As of December 2022, more than 500 signs had been installed on the Peka Peka to Ōtaki Expressway. Just about all of them are made of metal alloy, which provides weather resistance and strength. A special reflective laminate is applied over the top of the alloy for extra protection.

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WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 20 January 2023

#312

New Zealand Government

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

REFERENCE	TITLE	DUE DATE
Minister Wood		
BRI-2694	Clean Car Discount Quarterly report	20 January 2023
MIN-4051	Cycling Action Network concerns, Waka Kotahi response and reference group updates	20 January 2023
MIN-4053	Northwest Bus Improvement programme further update	20 January 2023
MIN-4056	Update on bitumen supply chain review	20 January 2023
MINO-561	Clean Car Rebate Monthly update	20 January 2023
MINO-565	Automatic registration under Continuous Vehicle Licensing scheme query	20 January 2023
MIN-4048	Briefing for Minister's meeting with Rochana Sheward	Week ending 26 January 2023
MIN-4054	Update on the NZUP monthly report - November	Week ending 26 January 2023
BRI-2684	Regulatory Funding and Fees Programme Update	Week ending 26 January 2023
MIN-4030	Update on WHC engagement tool	27 January 2023
BRI-2691	Ohmio Autonomous Vehicle demonstration event briefing	Week ending 2 February 2023
BRI-2692	Site visit of Future Panmure Micromobility Hub event briefing	Week ending 2 February 2023
MIN-4055	Early assessment of August – October 2022 Road Safety Partnership Programme performance	Week ending 2 February 2023

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MINO-542	WHC December monthly report	Week ending 2 February 2023
MINO-570	Review of Hamilton to Auckland indicative business case	Week ending 2 February 2023
BRI-2655	LGWM Partners' Meeting, 15 February 2023	Week ending 9 February 2023
MIN-3887	Updated DSI per 100 million VKT table	Week ending 16 February 2023
BRI-2673	Update on contact centre and customer interface action plan	Week ending 2 March 2023

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2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
	N/A	N/A

3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
N/A	N/A

4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
Waka Kotahi Annual Reviewing Hearing	23 February 2023 (changed)

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5. KEY UPDATES

TITLE	UPDATE
New Speed Campaign Goes Live	Speeding continues to be a key road safety issue in Aotearoa, with over 500 people killed or seriously injured in speed-related crashes each year. While speed is often not the only factor contributing to a crash, it's a crucial factor in determining the severity of a crash. On 22 January 2023, Waka Kotahi NZ Transport Agency and NZ Police are launching a new television advertisement as part of the latest speed campaign, *Through My Eyes*. The campaign focuses on enforcement while also leaning into the wider story around speed having consequences (whether that's through an infringement, injury or death). Our goal is to shift the acceptability of speeding amongst New Zealanders. Drivers have a variety of excuses for their speeding and don't believe they will be caught or have a crash. The Police hear the same excuses every day and have also seen the consequences. The campaign launched on 11 December 2022. Phase 1 featured activity across social media, radio, outdoor (street posters and bus shelters) and digital display activity. Each media channel targeted our audience in highly relevant locations as they began their summer breaks. Phase 2 flows directly on from Phase 1, launching on 22 January 2023. This part of the campaign will have a video focus with activity across television and digital video (YouTube and TVNZ+). It will also be supported by radio, outdoor (billboards) and social media activity. We encourage both Ministers to share the campaign across their channels from 23 January 2023. Please find the full TVC for sharing here. The supporting media release and campaign image are provided in **Appendix A**. The Communications and Engagement plan for the campaign also accompany this report.
Monetised Benefits and Costs Manual Parameter Values	Waka Kotahi will soon be publishing research on Monetised Benefits and Costs Manual (MBCM) parameter values. These parameters are used as inputs to estimate the behavioural impacts and to calculate the benefit-cost ratios (BCR) for transport interventions. Preferences, and survey and analysis methodologies have changed since the last study into parameter values (measurable factors) was carried out – this study provides updated values for travel times, travel time reliability (replacing

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TITLE	UPDATE

values established in 2002), and safety (replacing values established in 1991).

Key results show that the value of statistical life (VOSL) is estimated to increase between 65% to 244%. This is based on minimum, mid-point and maximum values of $8.1 million, $12.5 million, and $16.9 million produced by the research, compared to $4.9 million for the current VOSL. The values from the research, compared with existing values, are summarised in the tables below.

