



WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 29 July 2022

#292

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

REFERENCE	TITLE	DUE DATE
MIN-3839	National Ticketing Solution monthly report	COMPLETED
MIN-3898	LGWM: Update on the next steps in the Golden Mile process	29 July 2022
BRI-2528	Update on Waka Kotahi CERF-funded work programme	COMPLETED
MINO-434	Supporting content for the driver licensing and coastal shipping update	1 August 2022
BRI-2537	NZUP: Cost Pressures Choices Supplementary Briefing	1 August 2022
BRI-2516	NZUP: Update baseline reports	2 August 2022
MIN-3914	Lifting of the SH22 Bridge over Ngākōroa stream	3 August 2022
MIN-3918	East Coast Heights – Silverdale Project draft comments	3 August 2022
MINO-433	VTNZ Porirua CoF Booking fee and LED headlights risk	3 August 2022
BRI-2515	Horowhenua District Council meeting, 11 August 2022	3 August 2022
BRI-2526	Briefing request following meeting regarding Tauranga	3 August 2022
BRI-2521	Meeting with Nicola Willis MP and other MPs, 10 August 2022	4 August 2022
MIN-3881	PT patronage data insights	17 August 2022
BRI-2501	Provide advice on next steps to improve LGWM governance	29 August 2022
MINO-371	Follow up to meeting with the NZ Equestrian Advocacy Network	6 September 2022
MINO-377	Speed review statistics for State Highways identified in MIN-3827	6 September 2022

MIN-3887

WPQ-16049 follow up - DSI 2021 statistics

29 September
2022

Released under the Official Information Act 1982

2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
MINO-434	Supporting content for the driver licensing and coastal shipping update	1 August 2022

3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
N/A	N/A

4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
N/A	N/A

5. KEY UPDATES

TITLE	UPDATE
Rail Safety Week Initiatives	<p>Rail Safety Week will run from 8 August to 14 August 2022 and Waka Kotahi NZ Transport Agency has been working with TrackSAFE NZ and KiwiRail on the 2022 campaign.</p> <p>TrackSAFE is taking a non-traditional approach to promote rail safety this year. In the lead up to Rail Safety Week, the public will hear of a 'superstition' to "<i>blow left, blow right, for safe travels</i>". This will be seeded through social media, radio, websites, and other channels to start a conversation about rail safety. During Rail Safety Week, TrackSAFE, KiwiRail and Waka Kotahi will help explain the superstition and raise rail safety awareness.</p> <p>Rail Safety Week will kick off with a launch event at Wellington Rail Station on 8 August 2022 and a joint media release with the New Zealand Police. A social media campaign and events with school students are also planned.</p>
Cardan Shaft Brake Update	<p>section 9(2)(a) and Ryman Healthcare met with Nicole Rosie, Neil Cook and representatives from the Waka Kotahi Board on 4 July 2022. A safety alert for Cardan shaft braking systems was published on 21 July 2022 and the information in the safety alert will subsequently be published in industry magazines and sent to vehicle owners via a mail out.</p> <p>Consultation on changes to the Heavy Vehicle Brake Protocol, including the new in-service test for Cardan shaft brakes is now complete. Waka Kotahi is on track to introduce this new Certificate of Fitness (CoF) test at the beginning of October 2022. Information on this new test will be included in the mail out to vehicle owners. Training videos to support vehicle inspectors and the service sector are also in development.</p>
Network Update – Significant Weather Event	<p>Significant weather in most parts of New Zealand has caused slips, snow and flooding which resulted in road closures between 18 July and 25 July 2022. This weather was due to a widespread weather system moving slowly south across the country.</p> <p>Road closures occurred across the country with some spanning over several days and included:</p> <p><u>18 July 2022:</u></p> <ul style="list-style-type: none">• SH82 Waimate, closed due to fallen tree(s) – approximately 2 hours.• SH2 Tutira, closed due to fallen tree(s) – approximately 1 hour.• SH8 Omarama to Tarras (Lindis Pass) closed due to flooding – approximately 44.5 hours.• SH8 Omarama to Twizel closed due to flooding – approximately 36.5 hours.

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- SH73 Yaldhurst closed due to fallen tree(s) – approximately 3.5 hours.
- SH35 (east of Opotiki) Due to ongoing movement caused by the recent wet weather there is a full road closure with the eastbound lane falling into the river.

