



In Te Tai Tokerau, three Police officers have been trained as driver testing officers as part of the Driver Licensing Improvement Programme, established by Waka Kotahi. The programme aims to address and improve access and equity to the current driver licensing system.

WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 22 July 2022

#291

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

REFERENCE	TITLE	DUE DATE
MINO-431	Follow up on WPQ-22685 – spending on LGWM consultants	22 July 2022
BRI-2527	Meeting with Hamilton City Council, 28 July 2022	25 July 2022
MINO-377	Speed review statistics for State Highways identified in MIN-3827	26 July 2022
BRI-2535	Funding and Fees consultation feedback	26 July 2022
MINO-371	Follow up to meeting with the NZ Equestrian Advocacy Network	27 July 2022
MINO-430	Update on the AVAS research project	27 July 2022
MIN-3839	National Ticketing Solution monthly report	28 July 2022
MINO-422	Provide updates on upcoming regulatory action on Cardan shaft brakes and the Otira Tunnel	Ongoing as required
MIN-3848	Follow up on the Mangahanuini Bridge failure	29 July 2022
BRI-2389	[PROACTIVE] Safety Camera System Programme – update and accelerating camera installation	29 July 2022
BRI-2528	Update on Waka Kotahi CERF-funded work programme	29 July 2022
MIN-3898	LGWM: Update on the next steps in the Golden Mile process	29 July 2022
MIN-3878	Provide an update on the timing and material for public engagement on Additional Waitematā Harbour Connections	31 July 2022
BRI-2537	NZUP: Cost Pressures Choices Supplementary Briefing	1 August 2022
BRI-2516	NZUP: Update baseline reports	2 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
MIN-3887	WPQ-16049 follow up – DSI 2021 statistics	30 September 2022

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2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
MINO-422	Provide updates on upcoming regulatory action for Cardan shaft brakes and the Otira Tunnel	Ongoing as required

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
Expanding the Waka Kotahi role as a Requiring Authority	<p>Increasingly, Waka Kotahi NZ Transport Agency is working with multiple central and local government agencies to enable multi-modal corridor and route planning processes, often within wider integrated spatial planning processes. To support the delivery of multi-modal corridors, route protection is essential and requires agencies undertaking the protection, i.e., the Requiring Authorities (RA) under the Resource Management Act (RMA), to have sufficient resource and capability to manage property issues as they arise.</p> <p>Currently, the Waka Kotahi RA status applies only to the infrastructure it will build (traditional state highways and associated cycleways and shared paths). For corridors that will have multiple modes and different infrastructure, multiple government agencies may hold separate RAs, which can hinder well-integrated planning and delivery of government objectives, including mode shift, reducing vehicle kilometres travelled and increasing housing supply.</p> <p>Waka Kotahi will be seeking an amendment to its RA status by separating the RA function from the infrastructure build function. Waka Kotahi is proposing to extend its RA status to enable it to designate for multiple modes in a land transport corridor, including rapid transit, roading, cycling and pedestrian infrastructure and heavy rail. A comprehensive mode-agnostic RA status will future-proof planning and delivery of multi-mode projects under the RMA, by enabling early planning and route protection and the associated management of property issues (note this does not pre-determine the delivery agency for any particular project).</p> <p>Waka Kotahi intends to engage with the Ministry for the Environment ahead of an application to the Minister for the Environment to extend the Waka Kotahi RA status. This expanded RA status will enable integrated delivery of government objectives, by increasing certainty for network planning and the development of project delivery strategies. Te Manatū Waka Ministry of Transport is aware of this approach.</p>
He Tohu Huarahi Māori Bilingual Traffic Signage - public consultation on next bilingual signs	<p>A proposed package of signs to be made bilingual has been finalised as part of phase one of the He Tohu Huarahi Māori Bilingual Traffic Signage programme. The programme is a partnership with Te Mātāwai and is supported by Te Manatū Waka and Te Taura Whiri I te reo Māori Māori Language Commission.</p> <p>The selected signs have been translated and designed, and officials are currently preparing material for public consultation, including an overview document which outlines the proposals. Te Manatū Waka expects to provide this overview document and an</p>

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accompanying briefing to you on 8 August 2022. Waka Kotahi will include letters for you to send to selected ministerial colleagues for consultation s 9(2)(f)(iv)

s 9(2)(f)(iv)

You will be meeting with officials from Waka Kotahi, Te Mātāwai and Te Manatū Waka on 10 August 2022 to discuss the programme and answer any questions you may have.