After seeking input from Te Manatū Waka and the Treasury, Waka Kotahi has adopted VOSL at the mid-point of $12.5 million and an equal value of travel time across all modes in accordance with its current policy. These travel times can be applied to economic assessments to ensure a mode neutral approach.

Travel time values ($2021/person)

User type ($ per hour)	Vehicle driver
Current values commuting time	$12.40
Current values other non-work time	$10.97
New research values commuting time	$30.90
New research values other non-work time	$31.97

Fatal injury values ($2021/person)

Current value of fatal injuries per person		$4,934,900
New research values of fatal injuries per person	Minimum	$8,100,000
	Mid-point	$12,500,000
	Maximum	$16,900,000

Although we are not recommending adoption of specific parameter values in the Monetised Benefits and Costs manual, it is expected that there will be some media/stakeholder interest in this research as the findings show that the values do need to be updated.

Public Transport – Acceleration in Deployment of Zero Emissions Buses

There has been a 170% increase in zero emission buses (ZEB) from January 2022 (79 ZEB) to January 2023 (219 ZEB).

The most recent uplift is the result of deploying 16 new ZEBs in Canterbury. ZEBs now comprise almost 20% of the bus fleet in Canterbury and Wellington.

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TITLE	UPDATE
	Zero emissions buses are now operating across five regions, with contracts underway for two more regions to deploy ZEBs in 2023.
Sustainable Public Transport Framework (SPTF) - Update on Operational Policy Development	Waka Kotahi has established its programme resourcing and structure, and initial work has commenced on the development of strawman operational policy positions across the SPTF elements. Input from our public transport partners is critical to the success of the SPTF and achieving its outcomes, and we will be engaging extensively with the sector in a variety of ways. A Partner Reference Group will be established, comprising senior representatives of our partner organisations, to provide a forum for input to programme content and direction, and to keep partner organisations updated on progress. The Partner Reference Group will be made up of representatives from Waka Kotahi, Te Manatū Waka, Public Transport Authorities, operators and unions. Technical working groups will also be established to seek sector input to operational policy design. We expect to consult directly with relevant stakeholders on relevant operational policy matters as required. We will soon be communicating the proposed approach to operational policy development and engagement with the sector – the first meetings of the Partner Reference Group and the Technical Working Groups, will be held in February 2023.
RUC Reduction Ending	The Road User Charges (RUC) reduction period is coming to an end on 31 January 2023. The current Waka Kotahi focus is for a smooth return to the full normal RUC rates effective from 1 February 2023. We have emailed notification of the change and expectations to all RUC vehicle owners whose email addresses are recorded with us (over 300,000 - approximately 30% of total RUC users). We are monitoring and following up on excessive purchases made during the reduction period with the view of acting upon these, though we will not have a full overview of the extent of excessive purchasing until the reduction period has ended.
FED (PED) Reduction Ending	Work is underway to update our systems to reflect the changes to the Petrol Excise Duty (PED) rate on 28 February and 31 March 2023. Communications will be sent the week starting 24 January 2023 to 10,000 claimants to advise of the changes they will see when submitting refund applications. We are preparing for an influx of an additional estimated 12,000 claims and are expediting the clearing of existing open claims to help mitigate delays when the influx hits. Current processing time for claims is 8 working days – a turnaround time that has been achievable due to funding from the Reduction scheme allowing us to bring in temporary extra

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TITLE	UPDATE
	resourcing. With the expected influx of claims we expect processing times to climb back to around our agreed target service level of 20 working days (consistent with pre-Reduction scheme times). The temporary resourcing will be concluded when the reduction scheme funding finishes. Processing times are likely to stay around the 20 working day mark, however, as part of our ongoing continuous improvement, we will work on implementing efficiencies with the goal of reducing processing times.

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6. REGULAR UPDATES

TITLE	UPDATE
Public Transport (PT) Patronage	Please refer to **Appendix B** for the latest PT patronage trends.