19 July 2022:

- SH83 Omarama to Otematata closed due to flooding – approximately 33 hours.
- SH80 Ben Ohau to Mount Cook closed due to a slip – approximately 47.5 hours.
- SH6 Haast to Lake Hawea closed due to fallen tree(s) – approximately 52.5 hours.

20 July 2022:

- SH6 Murchison closed due to rock falls – approximately 63 hours.
- SH25 Coromandel to Whitianga closed due to a slip – approximately 25 hours.
- SH6 at Dellows (5km west of Murchison), closed at 4am 20 July to approximately 8.30pm 22 July 2022 due to rock fall. This is some 150m east of the under slip.

21 July 2022:

- SH2 Opotiki to Matawai closed due to a slip – approximately 10 hours.
- SH7 Hammer Turnoff to Springs Junction - Lewis Pass closed due to snow – approximately 4.5 hours.
- SH73 Springfield to Castle Hill closed due to snow – approximately 2.5 hours.
- SH58 Whitby closed due to a slip – approximately 2.5 hours.
- SH36 closed in both directions for repairs to Mangapouri Bridge. This is a full road closure and there is a detour in place. Expected to reopen at 7pm on 22 July 2022.

23 July 2022:

- SH1 Auckland Freedom protest staged from SH1 Khyber Pass to SH 1 Gillies Ave Southbound and then back in the Northbound direction on SH1, on 23 July 2022. This caused network wide disruption.

6. REGULAR UPDATES

TITLE	UPDATE
FED/RUC Appropriation Tracking	<p>There is difficulty in determining whether the cost for the National Land Transport Fund (NLTF) for fuel tax cuts will exceed the appropriation at the end of the reduction period, given the incentives on drivers to over-purchase Road User Charges at lower rates and ahead of when they believe rates will return to the pre-reduction levels.</p> <p>As per the recent Cabinet paper, Waka Kotahi understands that “officials will monitor actual spend over the coming months and report back to Ministers by 31 October 2022 on actual demands on the appropriation and any risk of shortfalls. Should any shortfalls be identified, this would be considered through the Budget 2023 process”.</p> <p>Waka Kotahi assumes that this consideration will ensure that the NLTF is “kept whole” for the impacts of the fuel tax cuts via Budget 2023, or another Crown funding process.</p>
Te Huia Improvements Update	<p>Following receipt of the 20 May 2022 Waka Kotahi Board letter regarding additional funding for Te Huia services, Waikato Regional Council has convened a subgroup to improve customer offering within the existing budget. This subgroup will make recommendations to the Te Huia Steering Committee, Waka Kotahi is an active member in both forums.</p> <p>Customer improvement topics include:</p> <ul style="list-style-type: none">• Additional service scenarios, which are currently being operationally dimensioned and costed up. For example: additional return service on Friday (highest weekday patronage), additional Saturday service, Sunday evening service etc.,• Surveys to understand both current and potential future customer requirements i.e., who are the potential growth customer segments and what needs to be improved for those segments to increase patronage,• Operational improvements i.e., reviewing the Café offering, bicycle booking functionality etc; and• Accessing Waka Kotahi low-cost low-risk capital funds – improve station CCTV, bike security, create onboard ‘productive’ workspaces.

7. GENERAL UPDATES

TITLE	UPDATE
Transport Experiences of Disabled People in Aotearoa New Zealand	<p>Waka Kotahi will shortly be publishing research on <i>Transport experiences of disabled people in Aotearoa New Zealand</i>. This research was commissioned because there is insufficient current, fully representative knowledge about disabled people's lived experiences of the transport system across the whole of New Zealand, and what opportunities exist to enhance those experiences. The last major review of this kind took place in 2005.</p> <p>The researchers survey gathered 15,102 responses. Results showed that disabled peoples experiences of transport vary widely and there were commonly reported experiences, most of which were negative. The researchers also conducted 11 workshops with disabled people, which confirmed the survey findings.</p> <p>The researchers found that persistent challenges faced by disabled people using transport in New Zealand have not changed in any measurable way since the Accessible Journey Inquiry almost two decades ago. The problems are broad, across multiple domains of transport and everyday life: complex - related to a variety of transport and non-transport sector reasons; and urgent - daily affecting the wellbeing of disabled people and their families, in serious ways.</p> <p>Waka Kotahi will address the recommendations in its future engagements with the Disabled Community, the design of Accessible Streets, and a likely review of the Total Mobility Scheme.</p> <p>Expected media/stakeholder interest:</p> <p>There is a high likelihood of media / stakeholder interest, especially from the disabled community.</p> <p>There is a risk that the findings and response to them will lack credibility in the disability community. However, the methodology was sound, a wide range of disabled people participated, and the Chief Executive of the Disabled Persons Assembly was one of the report researchers.</p> <p>Multiple accessible formats of the report have been produced (including an Easy Read version of the executive summary and two video presentations (one with sign language and one with captions)), and a future review of the Total Mobility Scheme should address many of the concerns that have been identified.</p>
Road Edge-Effects on Ecosystems	<p>Waka Kotahi will shortly be publishing research on <i>Road edge-effects on ecosystems</i>. The aim of this study was to gather information from international literature and local case studies to help Waka Kotahi and sector partners identify, assess, monitor and manage road edge effects on biodiversity. This study is</p>

