

Te Ahu a Turanga: Manawātū Tararua Highway has reached a significant milestone with completion of the first of three piers on the Parahaki Bridge over the Manawātū River. The 19-metre-high pier contains 320 cubic metres of concrete and was designed by artist James Molnar. This is the first mahi toi element to be completed on the project so far.

## WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 2 December 2022

#310

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

REFERENCE	TITLE	DUE DATE
Minister Wood		
MIN-4026	Bus driver industry standard – break down of progress in each region	COMPLETED
MIN-4027	Timaru MyWay – provide information on patronage, customer satisfaction and cost benefit analysis	COMPLETED
MINO-501	AWHC monthly report for November 2022	COMPLETED
MIN-4025	section 9(2)(f)(iv)	2 December 2022
MINO-537	[MO for Input] Comments on Paper – Strengthening cyber security resilience through reporting advice and standards	2 December 2022
MINO-539	Update for the Minister on the IRG NW Busway project completion date	2 December 2022
MINO-540	Provide information regarding media article about the impact of the Airport to Botany project on properties	2 December 2022
MIN-3993	Update on new Dunedin Hospital build and SH1 one-way/two-way	2 December 2022
MINO-525	2024-27 Speed Management Plan	5 December 2022
MINO-527	WHC decision points in 2023	5 December 2022
BRI-2671	LGWM Golden Mile construction timing	Week ending 8 December 2022
BRI-2641	Accelerating median barrier delivery	Week ending 8 December 2022

REFERENCE	TITLE	DUE DATE
BRI-2630	section 9(2)(f)(iv)	Week ending 8 December 2022
BRI-2672	LGWM Partners' Meeting, 19 December 2022	Week ending 8 December 2022
MIN-4031	View on inter-regional passenger rail function and resourcing requirements	8 December 2022
MIN-4029	Road Safety Partnership Programme Ministers report	8 December 2022
BRI-2673	Contact centre and customer interface and existing action plan for contact centre	Week ending 15 December 2022
BRI-2676	Ideas on integrating WHC consultations with the AHB walking and cycling events	Week ending 19 January 2023
MIN-3985	Waiheke ferry service exempt status	21 December 2022
MIN-3887	Follow up to WPQ 16049 - DSI figures for 2021	18 January 2023
MIN-4030	WHC engagement tool and its use across ALR and WHC engagement	27 January 2023
BRI-2655	LGWM Partners' Meeting, 15 February 2023	Week ending 9 February 2023
<b>Minister McAnulty</b>		
MINO-538	Draft press release referring to the completing of SH6 works	2 December 2022

## 2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
N/A	Clean Car Standard – importers yet to register – via fortnightly reporting	N/A
N/A	Report back on impact of the organisational change on the Regulatory function	N/A
MIN-4024	Mangamuka Gorge Phases of Work	COMPLETED
MIN-4026	Bus driver industry standard – break down of progress in each region	COMPLETED
MIN-4027	Timaru MyWay – provide information on patronage, customer satisfaction and cost benefit analysis	COMPLETED
MIN-4025	section 9(2)(f)(iv)	2 December 2022
MIN-4031	View on inter-regional passenger rail function and resourcing requirements	8 December 2022
BRI-2673	Contact centre and customer interface and existing action plan for contact centre	Week ending 15 December 2022

