17 – 29 September 2023 and will affect the main route between Nelson and Richmond.

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.

7. ROAD DEATH UPDATE – WEDNESDAY 30 AUGUST 2023 TO TUESDAY 6 SEPTEMBER 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
Section 9(2)(a)	Section 9(2)(a) Whakatane	100	60	No	High Remote rural	Dry	Section 9(2)(a) Driver	Overseas, unknown	No	Car	5*UCSR	None
	Section 9(2)(a) Waikato	Not applicable	Not applicable	No	Medium Rural residential	Dry	Section 9(2)(a) Cyclist	Not applicable	Yes	Cycle	Not applicable	None
	Section 9(2)(a) Hauraki	100	80	No	Medium Rural residential	Dry	Section 9(2)(a) Driver	Full, current	Uncertain	Car	1*UCSR	Car
	Section 9(2)(a) Christchurch	50	40	No	Medium Urban residential	Dry	Section 9(2)(a) Wheeled pedestrian	Not applicable	Yes	Not applicable	Not applicable	Van
	Section 9(2)(a) Whangarei	80	80	No	Medium Rural residential	Dry	Section 9(2)(a) Motorcyclist	Full, current	Unknown	Motorcycle	Not applicable	Car

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Section 9(2)(a)	Section 9(2)(a) [redacted] [redacted] Hastings	100	60	No	High Rural residential	Dry	Section 9(2)(a) Motorcyclist	Wrong class, current	Yes	Motorcycle	Not applicable	None
	Section 9(2)(a) [redacted] [redacted] Auckland	50	30	No	Medium Commercial, big box/industrial	Dry	Section 9(2)(a) Motorcyclist	Learner, current	None available	Motorcycle	Not applicable	Truck
	Section 9(2)(a) [redacted] [redacted] Whakatane	100	80	No	Low medium Rural residential	Dry	Section 9(2)(a) Driver	Wrong class, disqualified	No	SUV	5*VSRR	None
	Section 9(2)(a) [redacted] [redacted] Western Bay of Plenty	70	40	No	Medium Urban fringe	Dry	Section 9(2)(a) Motorcyclist	Never licensed, unknown	Yes	Motorcycle	Not applicable	Car
	Section 9(2)(a) [redacted] [redacted] Gisborne	60	40	Yes	Low medium Urban residential	Dry	Section 9(2)(a) Pedestrian	Not applicable	Not applicable	Not applicable	Not applicable	Car

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Section 9(2)(a)	Section 9(2)(a) Matamata-Piako	100	80	Yes	Low medium Rural residential	Dry	Section 9(2)(a) Driver	Unknown (no traffic crash report received)	Unknown	Driver	Unknown	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 6/09/2023
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.