intended to enable the identification of adverse effects that can be reduced and any beneficial effects of roads on biodiversity that could be expanded.

Overall, the researchers concluded that impacts of roads through highly biodiverse areas are very negative. At first, ecosystems are strongly impacted when soils and plants are removed for road construction. New vegetation clear edges are created, which are then maintained for the life of the road. Ongoing road noise, artificial light, and stormwater discharges may ripple out for hundreds to thousands of metres. The amount of pressure on the ecosystem depends on the type of road, vehicles, and the type of ecosystem and species in the wider landscape. More research is needed to develop specific monitoring and mitigation methods for New Zealand conditions. A four-step method to assess road edge effects was developed via desktop analysis for this project. Field assessment is recommended to validate the desktop modelling assessments.

Waka Kotahi will test and potentially further develop the method to assess edge effects, investigate how research findings can be incorporated into ecological impact assessments and effects management and undertake further research to specifically understand the potential impacts of roads on roadkill of native bird species.

Expected media/stakeholder interest:

There is a medium likelihood of media / stakeholder interest.

There is a risk that Waka Kotahi will attract criticism for underestimating the edge effects of roads and roading projects on the adjacent ecology. This research was initiated because Waka Kotahi identified a knowledge gap regarding edge effects caused by transport corridors which has important implications for ecological impact assessments and managing our existing transport network. This report is a significant step towards better understanding of effects and addressing this gap.

Alcohol-Related Crash Trends

Waka Kotahi will shortly be publishing research on *Alcohol-related crash trends*. The purpose of the research was to examine how “fit for purpose” alcohol-related crash data is and to study trends in such crashes over the past ten years and their connection with other factors.

The report includes an analysis on drink-driving enforcement and offence data and trends. Overall, there appears to be a downward trend from 2008-2020 in the proportion of reported serious road trauma in the Crash Analysis System (CAS) where alcohol is identified a crash cause factor.

However, there is a possibility that some of the observed increases and decreases between 2017 and 2020 are in part attributable to changes or inaccuracies in the ways that alcohol-related data is collected and analysed. There was a need to look

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in depth at the state of the data, to get more insight into what may really be happening. Several recommendations are made to improve the collection and reporting of alcohol-related crash and enforcement data.

Waka Kotahi will use the report's findings and liaise with New Zealand Police to improve the quality of data input to CAS.

Expected media/stakeholder interest:

There is a medium likelihood of media / stakeholder interest.

There is a risk of loss of confidence in the current reporting of alcohol-related crash trends, but this can be mitigated by communicating that improvements are already being addressed as this report is published.

Aggregate Supply and Demand in New Zealand

Waka Kotahi will shortly be publishing research on *Aggregate supply and demand in New Zealand*. The purpose of this research was to better understand transport sector requirements in relation to the access, supply, demand and use of aggregates to enable sustainable sourcing of materials.

Transport accounts for approximately 50% of aggregate use in New Zealand. The research has found that levels of demand for aggregate nationally or within regions for infrastructure is largely unknown and therefore cannot currently be managed. Data on aggregate supply and demand for various types of transport infrastructure is scarce or very difficult to obtain. The research was not able to establish a national or regional baseline of current use of different aggregate materials, including recycled and re-used materials because of the lack of available data.