6. REGULAR UPDATES

TITLE	UPDATE
Driver Licencing Improvement Programme	<p>On 30 June 2022, Ministers from the Employment and Training Ministerial Group endorsed the Director of Land Transport to lead the development of a cross-agency Driver Licensing Improvement Programme (DLIP) [BRI-2460 refers]. A cross-agency steering group has been established to support the work, comprising of senior officials from the Ministry of Social Development (MSD), Te Manatū Waka, the New Zealand Police, Accident Compensation Corporation, Te Puni Kōkiri, and Waka Kotahi who chair this group.</p> <p>The steering group will sit across the whole DLIP; the design of the future state; regional trials; and will actively support Waka Kotahi and MSD with the planning and implementation of the MSD/Transport Budget 2022 funding. This will ensure that strong integration and alignment occurs between budget funding and the future state.</p> <p>Additionally, the two community-based trials in Te Tai Tokerau and Tairāwhiti are now underway. Early feedback is positive, and Waka Kotahi is already witnessing improved social outcomes through supported and increased practical driver testing that is part of the trials. Some of the newly licenced participants have moved directly into full-time work, and others are now able to apply for jobs where a licence is required. In Te Tai Tokerau, three Police officers have been trained as testing officers.</p>
Road User Charges and Fuel Excise Duty update	<p>The latest monthly revenue impacts resulting from the temporary reductions to Road User Charges (RUC) and Fuel Excise Duty (FED) are provided in Appendix A.</p>
Public Transport Patronage	<p>Public transport patronage trends in the main centres are shown in the graph provided in Appendix B. The School Holidays in 2019 started a week earlier than in 2022, hence the apparent rise last week and fall this week. This week's numbers represent an 'apples with apples' comparison, as it represents a week in school holidays in both 2019 and 2022. Next week's figures will likely look like a drop, (comparing a 2022 holiday week with a 2019 school week), before rising again the following week to a similar level as this week.</p>
Coastal Shipping Update	<p>Aotearoa Shipping Alliance</p> <p>Aotearoa Shipping Alliance, the second of the preferred suppliers for the Coastal Shipping Activity Class, have been contracted. The Waka Kotahi investment is \$7 million, and the Aotearoa Shipping Alliance investment is \$58 million.</p>

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The Waka Kotahi investment is towards the dredge refurbishment and barge purchase, whereas the partner investment covers other infrastructure such as barge facilities and port upgrades.

The funding will go towards delivering new barge services in the East Cape, Kawhia and the West Coast. This includes procuring vessels, upgrading vessels to New Zealand standards, and training crews.

The Aotearoa Shipping Alliance has been formed by four entities from three regions who share a common vision of supporting trade, creating economic and social benefits for their communities, and providing resilience. The alliance involves Ngati Waewae (West Coast South Island), Te Rimu Trust (East Cape), Tainui Kawhia Incorporation (Tainui Kawhia) and Westland Mineral Sands Co (West Coast South Island).

Aotearoa Shipping Alliance's deliverables under the funding agreement include upgrading the Kawatiri Dredge, currently located in Greymouth (August 2022), procurement (and any necessary upgrading) of two barges and into service (March 2023), completion of two business cases to support additional locations and ultimately expansion of the Aotearoa Shipping Alliance (February 2023).

Coastal Bulk Shipping

Coastal Bulk Shipping was established in 2008. Its original shareholders consisted of a diverse group of people who had a common interest in coastal shipping and shared a common belief that as a long, narrow country, New Zealand lends itself to shipping. Coastal Bulk Shipping is a New Zealand registered company which owns and operates the M.V. Anatoki.