## 3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
N/A	N/A

## 4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
Waka Kotahi Annual Reviewing Hearing	16 February 2023

## 5. KEY UPDATES

TITLE	UPDATE
<b>Update on Consultation for the Draft Interim State Highway Speed Management Plan</b>	<p>Consultation on the draft Interim State Highway Speed Management Plan (ISMP) opened on 14 November 2022. In the first two weeks, the consultation webpage has had over 12,000 unique views and 751 submissions have been received through the website.</p> <p>There was good pick up of the consultation announcement and Waka Kotahi NZ Transport Agency spokespersons have featured in prominent interviews on TV and radio. Our partners, New Zealand Police, Brake and the Automobile Association have also spoken in support of the plan.</p> <p>A further media release, as well as public information advertising (digital and print), will encourage people to make a submission before the consultation period closes on 12 December 2022. Waka Kotahi will continue to update you with consultation numbers and themes as they emerge.</p>
<b>Rail System Safety – Regulatory Framework Workshop</b>	<p>Key findings and recommendations from a recent industry workshop have been received from the facilitating consultants. The purpose of the workshop was to develop a rail safety regulatory framework to meet the current demands of the railway industry and support its growth in New Zealand.</p> <p>The seven separate recommendations include the establishment of an industry body, regulation review, and a strengthened and more effective regulator. The recommendations have been distributed to industry and government leaders and a follow-up workshop has been planned for 14 February 2023. The recommendations represent a significant cross-agency and industry body of work.</p>
<b>Future Transport</b>	<p>On 30 November 2022, Waka Kotahi published the second round of challenges for Hoe ki angitū Innovation Fund. The three challenges are:</p> <ol style="list-style-type: none"><li>1. How might Waka Kotahi make roadworks safer and smarter to protect workers and other users of the road network?</li><li>2. How might Waka Kotahi reduce the impact of our rapidly growing urban freight task and door-to-door deliveries on urban environments and people?</li><li>3. How might Waka Kotahi improve the safe and efficient movement of people and goods that are using different modes of transport in the same space, by making better use of new technologies and data?</li></ol>

TITLE	UPDATE
	<p>Interest in round one was high, with over 110 applications received and 24 applications funded. Round two will open for applications in February 2023 and Waka Kotahi is expecting an equally strong response.</p>

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## 6. REGULAR UPDATES

TITLE	UPDATE
<b>Update on Commencement of New Driver Testing Routes</b>	<p><b>Driver testing in Waipukurau</b></p> <p>Practical testing is now available in Waipukurau after the community celebrated the milestone with a well-attended launch event on 24 November 2022.</p> <p>The Central Hawke's Bay District Council Mayor Alex Walker noted that the return of testing for Waipukurau was due to the collaboration from the local community, Waka Kotahi and Vehicle Testing New Zealand (VTNZ).</p> <p><b>Driver testing in Wairoa</b></p> <p>The date for VTNZ to commence testing in Wairoa has been pushed from 1 December 2022 to mid-December 2022 (likely 12 December 2022).</p> <p><b>Driver testing in Kaikohe and Dargaville</b></p> <p>Dates have been confirmed for these two centres; VTNZ will start testing in Dargaville from 6 December 2022, and Kaikohe from 8 December 2022.</p> <p>Joint media releases with VTNZ and the local community will support the start of testing. A launch event will be held in Kaikohe on 6 December 2022, as well as potentially a separate community event for Dargaville.</p>
<b>Update on Driver Testing Trials</b>	<p>The success of the community-led driver training and testing programme in Tairāwhiti was celebrated with a graduation ceremony in Gisborne on 24 November 2022.</p> <p>The graduation celebrated the achievements of those who've participated in Tairāwhiti REAP's driver licensing programme in 2021-2022, as well as those who have been through the community-based trial established in June 2022 and the recently trained Community Driver Testing Officers (CDTO).</p> <p>The trial is funded by Waka Kotahi in partnership with Tairāwhiti REAP and McInnes Driver Training, who are employing the community driver testing officers. In Tairāwhiti, 86 participants have successfully passed their Class 1 practical tests (restricted or full) over 22 days of testing and in Te Tai Tokerau, 105 participants have successfully passed their Class 1 practical tests over 14 days of testing.</p>



# section 9(2)(a)

*Tairāwhiti REAP participants and guest attendees*



*New Community Driver Testing Officer, section 9(2)(a) receiving her certificate from the Director of Land Transport and section 9(2)(a) from Tairāwhiti REAP.*

## Public Transport (PT) Patronage

PT patronage remains relatively stable across all centres. November 2022 shows its traditional drop as senior high school students go on study leave.