The research identified a number of needs to address the issues, including: an aggregate data integration framework to standardise / collate and improve aggregate information for both quantity and quality at National and Regional levels; a long-term planning horizon of a minimum of 50 years ahead for aggregate resources; and an aggregate strategic supply and sustainability strategy as part of the government's Resource Strategy and in partnership with the Infrastructure Commission's 30 Year Infrastructure Plan.

There will need to be collaboration amongst central infrastructure agencies to ensure an ongoing national conversation can be held across central and local government agencies, industry and research organisations to develop various aspects of the report recommendations.

Expected media/stakeholder interest:

There is a low likelihood of media / stakeholder interest.

Use of In-Vehicle Technologies to Assist With and Encourage Safe

Waka Kotahi will shortly be publishing a report on *Use of in-vehicle technologies to assist with and encourage safe and efficient driving behaviour*. The research sought to identify the extent that different in-vehicle technologies can deliver cost-

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and Efficient Driving Behaviour	<p>effective improvements to driving behaviour in New Zealand, and to identify mechanisms for increasing the use of these technologies.</p> <p>The key findings suggest working towards mandating 'lane keep support systems' and 'autonomous emergency braking' in new vehicles as a first priority, and then considering mandating blind spot monitoring and rear-end collision avoidance systems. The research identified other technologies to assess and consider the feasibility of mandating, including electronic logbooks to improve compliance with fatigue requirements.</p> <p>The research included recommendations to support increased use of these technologies, including engaging with relevant bodies to ensure New Zealand has the skilled people to repair and maintain such systems.</p> <p>Expected media/stakeholder interest:</p> <p>There is a low to medium likelihood of media / stakeholder interest. Those most interested in the research are likely to be Waka Kotahi, Te Manatū Waka Ministry of Transport, vehicle manufacturers, car importers, the Automobile Association, road safety researchers, and vehicle mechanics.</p>
Waka Kotahi Official Information Act Statistics	<p>Waka Kotahi has reported Official Information Act (OIA) response statistics to the Public Service Commission for the period 1 January to 30 June 2022.</p> <p>Waka Kotahi has completed 878 OIA requests for the period and met the timeliness requirements for 99.2% of responses. On average, Waka Kotahi took 14 days to respond to OIAs. This represents a significant amount of work for the organisation undertaken in the context of considerable staff absences due to COVID-19.</p> <p>Waka Kotahi publishes an OIA response on its website if there is believed to be broader public interest; 36 OIAs were published online for this period.</p>
Significant Weather Warnings	<p>A weather front moved slowly southwards across the upper North Island late on 24 July 2022 into the early morning on 25 July 2022. This front brought heavy rain, with the largest rainfall accumulations in the north and east of Northland, northern Auckland and the Coromandel Peninsula, as well as affecting the eastern areas of the South Island.</p> <p><u>24 July 2022:</u></p> <ul style="list-style-type: none"> • Northland, heavy rain warning between 6:00pm 24 July to 9:00pm 25 July 2022. <p><u>25 July 2022:</u></p> <ul style="list-style-type: none"> • Auckland, heavy rain warning between 3:00am 25 July to 12:00am 26 July 2022.

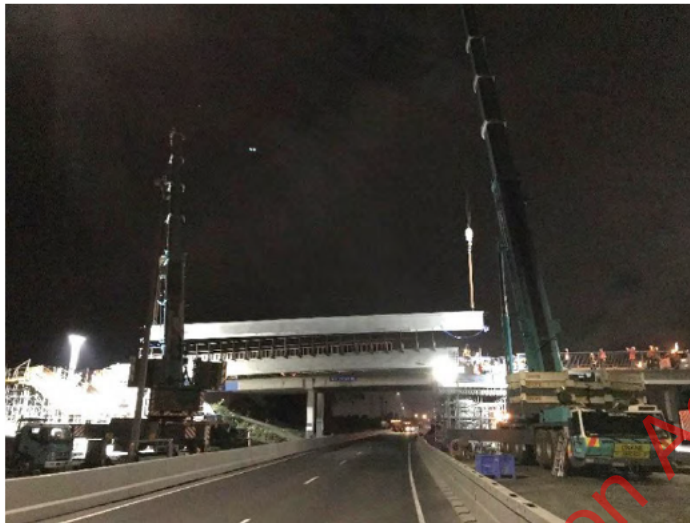
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- Coromandel Peninsula, heavy rain warning between 7:00am 25 July 2022 to 5:00am 26 July 2022.
- Bay of Plenty, heavy rain warning between 12:00pm 25 July to 10:00am 26 July 2022.
- Northland, strong wind warning between 12:00am to 4:00pm 25 July 2022.
- Auckland, strong wind warning between 3:00am to 12:00am 25 July 2022.