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7. GENERAL UPDATES

TITLE	UPDATE
Network Road Closures due to Weather Events and Crashes between 9 January – 13 January 2023	A summary of road closures along the state highway network between 9 January and 13 January 2023 is provided below: **Monday 9 January 2023** • SH2 between Waihi and Katikati (near Tuapiro road): Closed in both directions for approximately 6 hours due to a crash. • SH1 Richmond, Otago: Closed for approximately 7 hours due to a car crash (rolled). • SH1 Woodend, Canterbury: Closed for approximately 2.5 hours due to crash involving a pedestrian. **Tuesday 10 January 2023** • SH1 Waipu to Brynderwyn: Closed due to slips for approximately 19.5 hours. Alternate detour routes changed due to damage on the western route so SH12 was used for freight and the eastern route used for light vehicles. • SH15 Maungatapere to Otaika: Closed due to flooding for approximately 19.5 hours. • SH25 Coromandel to Whitianga: Closed due to flooding for approximately 4.5 hours. • SH1 Dome Valley north of Warkworth: Closed due to a fallen tree for approximately 1 hour. • SH25A Hikuai to Kopu: Closed due to a slip for approximately 23 hours. • SH1 Rangipo to Waiouru: Closed through the night due to strong wind warnings for approximately 8.5 hours. • SH35 at Okitu: Closed for approximately 9 hours overnight due to multiple slips. **Wednesday 11 January 2023** • SH25 Hikuai to Whangamata: Closed due to a slip for approximately 2 hours. • SH25 Thames to Coromandel: Closed due to a slip for approximately 40 hours. • SH11 Paihia to Kawakawa: Closed due to a fallen tree for approximately 3.5 hours. • SH25 Tairua to Hikuai: Closed due to flooding for approximately 9 hours.

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TITLE	UPDATE
	• SH2 Whirinaki, Napier to Wairoa: Closed due to multiple slips for approximately 37.25 hours. • SH57 Shannon to Tokomaru: Closed due to strong winds and fallen trees for approximately 6.5 hours. • SH35 Hicks Bay to Te Araroa: Closed due to flooding for approximately 6.5 hours. • SH35 between Tolaga Bay and Ruatoria: Closed due to multiple slips for approximately 72 hours. • SH1 Hunterville to Mangaweka: Closed due to flooding for approximately 2.5 hours. • SH2 Takapau. Closed for approximately 5.5 hours due to a truck crash. **Thursday 12 January 2023** • SH53 Featherston to Martinborough (Waihenga Bridge): Closed due to flooding for approximately 10.5 hours. • SH56 Opiki: Opiki River Bridge closed due to flooding for approximately 32 hours. • SH25 Thames to Tapu: Closed due to a slip for approximately 2 hours. • SH35 Gladstone Road Bridge, Gisborne: Closed for approximately 11 hours due to debris clearing under the bridge. It was closed again the night of Friday, 13 January 2023 for approximately 11 hours. **Friday 13th January 2023** • SH50 Fernhill: Closed for approximately 4 hours due to a car crash.

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8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland	**Far North State Highway – Mangamuka Gorge** $100 million in National Land Transport Programme funding has been secured to restore SH1 through Mangamuka Gorge to its original condition (prior to the August 2022 weather events). In addition, Waka Kotahi is now working through procurement, further investigations, and sourcing materials so that we are ready to begin construction as soon as possible once detailed design has been completed. Key contractors are in the process of mobilising the resources needed to complete the slip repairs and are accelerating the detailed design work to understand exactly how much the slip repairs will cost. This work will also allow Waka Kotahi to confirm a timeframe for reopening the road. Waka Kotahi will update the Minister as work progresses and will continue to collaborate with community representatives, members of the freight industry and hapū about decisions on next steps. We expect to have an updated timeframe for re-opening the gorge by March 2023. **SH10 Bridge Strengthening Update** All works are on track for completion of the Waitangi River Bridge (No.757) by early March 2023. Excavations at each corner of the bridge are planned for Sunday to Wednesday of the week ending 27 January 2023 (weather permitting). All work is underway on the SH10 Parapara Bridge (No.251) with the programme for completion early May 2023 (weather permitting). **Northern Corridor Improvements – Auckland** A section of shared path approximately 4km long between Albany Highway and Caribbean Drive on Auckland's North Shore opened to the community on 12 December 2022. Our mana whenua partners led a morning karakia along with members of the project team. The section includes local connections at the nearby Rosedale industrial area, Rook Reserve recreational space and Unsworth Heights residential area to help support people getting around their local neighborhood by foot, bike, or scooter. This year a section of shared path with local connections approximately 6km long, running adjacent to SH1 between Constellation Station and Ōteha Valley Road, will open and include a completion event to mark delivery of all shared paths across the project.

