



After an underslip reduced a section of SH2 to one lane, roading crews have done great work to quickly create a temporary lane at Otanga, north of Dannevirke while a permanent fix is developed and constructed.



# WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 11 November 2022

#307

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

REFERENCE	TITLE	DUE DATE
Minister Wood		
MINO-513	Updated WHC comms plan and engagement brochure	COMPLETE
MINO-516	Infrastructure Sustainability Council investment proposal	COMPLETE
MINO-517	White paper follow up – changes to requirements of road surface depth over the last 10 years	COMPLETE
MIN-4005	s 9(2)(f)(iv) [REDACTED]	COMPLETE
MINO-514	s 9(2)(f)(iv) [REDACTED]	11 November 2022
MINO-515	Update on Napier-Taupo Road business case	11 November 2022
MINO-519	LGWM Programme Governance – s 9(2)(g)(i) [REDACTED]	11 November 2022
BRI-2589	AWHC and ALR joint briefing for ALR sponsors meeting, 29 November 2022	Week ending 17 November 2022
MIN-4003	Update on national and sub-national VKT reduction plan	Week ending 17 November 2022
MIN-3887	Follow up to WPQ 16049 - DSI figures for 2021	Week ending 17 November 2022
MIN-3985	Waiheke ferry service exempt status	24 November 2022
MIN-3993	Update on new Dunedin Hospital build and SH1 one-way/two-way	Week ending 1 December 2022
MINO-501	AWHC monthly report for November	Week ending 1 December 2022
BRI-2630	LGWM Programme Governance – s 9(2)(g)(i) [REDACTED]	Week ending 1 December 2022

N/A	LGWM monthly report for November 2022	Week ending 1 December 2022
BRI-2641	Accelerating median barrier delivery	Week ending 8 December 2022
<b>Minister McAnulty</b>		
MIN-4010	Roading update for meeting with Marlborough Mayor, 15 November 2022	14 November 2022
MIN-4011	Roading projects update for meeting with Westland District Council Mayor, 15 November 2022	14 November 2022



## 2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
N/A	Update on timeframe for next steps on Mangamuka Gorge – provided by weekly report	18 November 2022
N/A	Provide regular reporting on implementation of the Clean Car Standard via weekly report	N/A

## 3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
N/A	N/A

## 4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
Annual Review Hearing	16 February 2023

## 5. REGULAR UPDATES

TITLE	UPDATE
Public Transport (PT) Patronage	<p>As can be seen in the graph provided in <b>Appendix A</b>, this week's patronage figures include comparison with the same period in 2019.</p> <p>Since 2019, demand for journeys in New Zealand to reach places of employment and education has changed significantly, with increased working from home arrangements, online schooling options and reduced numbers of international students</p> <p>Research indicates that the number of PT users is not significantly less than in 2019, however, they are travelling less frequently. For these reasons, increased patronage will be through mode shift, rather than post COVID-19 confidence recovery.</p>