The Coastal Bulk Shipping investment is \$5 million, and the Waka Kotahi co-investment is \$5 million. Funding will go towards the acquisition of a bulk material coastal shipping vessel as an addition to the Coastal Bulk Shipping fleet and supporting infrastructure (shore-based crane, forklift and container spreader).

Waka Kotahi expects the selected vessel to be modified and introduced to New Zealand waters by 2023.

Waka Kotahi is working with the further and final preferred supplier, Swire Shipping Limited, and is aiming to have contract detailing completed by the end of July 2022.

7. GENERAL UPDATES

TITLE	UPDATE
Driver testing and licencing services	<p>The current resurgence of COVID-19 across the country has started to impact driver testing and driver licencing services nationwide. Vehicle Testing New Zealand (VTNZ) Gisborne is currently closed until 25 July 2022 for both services.</p> <p>VTNZ Lower Hutt is operating at reduced capacity for both services, a further four VTNZ sites have reduced driver testing services and two with reduced capacity for driver licencing services. There is one Automobile Association (AA) site with reduced capacity for driver licencing services. Waka Kotahi service delivery partners are working to move staff across their locations to provide support to impacted sites.</p>
Federation of Motoring Clubs (FOMC)	<p>Preferred options to move vintage/classic vehicles and private motorhomes to a 12-month Warrant of Fitness/Certificate of Fitness have been presented to the Director of Land Transport. Due to the limitations of crash data for these specific vehicles, Waka Kotahi has not been able to provide robust data on the impact that these changes may have to land transport safety or provide assurance that these changes would be in the public interest.</p> <p>The Director has therefore requested more work to be completed. This includes exploring the need to include work in the Te Manatu Waka Rules Programme where a Regulatory Impact Statement would answer some of the unknowns. The president of the FOMC has been informed that there is more work to be done and is comfortable with the current approach. Your speech notes for the FOMC's Annual General Meeting reflect the status of this work.</p>
Waka Kotahi key partner and stakeholders survey	<p>Each year, Waka Kotahi surveys its key partners and stakeholders to understand how they rate Waka Kotahi on a number of measures. The 2022 survey has recently closed, and Waka Kotahi has received an early summary of top line results.</p> <p>Stakeholder and partner satisfaction with their relationship with Waka Kotahi has achieved the highest level to date at 57% satisfaction, a positive increase from the previous two-year plateau of 54%. Conversely, dissatisfaction has decreased to 21%, indicating a gradual return to 2020 dissatisfaction levels and a softening of previously polarised views of Waka Kotahi.</p> <ul style="list-style-type: none">• Generally, measures are stable or slightly better than 2021.• The number of people who report that they have 'no contact' in Waka Kotahi is down to 11%, lowest so far.

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- Local Government satisfaction has increased to 53% in 2022, which is a significant increase from 42% in 2021.
- While most regions saw relatively minor shifts, Auckland/Northland has seen a significant jump in overall satisfaction, returning to the 69% satisfaction last seen in 2020.

Waka Kotahi will receive a full report in the coming weeks and will provide you with further detail once received. The overall satisfaction figure is also publicly reported as a performance measure in the Statement of Performance Expectations.

Waka Kotahi and Big Street Bikers

There is an ongoing relationship between Waka Kotahi and Big Street Bikers, providing guidance on the Locky Dock network and strategic placement to support common objectives. In addition, Waka Kotahi is exploring the role Locky Docks may be able to play as an enabler for Climate Emergency Response Fund deliverables – (Rapid rollout of Cycling Network). Big Street Bikers have also submitted an entry to Hoe ki Angitū (Waka Kotahi Innovation Fund) for the “Underserved Communities” Challenge.