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NZUP – Drury local transport improvements and Mill Road

Drury is a growing community with several housing developments and three new rail stations planned for the area. To support growth, Waka Kotahi is progressing road, walking and cycling improvements on Waihoehoe Road and SH22 at Drury. There are concerns within the Drury community over the proposed demolition of the current Drury village (retail area) to build a new bridge on Waihoehoe Road. Waka Kotahi is currently engaging with affected landowners and the wider community over impacts of both projects.

We are planning to send an e-newsletter shortly that will inform Mill Road stakeholders that the date for Waka Kotahi to submit the business case for Mill Road north and Drury transport improvements to Joint Ministers of Transport and Finance has been postponed to mid-2023. Property owners are anxious to understand impacts, so we anticipate a negative response.

REGIONAL AREA	UPDATE
Wellington/Top of South	**SH1 South of Picton** Last week it was forecast that the end of Cyclone Hale would bring some heavy rain across the western part of Marlborough and northern Kaikoura Coast. Further north, just south of Picton (outside of the weather watch area MetService had predicted), a part of SH1 (Koromiko) very quickly received close to 70mm of rain within six hours. Waka Kotahi was able to keep traffic south of Picton moving slowly under stop/go, however, it created delays on the highway for several hours and ferry traffic was impacted. Waka Kotahi sent communications out as soon as we were aware of the delays, however, it was only over a short duration. Communications were provided at approximately 10am and the highway returned to normal just after lunchtime. It was a short rainfall deluge with no major longer-term impacts.
Rest of the South	**Beaumont Bridge – Dunedin to Central Otago** Tenders closed at the end of 2021 for the construction of a new bridge, awarded to HEB Construction. The project will see the existing single lane wrought iron truss bridge (built in 1884) replaced with a new two-lane structure. The new bridge will be downstream of the existing bridge but allows the highway to stay in front of the local hotel. Key project milestones achieved include enabling and civil approach works, piling, abutments, and four concrete piers. Placement of the weathered steel girders continues. This placement is expected to finish early 2023. Following this, the programme is to continue with the superstructure build, including laying pre-cast concrete deck panels and installing steel reinforcing, before pouring final in-situ concrete deck. A major focus over the summer construction season is completing the eastern and western road approaches to the new bridge. These will ensure safe and resilient road connections to both sides of the new bridge that the wider Otago region and many local businesses and communities will depend on. Once the new bridge opens in 12 months, the 138-year-old existing bridge will be retained as a link to the popular Clutha Gold Cycle Trail.

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9. MEDIA UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland	**Supporting Growth op-ed** An op-ed from Randhir Karma, Regional Manager System Design (Auckland/Northland), will be pitched next week (date to be confirmed with Auckland Transport) on the importance of route protection. This will be timed to go live as letters go out to landowners in the Northwest and along the proposed Airport to Botany rapid transit network confirming that the Notice of Requirements have been lodged with Auckland Council and their properties will be impacted.
Central North Island	**Waikare Gorge Realignment Resource Consent** Gorge realignment has been identified as a priority safety project on SH2 on the way to Wairoa. A media release regarding application of the associated resource consent is expected for the week ending 27 February 2023.
Wellington/Top of South	**O2NL Open Information Day** There will potentially be a media release ahead of the information day for O2NL on 28 January 2023. **SH60 Takaka Hill closures** A media statement is planned for release on 20 January 2023 or early in the week ending 27 January 2023 regarding planned maintenance closures on SH60 on the Takaka Hill.

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Rest of the South

Transport Futures Funding Media Stand-up

Minister Wood is scheduled to present at the media stand-up in Christchurch on 26 January 2023, 10-11am.

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10. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
Auckland/Northland	**SH1 Mangamuka Gorge** Due to multiple large slips and dropouts, SH1 is closed between Kitchen Road and Makene Road. A detour is available via SH10.