## 6. GENERAL UPDATES

TITLE	UPDATE
<b>Clean Vehicle Standard Programme – Release 1 Launched</b>	<p>The Clean Vehicle Standard Programme Release 1, successfully went live to the public on 7 November 2022. Release 1 is working and approximately 200 importers had registered by 9 November 2022.</p> <p>The Programme is focusing on support for go-live as well as delivering Programme Release 2 on 1 December 2022. Industry remains engaged with the Programme team and are collaborating well.</p>
<b>New Driver Test Routes Approved</b>	<p>Four new driver test routes have been approved by Waka Kotahi NZ Transport Agency and passed to Vehicle Testing New Zealand (VTNZ) for operationalisation. A restricted and full licence test route will be established in Waipukurau, Wairoa, Kaikohe, and Dargaville. Go live dates are yet to be confirmed. Waka Kotahi will provide you with an update once these dates have been received from VTNZ.</p> <p>Once live, the routes will be used for practical driving tests by both Vehicle Testing NZ Driver Testing Officers and the first Community Driver Testing Officers (CDTOs). The CDTO role provides dedicated practical driver testing for people on a community driving licence course.</p> <p>CDTOs can test for Class 1 licences only. The CDTO is a new initiative funded from Budget 22 to help reduce waiting times for practical driving tests.</p>
<b>Network Road Closures due to Weather Events and Crashes between 31 October and 6 November 2022</b>	<p>A summary of road closures along the state highway network between 31 October and 6 November 2022 is provided below:</p> <p><b>31 October 2022</b></p> <ul style="list-style-type: none"> <li>SH2: The road was closed between Waioatahe Valley Back Road and Paerata Ridge Road West of Ōpōtiki due to a large slip. The road was closed for approximately 31 hours.</li> </ul> <p><b>1 November 2022</b></p> <ul style="list-style-type: none"> <li>SH76 Halswell Junction Road: The road was closed for approximately 2 hours due to a medical event involving a cyclist.</li> </ul> <p><b>2 November 2022</b></p> <ul style="list-style-type: none"> <li>SH24 Matamata to Te Poi Road: The road was closed for approximately 5 hours due to a crash and downed power lines. Traffic was diverted onto SH29 and SH27.</li> </ul>



## TITLE

## UPDATE

- SH67 Hector to Mokihinui Road: This section of road was closed for approximately 5 hours due to flooding and debris.
- SH73 Jacksons to Kumara Junction: This section of road was closed due to a slip for approximately 13 hours.

### 3 November 2022

- SH10: The road was closed for approximately 5 hours between Waimate North Road and Kerikeri Road due to a crash.

### 4 November 2022

- SH2: The road was closed for approximately 5 hours due to a serious crash.

### 5 November 2022

- SH51 between Ellison Street and Waitangi Road: This section of road was closed due to the Iron Maori Toa Event. The road closed at 2am and re-opened at 3pm.
- SH25 Waihi to Whiritoa: This section of road was closed due to a serious crash for approximately 6 hours. Traffic was diverted onto Golden Valley Road.

### 6 November 2022

- SH30: Closed for approximately 6.5 hours due to a crash near Lake Okataina Road.
- SH35 Uawa Bridge at Tolaga Bay: Closed due to bridge abutment repairs for approximately 8 hours.
- SH1 between Milton and Waihola: The road was closed for approximately 12 hours due to a fatal crash. There was only a detour for light vehicles. This light vehicle detour involved 12km of gravel road.
- SH1 Bulli Point: The road was closed for approximately 5.5 hours due to a truck crash.



ASH2 West of Opotiki

TITLE

UPDATE



ΔSH1 Bulli point



## 7. REGIONAL UPDATES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>SH1 Papakura to Drury Project - Stage 1B2 Consent Applications Accepted for Processing</b> <p>As advised recently, Notices of Requirement and resource consents for Stage 1B2 of the project (the final stage) were lodged with the Environmental Protection Authority (EPA) under the COVID-19 Recovery (Fast-track Consenting) Act in late October 2022.</p> <p>The EPA has now confirmed that our applications have been accepted for processing. Affected property owners and listed stakeholders under the Act have been notified.</p> <p>Stage 1B2 of the project is being consented separately to provide appropriate time for the consideration of the project's impact on an identified site of cultural significance (Opaheke - shown in red in the image in <b>Appendix B</b>). This site spans both sides of the SH1 motorway where it crosses the Otuuwairoa Stream/Slippery Creek between Papakura and Drury Interchanges. Waka Kotahi has been working closely with mana whenua on the design of the project, particularly through this area, with a focus on enhancing environmental and cultural outcomes.</p> <p>The EPA will now appoint an expert consenting panel to consider our applications. The timing for appointing the panel is not known at this stage, and potentially may not happen prior to Christmas 2022.</p> <b>Upcoming Engagement for SH1 Mangamuka Gorge</b> <p>Waka Kotahi briefed the freight industry on SH1 Mangamuka Gorge at two National Road Carrier meetings in Northland on 3 and 4 November 2022.</p> <p>Freight operators in the region have ongoing concerns about the disruption caused by detour routes after heavy rain in July and August 2022 caused several underslips through the Mangamuka Gorge, forcing Waka Kotahi to close the road.</p> <p>Waka Kotahi provided an update on the emergency response work that is underway as well as the planning work that is being done with regard to taking a more strategic approach to readiness, resilience, and recovery, building on the work that has already begun.</p>
<b>Waikato/Bay of Plenty</b>	<b>SH1 Cambridge to Piarere Safety Improvements</b> <p>A temporary reduction of the SH1 speed limit from 100km/h to 80km/h is now in place from just north of Hickey Road to south of the Karāpiro Road/SH1 intersection. High Crash Area signs have also been installed so people are aware of the upcoming risks.</p>