8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland 	Auckland Ferries – request for consideration of exempt status <p>Following your request that Waka Kotahi consider the exempt status of the Waiheke and Devonport ferries, Waka Kotahi is making inquiries with suitably qualified independent consultants to undertake the legislated investigation process.</p> <p>The consultant will be asked to do the following:</p> <ul style="list-style-type: none">• Provide Waka Kotahi with a draft plan and approach to undertaking the review that is consistent with the requirements set out in the Land Transport Management Act (LTMA).• Identify the information they will require from Auckland Transport (AT) and Fullers necessary to complete the review.• Undertake the review, including consulting with AT and Fullers.• Submit a final report to Waka Kotahi with a recommendation as to whether the exempt status should be changed. <p>In parallel, Waka Kotahi will contact AT and Fullers to formally inform them that a review will be undertaken shortly and discuss how best to consult with them through the review as required under the LTMA.</p> <p>An agreement has now been made between Fullers360 and AT to bring the Devonport Ferry into the Public Transport Operating Model structure, so the review will now only consider the exempt status of the Waiheke Ferry.</p> <p>For Waiheke, Fullers360 and AT have announced a Quality Partnership Agreement (QPA) that includes significant improvements for Waiheke ferry users:</p> <ul style="list-style-type: none">• An integrated Waiheke AT HOP adult monthly pass, bringing Waiheke Island into the wider integrated transport network enabling pass holders to take advantage of adjoining zone travel on bus and train.• Subsidising the adult monthly AT HOP fares to align with fares to the Pine Harbour and Gulf Harbour ferry services.• Greater certainty of service levels through a base minimum services timetable and a performance regime with punctuality and reliability metrics and payment of abatements for non-performance.

- The termination of services notice requirement for Fullers360 being extended to nine months

The QPA will be taken into account as part of the investigation into the exempt status.

s 9(2)(j)

Papakawau Aputerewa Creek Rehabilitation

In the 1970s the bridge over the Aputerewa Creek was replaced with a causeway which effectively cut off marine flow to the upstream catchment. Rehabilitating the Aputerewa Creek's upper estuary ecological function was the vision for this project.

The new bridge has re-established tidal flow and provided a more suitable habitat for fish and infauna to thrive.

The bridge was extended on the seaward side to accommodate the future shared path, as well as providing a safe location for the community to fish.

This project was funded through the Government's shovel ready Crown Infrastructure Partners programme.



Waikato/Bay of Plenty

Awakino Tunnel surface defects

In your feedback on the Waka Kotahi Q3 report for 2021/22, you requested an update on the issue of surface defects with the Awakino Tunnel project.

The cause of the seal failure at Awakino Tunnel is a separation of the seal coat from the basecourse. Specialists have not been able to agree on the primary cause for this. A wide range of factors must be carefully managed to ensure successful application of seal coats, including the surface preparation, moisture levels, correct chemical composition and temperature of the bitumen, and weather conditions.

The type of pavement and seal coat Fulton Hogan used for this project is a longstanding combination used for many years across New Zealand. It typically gives good performance, but application

of seal coats is not an exact science and relies on the contractor to get a large number of factors right for them to be successful.

As the contract was a design and construct format, Fulton Hogan has full responsibility for the seal coat, including managing any design and construction risks and paying for any remediation required. The cost to the contractor of making any repairs helps to ensure they control all factors to ensure successful work is done.

Waka Kotahi is confident the contractor was appropriately managed. The site team for this project included a Waka Kotahi-employed Quality Management team who were embedded in the contract and who monitored the work on a daily basis. Random verification testing was carried out to ensure the work was done within the specification and standard, with any errors or faults immediately fed back to Fulton Hogan.

Warm weather is required for the agreed repair methodology to be effective, and Fulton Hogan will carry out the repairs after winter 2022.

SH1 Telephone Road Rail Crossing

During the initial stages of our response to the unexpected closure of the rail crossing, Waka Kotahi met with the Ministry of Education on site to understand the impact on services, particularly around the current drop off points north and south of the rail crossing.

The northern drop off was better accommodated by adjusting some of the traffic management layout to make it easier for the school bus (and other vehicles) to turn around on Telephone Road.

The southern stop (which is right next to the rail crossing) is currently operational but does require some improvements to make the stopping area bigger and easier to pull into. Waka Kotahi is working towards this now.