For the latest trends, please refer to **Appendix A**.



## 7. GENERAL UPDATES

TITLE	UPDATE
<b>Incentives to Encourage Safer Driving Behaviour</b>	<p>Waka Kotahi will shortly be publishing research on <i>Incentives to encourage safer driving behaviour</i>. This review was undertaken because there was perceived to be a gap in knowledge about the role and application of incentives to encourage safe behaviour and choices in the context of an overall safe system approach.</p> <p>The researchers found that incentives targeting younger drivers and fleet schemes have the greatest evidence for desired behaviour change, while layering or multiple incentives can increase reach and desirability for all groups. There is a risk that some types of incentives may lead to negative impacts on safer driving behaviours, such as time discounts on the graduated driver licensing system process and rewarding existing good driving behaviour as opposed to safer driving behaviour.</p> <p>There are consistent opportunities and challenges in successfully implementing incentives for safer driving behaviours, aligned with three of the Road to Zero Action Plan focus areas.</p> <p>Eleven recommendations were made, in four broad areas:</p> <ul style="list-style-type: none"><li>• Incentives aimed at young/novice drivers (Road to Zero: Enabling safer driver behaviours and choices).</li><li>• Incentives aimed at workplaces (Road to Zero: Work-related road safety).</li><li>• Incentives aimed at infrastructure (Road to Zero: Infrastructure improvements and speed management).</li><li>• General recommendations to consider supporting safer driving incentive success.</li></ul> <p>The findings will be made known to all groups within Waka Kotahi for consideration in the development of policies, programmes and regulations. Care will need to be taken to align consideration of the report's findings with the Road Safety Penalties Review</p> <p><b>Expected media/stakeholder interest:</b></p> <p>There is a medium likelihood of media/stakeholder interest as the government is focused on the Road to Zero strategy, and this is being widely promoted.</p>
<b>Effective Alternatives to Penalties for Repeat Driving Offenders</b>	<p>Waka Kotahi will shortly be publishing research on <i>effective alternatives to penalties for repeat driving offenders</i>. Waka Kotahi wanted to better understand alternative ways of changing unsafe driver choices and behaviours on New Zealand roads,</p>

## TITLE

## UPDATE

encouraging compliance with rules and regulations, decreasing rates of repeat offending, and ultimately reducing the number of deaths and serious injuries among road users.

Some drivers are disproportionately impacted by the existing penalty system and inclusion of a set of complementary alternative interventions has been shown to be effective in other jurisdictions. Effective alternatives to existing driver penalties, some of which already exist in New Zealand, could be boosted to support those individuals for whom more punitive measures are not effective. Ten recommendations for implementing and/or boosting alternative measures were made.

Waka Kotahi will work alongside the Penalties Review to integrate the research findings into the Review's considerations as appropriate. The research findings and recommendations will also be used by system designers, planners and regulators to help select and implement initiatives that contribute to safer road user choices and behaviours in New Zealand.

### **Expected media/stakeholder interest:**

There is a high likelihood of media / stakeholder interest as there is currently significant interest in anti-social vehicle use behaviour.

### **Network Road Closures due to Weather Events and Crashes between 21 and 28 November 2022**

A summary of road closures along the state highway network between 21 and 28 November 2022 is provided below:

#### **22 November 2022**

- SH1 Tokoroa: Closed for approximately 9 hours due to a fallen tree.
- SH3 Onaero/Turangi Road: The road was closed for approximately 9.5 hours due to a crash.

#### **23 November 2022**

- SH32 Waihaha: Slip blocking lane, cleared and open after approximately 4 hours.
- SH41 Ngapuke: The road was closed for approximately 4 hours due to a fallen tree.
- SH1 Turangi: Flooding over southbound lane. The lane was cleared and open after approximately 8.5 hours.
- SH1 Marton: Calico Line underpass flooding. Closed for approximately 6 hours.