The temporary speed restriction will remain in place until the planned permanent safety infrastructure is installed on the 7.5km of road from Fergusson Gully Road north to the end of the Waikato Expressway. The wide painted centre lines are also an interim measure while Waka Kotahi prepares to install flexible median barriers on this road.

The draft plans being finalised now include installing another 7.3 km of flexible median barriers and associated turnaround areas, with left-in/left-out designs on some intersections. To avoid inconveniencing residents, it is planned that all turnarounds will be in place before the flexible median barrier is installed. This work will take place in the 2023/24 construction season (October to March). Opportunities to combine safety improvements installation with maintenance work are being investigated, as well as whether any of the safety work can be brought forward.

As part of finalising the design, Waka Kotahi is currently seeking community and stakeholder feedback. There will be an Information Day held on 17 November 2022 from 1pm to 6pm at the Cambridge Town Hall. An online option will also be provided for people to submit feedback.

### SH1 Waikato Expressway – Hamilton Section

The Hamilton section of the SH1 Waikato Expressway opened in July 2022. Some neighbours are unhappy with the change in traffic noise levels associated with the open expressway, notwithstanding mitigations including walls, cuttings and sections of quieter asphalt as part of consent requirements.

Acoustic consultants have recently completed noise monitoring and their report to Hamilton City and Waikato District Councils was submitted on 4 November 2022.

While the report confirms the road is currently compliant and operating within consented noise limits, the traffic volumes are around the 2031 projection. Waka Kotahi is obtaining advice on what this means and whether any actions are required. The report will be released to the public once the Councils have had a chance to consider it. This is expected to take place before Christmas 2022.

s 9(2)(g)(i)



## REGIONAL AREA

## UPDATE

§ 9(2)(g)(i)

### Tauriko West Enabling Works – TCC Share Confirmed

Tauranga City Council (TCC) has now confirmed the arrangements for its share of the funding for the Tauriko West Enabling Works. § 9(2)(i)

§80m from the Infrastructure Acceleration Fund. There is also a \$10m contribution to the Council's share from the city wide "TSP IFF" levy that TCC is putting in place.

## Central North Island



### Ōtaki to North of Levin - New Highway and Walking and Cycling Path

Following joint Ministers' approval to proceed to pre-implementation, on 1 November 2022 Waka Kotahi lodged Notices of Requirement (NoR) and resource consent applications for the new highway and shared use path. If approved, these applications reflect the key environmental approvals required for the project to be built. Waka Kotahi is now able to commence discussions around property acquisition for all landowners within the project designation. We have been in touch with landowners directly affected by the proposed designation and will continue working with and supporting them throughout the process.

The consents were lodged with Horizons and Greater Wellington Regional Councils, and Horowhenua and Kāpiti Coast District Councils along with a request for the applications to be referred to the Environment Court for a decision.

Over the last few years Waka Kotahi, in partnership with Muaūpoko and hapū of Ngāti Raukawa ki te Tonga, has undertaken engagement with stakeholders, road users and the community to understand local insights and concerns. Waka Kotahi will continue to work with property owners and the community throughout the consent process.

The procurement process is likely to commence in 2023, subject to other key projects in the region.