It is now recognised that the crossing closure is likely to be in place for a considerable period of time and possibly permanently. Waka Kotahi has commissioned a detailed options report, expected to be completed within several weeks, to inform future decisions and further consultation will be carried out with the Ministry of Education during this work, to ensure that the long-term implications on school services are considered in this report.

Central North Island



Manawatu-Whanganui

SH56 Opiki was closed due to flooding from 11pm on 12 July to 3pm 15 July 2022.

Wellington/Top of South



Peka Peka to Ōtaki (PP2Ō) Expressway

On 19 July 2022, Waka Kotahi hosted a visit by Terisa Ngobi, MP for Ōtaki, for her to see the reconstruction and relocation of two historic kilns built by potter and local artist Mirek Smíšek. The notable kilns had to be moved a short distance east of their original location on Mirek's property in Te Horo to make way for the new expressway. This is an example of an infrastructure project working closely with Heritage NZ and the community to achieve the best outcome.

Despite the bad weather, major works continue to progress well with the bottom layers of asphalt nearly finished (100% AC20 asphalt and 89% AC14 asphalt). Significant progress has also been made with street lighting and safety barriers.

Elevate Ōtaki - the Ōtaki economic development group supporting the Ōtaki business community - have commenced discussions with Waka Kotahi on the design and messaging for destination signage to attract visitors to the Ōtaki township, following the expressway opening which will result in the township being bypassed.

Several community meetings have been held to update the public on the project. A key focus is on the changes that motorists will experience getting onto/off the expressway via the new on and off ramps and how to best access the Ōtaki township.

The Ōtaki River Bridge marker is under construction and progressing well with some Ōtaki College students involved with the design and construction of the tip of the structure. This will give them experience while enabling them to have a real contribution to the permanent cultural aspects of the new Ōtaki River Bridge.

The PP2Ō project will be featured at the 2022 National Bridge Summit on 2-3 August 2022 with a presentation by project members. Particular focus will be on the logistical challenges and design of the School Road Bridge, Te Horo.



Melling/Riverlink update

s 9(2)(f)(iv)

The Riverlink/Melling project is a local-central government and mana whenua collaboration and partnership to deliver housing and urban development, transport choices, and climate change adaptation. Council partners (Hutt City and Greater Wellington) are significant co-investors in Riverlink and their investment outcomes, including flood resilience of Te Awa Kairangi (Hutt River) and city revitalisation, are interdependent with progression of the Melling project. Ngāti Toa and Taranaki Whānui ki Te Upoko o Te Ika are the mana whenua partners and have formed a Mana Whenua Steering Group that provides iwi partner guidance across the major transport projects in the Wellington region.

Council partners (Hutt City and Greater Wellington) remain strongly supportive of the current project scope s 9(2)(f)(iv)

s 9(2)(f)(iv)

Wainuiomata Two-wheeled Public Transport Trial

Waka Kotahi is working through the final details of procuring bikes for the trial, which will be loaned to Kokiri Marae for the duration and retained afterwards to repeat the trial elsewhere or redeployed. The likelihood is that they will be supplied/purchased from Big Street Bikers. Waka Kotahi is funding the research element delivered by University of Otago.

Rest of the South**SH73 / Weedons Ross Road Intersection Improvements**

At 8:30am on 6 July 2022, a work site blessing was held with the contractor's staff on the SH73 / Weedons Ross Road Intersection Improvement project, one of the projects in the Canterbury Package of the New Zealand Upgrade Programme. This is the second of the six projects in the package to move into construction,



the first being the SH1 / Walnut Avenue Intersection Improvements project in Ashburton.

Fulton Hogan are now established on site and have commenced utility service location and limited site clearance works. Over the next few weeks, the work will visibly ramp up with utility services relocation work, stock water race structures and piping and further clearing works for the link road between Weedons Ross Road and West Melton Road.

The project is very well supported by the local community with many looking forward to the improved safety and connectivity the project will bring with the traffic signals at the intersection, new and improved shared paths for pedestrians and cyclists, undergrounding of utility services and the piping of large sections of the currently open stock water race.