#### **24 November 2022**

- SH32 Kinleith/Tokoroa: Closed for approximately 5 hours due to flooding.

## TITLE

## UPDATE

- SH1 Atiamuri: Slip blocking lane. Closed for approximately 2.5 hours.
- SH32 Waihaha: Closed for approximately 2 hours due to a crash blocking the northbound lane.
- SH1 Manakau: Closed for approximately 3 hours due to a crash. A diversion was in place.

**25 November 2022**

- SH58 Judgeford: Closed for approximately 4.5 hours due to a serious crash.

**26 November 2022**

- SH1 Desert Road: Closed for approximately 16 hours due to a truck crash.
- SH2 Carterton: Closed for approximately 5 hours due to a crash. A diversion was in place.

**27 November 2022**

- SH45 Manaia: Closed for approximately 1.5 hours due to a crash.
- SH59 Mungavin southbound: Closed for approximately 7.5 hours due to a large slip involving a retaining wall, fencing and trees
- SH2 Melling Northbound: Closed for approximately 5.5 hours due to a large slip.

## 8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
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### Auckland/Northland



#### section 6(c)

#### LARS Mediation Service

The Land Acquisition Resolution Service (LARS) mediation service was formally launched earlier this year by the Chief Executives of Waka Kotahi and Land Information New Zealand. LARS is a pilot mediation service for NZ Upgrade Programme (NZUP) property acquisitions – developed to provide an alternative path for reaching a negotiated agreement with landowners faster and earlier in the project timeline, as well as trying to make the process easier and less stressful for landowners.

#### section 9(2)(a)

This was a great outcome for the first LARS mediation and reinforces how important LARS is going to be in helping Waka Kotahi to reach agreement earlier, and constructively, for NZUP property acquisitions.

#### SH20 Manukau Harbour Crossing

On 18 December 2022, the old Walkway under SH20 Manukau Harbour Crossing will be permanently closed as the new bridge/cycleway is open.



section 9(2)(a)

PHOTO – New bridge



PHOTO - Entrance to the old Path that will be closed.

#### Waikato/Bay of Plenty NZUP SH1/SH29 Intersection Upgrade

Waka Kotahi and Land Information New Zealand have agreed to the full acquisition of a property located adjacent to SH1 and SH29.

Portions of the property are required for both the NZ Upgrade Programme funded SH1/SH29 Intersection Improvements Project and the future Cambridge to Piarere Long Term Project.

The acquisition resolves litigation against the Crown (the Minister for Land Information and Waka Kotahi).



## Central North Island



## Speed Review Decision

In the weekly report for the week ending 18 November 2022, Waka Kotahi advised that the existing speed limit for SH3 Napier Road from 20 metres north of Sutton Place to 180 metres east of Macpherson Grove (beyond the Bupa Riverstone Retirement Village) would change from 80km/h to 50km/h once approved by the Director of Land Transport.

This change was approved on 21 November 2022. Waka Kotahi will announce the speed change on 5 December 2022, and it will take effect on 16 December 2022.

## Tairāwhiti region weather impacts

More serious weather for the Tairāwhiti region forced the overnight closure of SH35 late last week due to surface flooding and slips.

Quick work by local contractors saw it partly open the next morning, though damage is evident in some key areas, already fragile from numerous weather events impacting the coast over this year.

The Kopuaroa Hill Improvements project which has been underway since September 2022 was impacted by significant rainfall resulting in the road dropping and some on-site slips. Fortunately having machinery already on-site meant a quick recovery for the immediate damage.

The site will need one to two weeks to dry out and around three days of clean-up before work will get back underway. Engineers have also been on-site to assess the damage, modify the designs as a result of these assessments and ensure a more resilient solution.

As the project was running ahead of schedule before the weather event, the team is still on track for February 2023 completion.