### Te Āpiti Manawatū Gorge Old Road Project

Waka Kotahi continues to work with Tararua District Council and Palmerston North City Council on the Te Āpiti – Manawatū Gorge old road business case (revocation). Horizons Regional Council, Manawatū District Council and the Department of Conservation are also well engaged.

Work is also underway to complete the management plan. Waka Kotahi will recommend road stopping for the areas of the old road which the completed geotechnical assessment identifies as unsafe to drive on (most of the route). The management plan will highlight possible options for the old road, including who could own or manage existing or new assets. It will also detail how appropriate public access could be provided if funding is secured in the future by a new owner.

Waka Kotahi is planning to undertake stakeholder/community engagement on the revocation business case in February 2023 and expects to finalise the business case and management plan by mid-2023. Key stakeholders and community will be kept engaged and informed as the project progresses.



## Wellington/Top of South

**Security Review of Key Wellington Highway Assets**

Following recent protest activity in Wellington, a physical review was carried out on key assets, with representatives from Waka Kotahi and New Zealand Police visiting Wellington to inspect a number of tunnels, overbridges and overhead gantries.

The security methodology has been utilised to identify, prioritise, and understand the security risk and opportunities for Waka Kotahi assets in accordance with the New Zealand Protective Security Requirements (PSR). A report highlighted findings from this physical inspection and assessment of key risks.

Prioritisation has been by the application of a recognised risk matrix to address threat identification, vulnerability of asset, likelihood of a threat being carried out, and consequences of a threat being carried out.

Some initial observations highlighted by the security team are:

- s 6(a)

A number of short-term measures have/will be installed to restrict access, while further longer security features, if deemed applicable, will be assessed on a benefit cost value basis.

**Peka Peka to Ōtaki (PP2Ō) Expressway**

The programme is still on track for a pre-Christmas 2022 opening date for the expressway, but this is very tight and has the potential to be impacted by weather conditions as well as any residual COVID-19 impacts on resourcing and material availability.

Placement of the top layer of asphalt (EMOGPA) is 27% complete, with all EMOGPA now laid in the southern zone (south of Marycrest rail overbridge) except for the area of the road which ties into the MacKays to Peka Peka expressway.

Items for the PP2Ō time capsule have been collected from the community and the capsule itself is now under construction. Nga Hapu o Ōtaki are creating a suitable weaving to wrap around the capsule. It will be buried in the area surrounding the southern gateway sculpture when it is blessed by iwi at the unveiling. This is expected to take place in the first week of December 2022.

The concept for Ōtaki destination signage has been completed with the aim of increasing visitors to Ōtaki and supporting



businesses. Two signs (one northbound and one southbound) will be located on the expressway in advance of the Ōtaki township with messages that encourage people to stop and shop.

The bridge marker is close to completion and is expected to be installed in the first week of December 2022. The illuminated tip of the marker has been completed by Ōtaki College students and has been fixed in place, with painting of the whole bridge marker underway. 82

In the photo provided below, Ōtaki College student s 9(2)(a) – who helped make the structure – shows the tip encased in a protective tape to prevent it from being scratched. C

s 9(2)(a)



### State Highway 6 Closure Blenheim to Nelson

Good progress has been made on the critical recovery works necessary to restore the route between Blenheim (Rai Valley) and Nelson (Hira) during the seven-week highway closure.

Key achievements for the week ending 4 November 2022 include closing the highway on 1 November 2022 as planned, as well as the establishment of materials, site offices and comms links onsite.

Bulk excavation to four main underslip sites is largely complete with drilling starting on schedule at sites 1 and 4. Drilling is starting early at site 1 and convoy timings have been refined for local residents who gain access via Forestry Road (between Kokorua Road and west to Hira). This is to better reflect community need and operational learnings.