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11. ROAD DEATH UPDATE – TUESDAY 2OTH DECEMBER 2022 TO TUESDAY 17TH JANUARY 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	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) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Manawatu	100	80	Yes	Medium Rural Residential	Dry	section 9(2)(a) [redacted] Driver	Not known at time of writing report	Yes	Car	4* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] South Wairarapa	100	100	No	Medium High Rural Residential	Wet	section 9(2)(a) [redacted] Driver	Not known at time of writing report	Yes	Car	Unknown
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Western Bay of Plenty	100	80	Yes	Low Medium Remote Rural	Wet	section 9(2)(a) [redacted] Driver	Not known at time of writing report	No	Car	1* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Central Otago	100	80	Yes	Low Medium Rural Residential	Dry	section 9(2)(a) [redacted] Motorcyclist	Not known at time of writing report	Yes	Motorcycle	Not applicable for motorcycles
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Gore	50	40	Yes	Medium Commercial Big Box Industrial	Dry	section 9(2)(a) [redacted] Motorcyclist	Not known at time of writing report	No	Motorcycle	Not applicable for motorcycles
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Manawatu	100	80	No	Medium Rural Residential	Dry	section 9(2)(a) [redacted] Driver	Not known at time of writing report	No	Car	1* UCSR

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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	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) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Whangarei	50	30	No	Low Medium Commercial Big Box Industrial	Dry	section 9(2)(a) [redacted] Passenger	Passenger deceased	No	Car	1* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Auckland	100	No info on Mega Maps	Yes	No info on Mega Maps	Dry	section 9(2)(a) [redacted] Passenger	Passenger deceased	Unknown	Car	4* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Central Otago	100	80	No	Medium High Rural Residential	Dry	section 9(2)(a) [redacted] Driver	Not known at time of writing report	Unknown	Utility	3* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Whangarei	60	40	No	Medium Urban Residential	Dry	section 9(2)(a) [redacted] Passenger	Passenger deceased	No	Car	4* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Southland	100	80	Yes	Low Medium Rural Residential	Dry	section 9(2)(a) [redacted] Driver	Not known at time of writing report	Yes	Car	2* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Southland	100	60	No	Medium High Rural Residential	Dry	section 9(2)(a) [redacted] Driver	Not known at time of writing report	Unknown	Car	1* UCSR

[redacted]

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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	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) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Marlborough	100	80	Yes	Low Medium Remote Rural	Dry	section 9(2)(a) [redacted] Driver section 9(2)(a) [redacted] Passenger	Not known at time of writing report Passenger deceased	Yes Yes	Car SUV	2* UCSR 5* ANCAP
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Timaru	50	40	Yes	Medium Urban Residential	Dry	section 9(2)(a) [redacted] Motorcyclist section 9(2)(a) [redacted] Passenger (Pillion)	Not known at time of writing report	Yes No	Motorcycle Motorcycle	Not applicable for motorcycles
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Auckland	50	No Info on Mega Maps	No	No Info on Mega Maps	Dry	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Passenger	Not known at time of writing report Passenger deceased	No Yes	Car Car	2* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Whangarei	100	80	Yes	Low Medium Rural Residential	Dry	section 9(2)(a) [redacted] Driver	Not known at time of writing report	Yes	Car	1* VSRR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Gisborne	100	80	No	Medium Rural Residential	Wet	section 9(2)(a) [redacted] Pedestrian	Not known at time of writing report	Not applicable for pedestrians	SUV	5* ANCAP
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Waimakariri	100	80	No	Medium Rural Residential	Dry	section 9(2)(a) [redacted] Driver	Not known at time of writing report	No	Car	2* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Selwyn	80	80	No	Medium High Rural Residential	Dry	section 9(2)(a) [redacted] Driver	Not known at time of writing report	No	Car	5* UCSR

[redacted]

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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	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) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Opotiki	100	60	No	Medium Remote Rural	Dry	section 9(2)(a) [redacted] Motorcyclist	Not known at time of writing report	Yes	Motorcycle	Not applicable for motorcycles
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Western Bay of Plenty	100	80	Yes	Low Controlled Access	Dry	section 9(2)(a) [redacted] Driver	Not known at time of writing report	Yes	SUV	1* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Far North	100	80	No	Rural Residential Medium High	Wet	section 9(2)(a) [redacted] Passenger section 9(2)(a) [redacted] Passenger	Passenger deceased Passenger Deceased	Yes No	Utility Utility	3* USCR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Matamata-Piako	100	80	Yes	Remote rural Low Medium	Dry	section 9(2)(a) [redacted] Passenger	Passenger deceased	Not known at time of writing report	Van	2* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Waikato	80	No info on Mega Maps	No	No info on Mega Maps	Dry	section 9(2)(a) [redacted] Driver	Learner Current	No	Car	3* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(a) [redacted] Hastings	80	80	No	Rural Residential Low Medium	Dry	section 9(2)(a) [redacted] Driver	Full Current	Unknown	SUV	3* UCSR