**Wellington/Top of South****Peka Peka to Ōtaki Expressway**

There has been 68.6 percent of asphalt surfacing (EMOGPA) laid on the expressway and local road connections, with around 8,500 tonnes remaining. All asphalt base layers are now complete for the project. Installation of safety barriers is about 90% complete (this equals about 33.75kms). Barriers are still required at the northern and southern connections, in addition to tensioning of the wire rope barriers in some sections

Application of line marking to lanes and road shoulders is approximately 30 percent finished – completion of this activity involves only a few days' work and promptly follows completion of the asphalt surfacing mentioned above.

The gateway sculpture at the southern end of the expressway is now in place. The temporary scaffolding around it will be removed once the concrete base has set in a few weeks' time. The sculpture at the northern end will then be erected.

As reported previously, the crews are doing everything they can to complete the road by Christmas 2022, including working weekends where possible. The programme is extremely tight due the continued poor weather and residual effects of COVID-19, and hence Waka Kotahi will not be able to confirm an opening date until at least mid-December 2022.

## REGIONAL AREA

## UPDATE

### Rest of the South



### SH6 Whangamoa/Rai Saddle closure (between Nelson & Blenheim)




Key achievements this week:

- Second structural concrete pour to site 1 and 3 and first structural pour to site 4. Refer to the photo summary in **Appendix B**.
- River scour and road realignment earthworks underway.
- Three large culvert renewals completed, 500m of drain scour remediated with concrete lining.
- 0-15,000m3 overslip earthworks started.

Forecast rain over next 7 days totals 35mm. Mitigation is being installed with bunding and polythene sheeting to protect the freshly cut slopes, but critical path river and pavement works at Whangamoa River Scour site could be impacted.

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## 9. MEDIA UPDATES

REGIONAL AREA	UPDATE
<b>Waikato/Bay of Plenty</b> 	<b>Takitimu North Link:</b> A media statement is planned for release during the week beginning 5 December 2022 to mark one year of construction on the Takitimu North Link, with progress photos.  <b>Cambridge to Piarere</b> A media statement is planned for release during the week beginning 5 December 2022 to announce the results of the tender process for short-term safety improvement work on SH1 between Cambridge and Piarere.  <b>SH1 Taupō</b> A media statement is planned for release during the week beginning 5 December 2022 providing details on the first phase of safety improvements on SH1 between Taupō Airport and Hātepe.
<b>Wellington/Top of South</b> 	<b>SH6 Repair Progress</b> A media statement is planned for release from Associate Minister Kieran McAnulty marking progress on repairs to SH6 between Nelson and Blenheim, after his site visit on 7 December 2022.
<b>Rest of the South</b> 	<b>Rolleston Flyover and Changes to NZ Upgrade proposals</b> A media statement is planned for release on 6 December 2022 outlining the changes and agreed shorter trajectory for a flyover for SH1 at Rolleston as part of the safety upgrades planned with funding from NZ Upgrade Programme. The second round of consultation was completed earlier this year.  <b>North Canterbury Pegasus roundabout, SH1</b> A media statement from Associate Minister Kieran McAnulty is planned for release during the week beginning 5 December 2022 to announce the next stage of safety upgrades along SH1 between

REGIONAL AREA	UPDATE
Saltwater Creek and the Cam River, including both Waikuku and Woodend townships.	

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## 10. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
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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. CABINET PAPER FOR INPUT

Title	Summary	Estimated timing	The Transport Agency's position
section 9(2)(g)(i)			

Title	Summary	Estimated timing	The Transport Agency's position
National Policy Statement for Indigenous Biodiversity (NPSIB) - gazettal	The Associate Minister for the Environment (Biodiversity) is seeking Cabinet's approval of the NPSIB. This would require councils under the Resource Management Act to identify, map and manage or avoid effects on	MfE intends to lodge the NPSIB papers with ENV on 8 December 2022 for the ENV meeting on 15 December 2022.  Subject to Cabinet's agreement, the Associate Minister for the Environment	Waka Kotahi supports indigenous biodiversity protection and accepts that this will require a different way of carrying out transport activities.  The NPSIB will affect transport projects of all sizes, including the maintenance and operation of the State Highway network. It will also impact on other transport sector construction, including multi-modal transport activities and local roads, which councils co-fund.  Waka Kotahi provided extensive feedback to MfE to improve the workability of the