8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	SH1 Papakura to Drury Project <p>During the week beginning 25 July 2022, bridge piling works will begin on two (of three) replacement SH1 motorway bridges that will cross the North Island Main Trunk (NIMT) railway at Drury interchange, which will be undertaken during daylight hours.</p> <p>Also, during the week beginning 25 July 2022, the bridge beams for the northern half of the replacement Park Estate Bridge are scheduled to be lifted into place by crane overnight above the SH1 northbound motorway lanes during planned overnight motorway closures. The bridge beams above the SH1 southbound motorway lanes are then scheduled to be lifted into place the following week beginning 1 August 2022. Note that these works are weather dependent based on wind speeds.</p> <p>These operations follow similar works undertaken in October 2021 on the southern half of the replacement bridge.</p> <p>Early and frequent communications with affected stakeholders regarding upcoming works have been a notable success on the project, working well to minimise disruption and complaints.</p> 

Track protection hoarding installed by the NIMT rail lines at Drury interchange, ahead of the start of bridge piling works.



Bridge beams will be lifting in over the next two weeks, echoing similar work undertaken in October 2021.



Wellington/Top of South





Feedback on SH6 Speed Signs

Following your feedback after attending the NZ Federation of Motoring Clubs AGM regarding the need for more speed limit signs on SH6 between Blenheim and Nelson, Waka Kotahi notes that repeater speed limit signs on SH6 from Blenheim to Nelson have been placed at approximately 5km spacing. The repeaters are gated (on both sides of the road) to ensure they are conspicuous.

9. MEDIA UPDATES

REGIONAL AREA	UPDATE
Central North Island 	SH3 Mt Messenger Bypass project A media release is planned for the week beginning 1 August 2022. The release will highlight the recent progress on pre-construction works, include photos of a helicopter flying two large diggers into the cableway's northern anchor point, as well as inform people of plans to extend the current Stop/Go by another two months to make further progress on pre-construction.
Rest of the South 	Akaroa to Christchurch and Lyttleton new safer speed limits A media statement is planned for release during the week beginning 1 August 2022 confirming that following a speed review on these highways, the speed limits will be lowered to 80km/h where they were 100km/h on most of the long stretches to Akaroa, SH75. The media statement will include supporting comment from New Zealand Police, District Health Board emergency doctors and the Christchurch City Council.

10. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
<div>Central North Island</div> <div></div>	<div>SH25 Coromandel to Te Rerenga</div> <div>Due to a large slip, SH25 is expected to remain closed between Coromandel and Te Rerenga all day on 28 July 2022, with the response crew hoping to have one lane opened by the evening. Travelers are advised to delay their travel or consider an alternative route.</div>
<div>Wellington/Top of South</div> <div></div>	<div>Paekakariki Hill Road, Paekakariki</div> <div>This local road is closed due to fallen tree/s across the highway. SH1 and SH58 remains open.</div>

11. ROAD DEATH UPDATE – WEDNESDAY 20TH TO TUESDAY 26TH JULY 2022

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	SAAS Top 10%	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) Waikato	70	60	Yes	No	Medium Rural Residential	Dry Objects hit: None	s 9(2)(a)	Unknown at time of report	Yes	Car	3*UCSR	Truck and Trailer
s 9(2)(a)	s 9(2)(a) Dunedin	50	50	No	No	Medium Urban Residential	Dry Objects hit: None	s 9(2)(a)	Not applicable for Pedestrian	Not applicable for Pedestrian	Car	Unknown	None
s 9(2)(a)	s 9(2)(a) Tauranga	50	50	No	Yes	Low Medium Commercial Big Box/Industrial	Dry Objects hit: Fence	s 9(2)(a) s 9(2)(a)	Not applicable for Pedestrian Not applicable for Pedestrian	Not applicable for Pedestrian Not applicable for Pedestrian	Motorcycle	Not applicable for Motorcycle	None
s 9(2)(a)	s 9(2)(a) Whangarei	100	80	No	No	Medium High Rural Residential	Unknown Objects hit: Ditch	s 9(2)(a)	Full-Current	Yes	Motorcycle	Not applicable for Motorcycle	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 27/07/2022.

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.