**Traffic Congestion in Nelson on 5 and 6 November 2022**

As a result of the closure of Whakatu Drive (SH6 between Nelson and Richmond) for resealing, there was significant congestion through Main Road Stoke (Nelson) and in Richmond on the local road detours. While there were prior communications of this closure, given the traffic volumes and level of activity on 5 November 2022, the congestion was significant. However, congestion was less so on 6 November 2022.



The benefit of undertaking the reseal work on Whakatu Drive over a weekend and closing the road meant we avoided disruption of up to three weeks.

**Rest of the South****SH1 Saltwater Creek to Cam River North Canterbury - Safety Improvements**

The design for safety improvements along this stretch of SH1, which includes the Woodend Township, will be shared with the community starting from the middle of the week beginning 14 November 2022. This follows consultation undertaken in 2019. The response may be mixed especially as some parts of the community would like a bypass around Woodend.

The next steps are to complete the design, consenting and property acquisition processes.

## 8. MEDIA UPDATES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>Papakura to Drury</b> A media statement is planned for release on 18 November 2022 to advise that the project's application via the COVID-19 (Fast Track Consenting) Act has been accepted and will now be processed.  <b>Waitemata Harbour Connections</b> A Waka Kotahi media statement is planned to follow the ministerial release to launch community engagement events for the project on 13 November 2022.  <b>Upcoming Roadworks on SH1</b> A media statement is planned for release during the week beginning 14 November 2022 to advise of upcoming road closures (27 November - 9 December 2022) while maintenance and capital works are completed in Dome Valley and Puhoi to Warkworth as a last push before the Christmas 2022 holidays.
<b>Wellington/Top of South</b> 	<b>SH6 Whangamoa media visit</b> Media will be given an escorted tour of the SH6 emergency repairs on 16 November 2022. Invited media will see major slip sites, scour areas, and forestry roads being used by residents in the closure zone. Stuff, RNZ, Newshub, and Once News are confirmed as attending.  <b>SH2 Safety Improvements/Speed Reviews</b> A media statement is tentatively planned for release during the week beginning 14 November 2022, outlining new safety improvements for SH2 Upper Hutt and Wairarapa, also including details on consultation for proposed lower speed limits.  <b>Te Ara Tupua construction</b> A media statement is tentatively planned for release during the week beginning 14 November 2022 outlining milestones of start of construction on the Ngā Ūranga ki Pito-One section of Te Ara Tupua.

**REGIONAL AREA****UPDATE****Rest of the South****Walnut Ave, Ashburton**



A media statement is planned for release during the week beginning 14 November 2022 announcing that the Walnut Avenue intersections with SH1 (East St and West St) is ready to open for use after final work on the KiwiRail aspects have been completed.

**General****Interim State Highway Speed Management Plan**

A media statement is planned for release on 14 November 2022 announcing the opening of public consultation on the Interim State Highway Speed Management Plan being developed by Waka Kotahi.



## 9. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>SH1 Mangamuka Gorge</b> Due to multiple large slips and dropouts, SH1 is closed between Kitchen Road and Makene Road. A detour is available via SH10.
<b>Central North Island</b> 	<b>SH1 Waouru to Rangipo (Desert Road)</b> Due to under-slip repairs, this section of road was closed on 10 and 11 November 2022 from 7am to 5pm. Detour routes were available.

## 10. ROAD DEATH UPDATE – WEDNESDAY 2<sup>ND</sup> TO TUESDAY 8<sup>TH</sup> NOVEMBER 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	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) Southland	100	80	Yes	Medium Rural Residential	Dry Objects hit: Fence, Ditch	Passenger	Not Applicable for Passenger	Yes	Car	3*UCSR	Car
s 9(2)(a)	s 9(2)(a) Auckland	No info on Mega Maps	No info on Mega Map	Yes	No info on Mega Maps	Dry Objects hit: Fence, Ditch, Embankment	Driver	Full-current	No	Car	4*UCSR	None
s 9(2)(a)	s 9(2)(a) Christchurch	50	40	Yes	Low Medium Commercial Big Box/Industrial	Dry Objects hit: Power box	Cyclist	Not Applicable for Cyclist	Yes	Bicycle	Not Applicable for Bicycle	None
s 9(2)(a)	s 9(2)(a) Christchurch	60	80	No	Low Medium Urban Fringe	Dry Objects hit: None	Motorcyclist	Full-current	Yes	Motorcycle	Not Applicable for Motorcycle	Vehicle (type not stated) and trailer
s 9(2)(a)	s 9(2)(a)	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Map	Dry Objects hit: None	Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Car	4*UCSR	None