Title	Summary	Estimated timing	The Transport Agency's position
	<p>significant natural areas and ensure indigenous biodiversity is maintained. It would require at a minimum no reduction in indigenous biodiversity at a national level and/or for such areas to be restored where appropriate.</p> <p><b>Lead agency</b></p> <p>The Ministry for the Environment (MfE), for the Associate Minister for the Environment (Biodiversity), Hon James Shaw</p>	<p>(Biodiversity) would then recommend the NPSIB to the Governor-General in Council for approval and the NPSIB would be gazetted.</p>	<p>NPSIB for transport activities, whilst still achieving the policy intent of ensuring indigenous biodiversity is maintained. Some of those comments have been implemented. However, there are outstanding concerns that you should be aware of:</p> <ul style="list-style-type: none"> <li>• The NPSIB as drafted would impose additional cost requirements at a project and programme level. This will contribute to further pressure on the National Land Transport Fund and council transport investment. Some NPSIB provisions could potentially be cost prohibitive.</li> <li>• The NPSIB as drafted provides a pathway for new transport infrastructure development. However, it limits infrastructure maintenance and improvement. From an effects management perspective, it is inconsistent to make infrastructure maintenance more difficult than infrastructure development.</li> </ul> <p>Waka Kotahi provided specific drafting advice to MfE to address these issues. It requested that the final NPSIB should direct councils, in preparing plans and policy statements, to allow for the maintenance of infrastructure that provides significant national or regional public benefit.</p> <p>Waka Kotahi can provide your Office with more information and suggested wording amendments to the proposed NPSIB to improve certainty for transport activities.</p>