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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	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) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Rodney	50	No info on Mega Maps	No	No info on Mega Maps	Dry	section 9(2)(a) [redacted] Pedestrian	Pedestrian Deceased	Not applicable for pedestrians	Car	2* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Waimakariri	50	40	Yes	Commercial Big Box Industrial Low Medium	Dry	section 9(2)(a) [redacted] Pedestrian	Pedestrian Deceased	Not applicable for pedestrians	SUV	3* UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Auckland	No info on Mega Maps	No info on Mega Map	No	No info on Mega Maps	Wet None	section 9(2)(a) [redacted] Driver	Learner Current	No	Car	5* VSRR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Auckland	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Map	Dry Tree, Fence, Ditch	section 9(2)(a) [redacted] Driver	Unknown at the time of report	Yes	Car	4* VSRR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted] Auckland	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Map	Dry None	section 9(2)(a) [redacted] Driver	Full Current	Unknown	Car	2*UCSR
section 9(2)(a) [redacted]	section 9(2)(a) [redacted] section 9(2)(b) [redacted]	100	80	Yes	Rural Residential	Dry Guardrail/Barrier, Pole, Concrete Curb	section 9(2)(a) [redacted] Driver	Zero alcohol	Unknown	SUV	3*UCSR

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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	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) [redacted]	Waitaki				Low Medium						

About the information:
Data for Wednesday 21st December 2022 to Tuesday 3rd January 2023 is taken from NZ Police fatal crash notifications, Rightcar (https://rightcar.govt.nz/) and Mega Maps as at 8 am 4/01/2023.
Data for Wednesday 4th January 2023 to Tuesday 10th January 2023 is taken from NZ Police fatal crash notifications, Rightcar (https://rightcar.govt.nz/) and Mega Maps as at 8 am 11/01/2021.
Data for Wednesday 11th January 2023 to Tuesday 17th January 2023 is taken from NZ Police fatal crash notifications, Rightcar (https://rightcar.govt.nz/) and Mega Maps as at 8 am 18/01/2021.
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.

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Appendix A – Speed campaign – media release final and image

There are no excuses for speeding—new advertising campaign launches to reinforce importance of following speed limit

There are no excuses to speed – that's the simple concept of a new road safety marketing campaign which has today been launched by Waka Kotahi NZ Transport Agency and NZ Police.

Superintendent Steve Greally, Police's National Road Policing Director, says officers hear the same old excuses from drivers when they're caught speeding, time and time again. But Police also have to witness the sometimes horrific consequences when there's a crash. Drivers have a variety of reasons to justify their speeding and many simply don't believe they will be caught, crash or hurt anyone.

"There's just no reasonable excuse for speeding. We see the unnecessary harm on our roads as a result of excessive speed every day. Police are committed to making Aotearoa New Zealand's roads safer, but we need everyone to play their part in reducing the number of deaths and serious injuries," says Superintendent Greally.

"We want you to get to your destination, so slow down, drive to the speed limit and drive to the conditions. And know that you can expect to see Police out on the roads – anytime and anywhere."

Tara Macmillan, Portfolio Manager Road to Zero, says excessive speed or driving too fast for the conditions are contributing factors in almost all crashes that either kill or seriously injure drivers and their passengers, and speed plays a crucial role in determining the severity of a crash, no matter what caused it.

"Travelling at the safe and appropriate speed is incredibly important in reducing the current level of harm on our roads. Alongside enforcement, ensuring the speed limits on streets and roads are appropriate plays a large role in keeping everyone safe, no matter how they travel," says Macmillan.

"Waka Kotahi and local councils are implementing safe speeds across the motu, contributing towards creating a safe transport system—and we want New Zealanders to do their part by driving to the conditions and under the posted speed limit."

Through My Eyes launched on 11 December, with an initial run of digital and out of home ads. On 20 January the second portion of the campaign launched on television, radio, video-on-demand and YouTube. It is also rolling out on digital and social channels, running through February.

View the ad here.

Download all campaign collateral here.

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Appendix B – PT Patronage

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