Crash description		Speeds			Roads & Roadsides			People		Vehicles		
What happened (NZ Police description)	Date of crash Time of crash Local Council	Speed limit km/h	SAAS km/h	SH	IRR Land use and risk rating: low, medium, high	Road conditions	Deceased details Gender, Age, User	Deceased drivers' licence status	Restraint or helmet worn	Vehicle type where occupant died	UCSR/ANCAP/ CWR (light vehicles only)	Other vehicles involved
s 9(2)(a)	Auckland											
s 9(2)(a)	s 9(2)(a) Auckland	No info on Mega Maps	No info on Mega Map	No	No info on Mega Maps	Dry Objects hit: Tree, Fence	s 9(2)(a) Motorcyclist	Never Licensed	Yes	Motorcycle	Not Applicable for Motorcycle	None
s 9(2)(a)	s 9(2)(a) Far North	80	80	Yes	Medium  Rural Residential	Dry Objects hit: None	s 9(2)(a) Driver	Full-current	Yes	Utility	2*UCSR	Utility
s 9(2)(a)	s 9(2)(a) Far North	100	80	No	High  Rural Residential	Dry Objects hit: Fence	s 9(2)(a) Driver	Full-current	No	Utility	2*UCSR	None
s 9(2)(a)	s 9(2)(a) Dunedin	100	80	Yes	Low Medium  Rural Residential	Dry Objects hit: None	s 9(2)(a) Driver	Full-current	Yes	Utility	1*UCSR	Truck and Trailer
s 9(2)(a)	s 9(2)(a) Rotorua	100	80	Yes	Low Medium  Rural Town	Dry Objects hit: None	s 9(2)(a) Motorcyclist	Full-current	Yes	Motorcycle	Not Applicable for Motorcycle	SUV



Crash description		Speeds			Roads & Roadsides			People		Vehicles		
What happened (NZ Police description)	Date of crash Time of crash Local Council	Speed limit km/h	SAAS km/h	SH	IRR Land use and risk rating: low, medium, high	Road conditions	Deceased details Gender, Age, User	Deceased drivers' licence status	Restraint or helmet worn	Vehicle type where occupant died	UCSR/ANCAP/ CWR (light vehicles only)	Other vehicles involved
s 9(2)(a)	s 9(2)(a) s 9(2)(a) Wellington	50	40	No	Low Medium Urban Residential	Dry Objects hit: None	s 9(2)(a) Motorcyclist	Full-current	Yes	Motorcycle	Not Applicable for Motorcycle	Car
s 9(2)(a)	s 9(2)(a) s 9(2)(a) Opotiki	100	60	No	Medium High Rural Residential	Dry Objects hit: None	s 9(2)(a) Motorcyclist	Unknown at time of report	Yes	Motorcycle (Dirt bike)	Not Applicable for Motorcycle	Utility
s 9(2)(a)	s 9(2)(a) s 9(2)(a) Southland	100	80	Yes	Low Medium Rural Residential	Dry Objects hit: None	s 9(2)(a) Driver	Full-current	Yes	Utility	5*ANCAP	Truck and Trailer, Truck and Trailer

#### About the information:

Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 9/11/2022.

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.