There is a very tight programme of works concentrating on the stock water race piping and utility services relocation work required during the winter as this is the only time work impacting the stock water race flows can be undertaken. During winter, the water flow in the race can be dropped to around 200 litres per second; outside of winter the flows are an unmanageable 600-800 litres per second. With the stock water race works completed by mid-September 2022, the roading works can be undertaken over the 2022/23 summer period with completion of the project in May 2023.






SH94 Milford Road

SH94 Milford Road was closed between Lower Hollyford Road (East Gate) and West Gate from 17 July to 19 July 2022 due to a high avalanche risk in the area brought on by severe weather resulting from an active front from the Tasman Sea.

9. MEDIA UPDATES

REGIONAL AREA	UPDATE
Waikato/Bay of Plenty 	Bayfair roundabout changes A media statement will be released advising changes to the road layout on SH2//Maunganui Road, at the Bayfair roundabout in Tauranga, from 1 August 2022. A change to the layout is required to enable construction of the permanent road and a new and larger roundabout, with traffic signals to improve safety for road users. This is part of the Baypark to Bayfair project SH35 Ōpōtiki to Te Kaha A media statement is planned for release to update potential solutions or progress on repair and restoration of SH35 between Ōpōtiki and Te Kaha, which is closed to all traffic after part of the eastbound lane collapsed into the Motu River.

10. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
Waikato/Bay of Plenty 	SH25 Coromandel to Whitianga Due to a slip, SH25 is closed at Te Rerenga, east of Coromandel and will remain closed until further notice. There is no detour available. Travelers are advised to avoid the area or delay their journey if possible. SH2 Opotiki to Matawai Due to a large slip at Oponae, SH2 is closed between Opotiki (SH35) and Te Wera Road, Matawai until further notice. There is no detour available. Travelers are advised to avoid the area or delay their journey if possible.
Central North Island 	SH35 Opotiki to Te Kaka Due to a washout, SH35 is closed west of the Motu River Bridge and will remain closed until further notice. There is no detour available. Travelers are advised to avoid the area or delay their journey if possible.
Wellington/Top of South 	SH6 Murchison Due to a rockfall, SH6 is closed between the intersection with SH65 and Hinehaka. Travelers are advised to avoid the area or delay their journey. An update is expected on 22 July 2022.

11. ROAD DEATH UPDATE – WEDNESDAY 13TH TO TUESDAY 19TH 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) Dunedin	100	60	No	No	High Remote Rural	Wet Objects hit: None	s 9(2)(a)	Not applicable for Passenger	Yes	SUV	1*UCSR	None
s 9(2)(a)	s 9(2)(a) Far North	80	50	No	Yes	Low Medium Urban Fringe	Dry Objects hit: None	s 9(2)(a)	Learner-Current	Unknown	Car	2*UCSR	Truck
s 9(2)(a)	s 9(2)(a) Taupo	100	100	No	Yes	Low No Access	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) Waipa	100	80	Yes	No	Medium Rural Residential	Dry Objects hit: Fence	s 9(2)(a)	Restricted-Current	No	Van	1*UCSR	Utility
s 9(2)(a)	s 9(2)(a) Hastings	100	80	Yes	Yes	Medium Remote Rural	Dry Objects hit: Guardrail/Barrier	s 9(2)(a)	Not applicable for Passenger	Yes	Car	2*UCSR	Car, Car
s 9(2)(a)	s 9(2)(a) Central Otago	100	80	Yes	Yes	Medium Rural Residential	Wet Objects hit: None	s 9(2)(a)	Full-Current	Yes	Car	5*VSRR	Car

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)	s 9(2)(a) Wellington	100	80	Yes	Yes	Low Controlled Access	Dry Objects hit: Ditch, Steel Power Pole	s 9(2)(a)	Full-Current	No	Car	1*UCSR	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 20/07/2022.

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.

- 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.

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Appendix A – Revenue impacts resulting from the temporary reductions to RUC and FED.