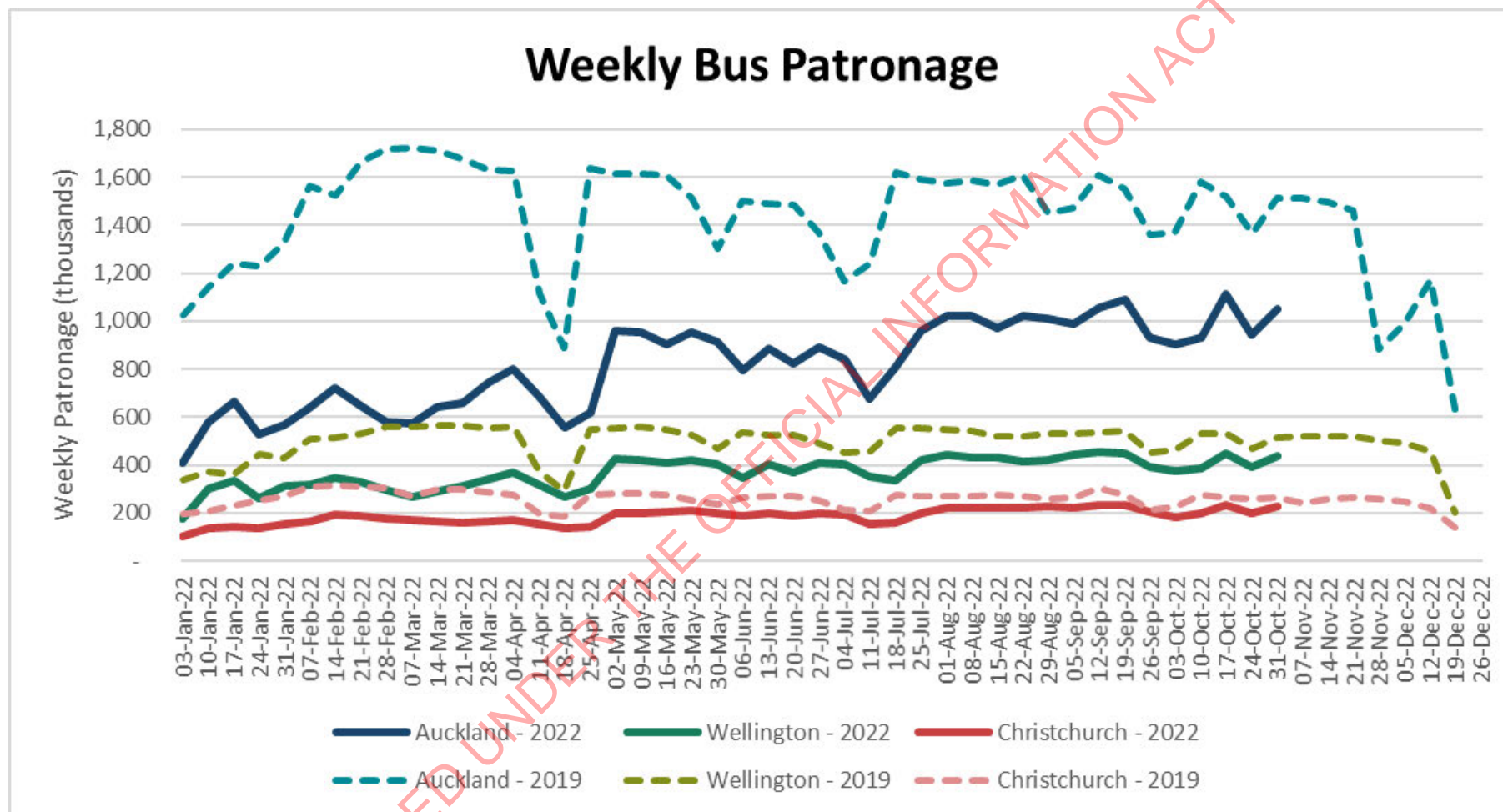
Deaths already excluded from the road toll based on Ministry of Transport assessment are not included in the data. Fatal crashes may be excluded from the road toll because the deaths may be caused by medical events, suicide, homicide, "Acts of God", be off-road or non-motor vehicle crashes, or the death 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.

## Appendix A – Public Transport Patronage





## Appendix B – SH1 Papakura to Drury Project