The tables below show the revenue impacts for RUC and FED since the implementation of the temporary reductions.

RUC – Impact of 36% reduction

Month	Actual revenue	Revenue if at full rate (Grossed up)	Cost of Revenue Reduction
April (21st on)	\$ 73,795,903	\$ 115,306,098	\$ 41,510,195
May	\$ 150,100,438	\$ 234,531,934	\$ 84,431,496
June	\$ 106,501,119	\$ 166,407,998	\$ 59,906,879
Total	\$ 330,397,460	\$ 516,246,030	\$ 185,848,571

Note: The cost of revenue reduction represents the value of the claim that the National Land Transport Fund will seek from Te Manatū Waka for the RUC reduction. This is based on actual sales of RUC made during the valid period.

Volumes of RUC purchased by vehicle type during the reduction period are shown below:

Heavy Vehicles	Count of licences (000)	Count of overlaps (000)	Distance Purchased (million kms)
April (21st on)	67.20	20.80	204.45
May	153.80	3.80	455.70
June	127.40	1.20	366.14

Light Vehicles	Count of licences (000)	Count of overlaps (000)	Distance Purchased (million kms)
April (21st on)	110.00	8.70	852.63
May	214.30	6.60	1,641.08
June	150.70	2.90	1,105.34

Fuel Excise duty – Impact of 25 cents per litre reduction

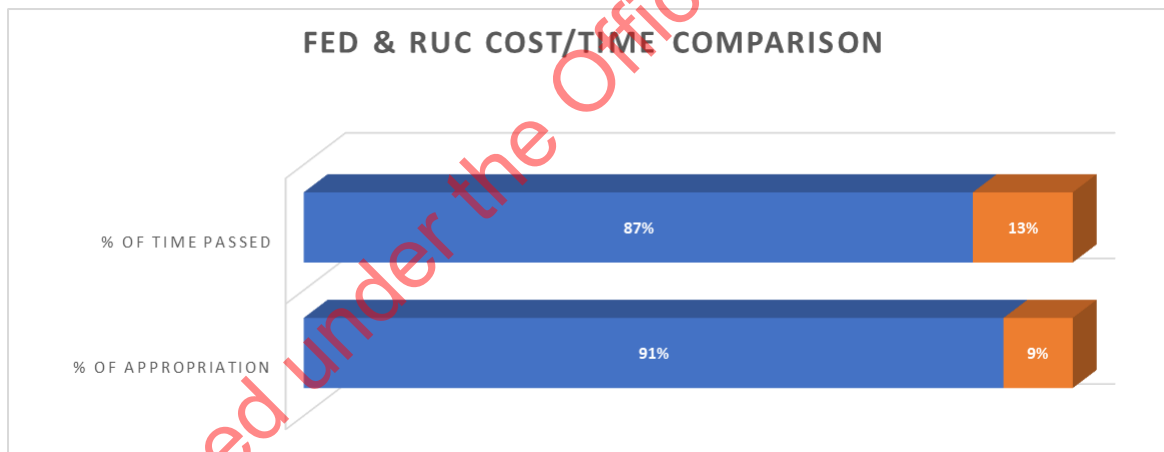
Month	(Million litres)	Cost of Revenue Reduction
March	-	\$ -
April	38.4	\$ 9,606,036
May	320.92	\$ 80,229,585
June	175.50	\$ 43,867,256
Total	534.82	\$ 133,702,876

Note: This is the quantity and value of shipments that have been invoiced by Customs New Zealand during the relevant months. This will be the value claimed by the National Land Transport Fund from the Te Manatū Waka for the period to date.

This value differs from the values in the Crown Financial Report, as it is based on actual shipments invoiced during the month (a cash basis), where the financial report includes estimates of shipments in transit and arrived that have not yet been invoiced (accrual basis).

Appropriation Tracking

The following chart shows the trends of cost (claims) vs. appropriation and provides a visual of the rate at which the appropriation is being used up. This reflects the three-month programme where the total appropriation is \$350m.



Appendix B – Patronage Update – Public Transport