## 12. ROAD DEATH UPDATE – WEDNESDAY 23<sup>RD</sup> TO TUESDAY 29<sup>TH</sup> NOVEMBER 2022

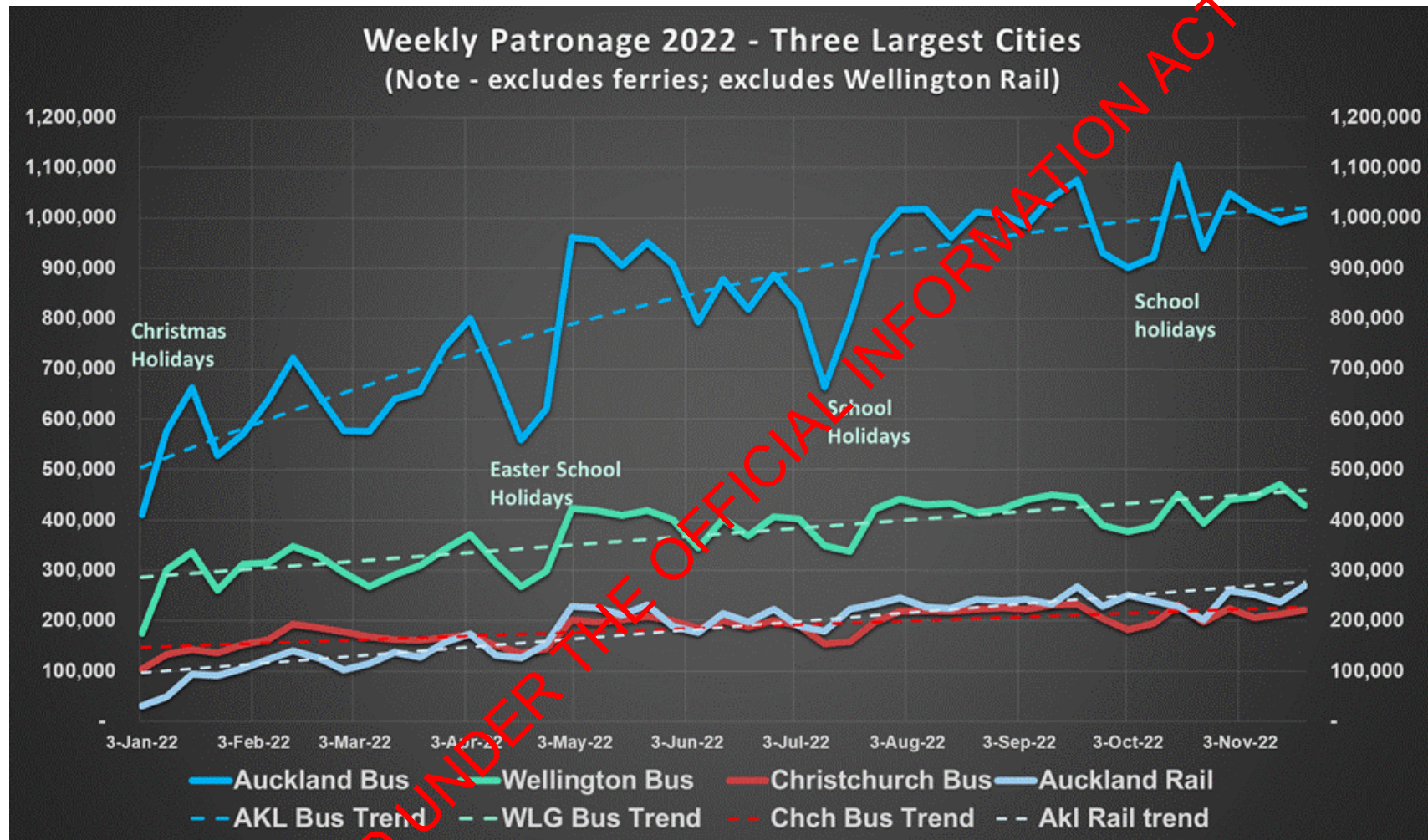
**Key:** SAAS: Safe and Appropriate Speed. SH: State highway. IRR: Infrastructure Risk Rating. UCSR: Used Car Safety Rating. ANCAP: Australasian New Car Assessment Program. CWR: Crash Worthiness Rating. VSRR: Vehicle Safety Risk Rating. Top 10%: the 10% of regional networks assessed to deliver the greatest 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
section 9(2)(a)	section 9(2)(a) Auckland	No info on Mega Map	No info on Mega Map	No	No info on Mega Map	Dry Objects hit: None	section 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Bus	Not Applicable for Bus	None
section 9(2)(a)	section 9(2)(a) Auckland	No info on Mega Map	No info on Mega Map	No	No info on Mega Map	Dry Objects hit: None	section 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Car	1*UCSR	Unknown vehicle (Vehicle states not mentioned in the Police notification)
section 9(2)(a)	section 9(2)(a) Auckland	No info on Mega Map	No info on Mega Map	Yes	No info on Mega Map	Dry Objects hit: None	section 9(2)(a) Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Car	This vehicle has no safety rating available.	Unknown vehicle (Vehicle states not mentioned in the Police notification)
section 9(2)(a)	section 9(2)(a) Rodney	No info on Mega Map	No info on Mega Map	Yes	No info on Mega Map	Dry Objects hit: None	section 9(2)(a) Driver	Full-Current	No	Car	5*UCSR	Car, Bus

Crash description		Speeds		Roads & Roadsides			People				Vehicles	
What happened (NZ Police description)	Date of crash Time of crash Local Council	Speed limit km/h	SAAS km/h	SH	IRR Land use and risk rating: low, medium, high	Road conditions	Deceased details Gender, Age, User	Deceased drivers' licence status	Restraint or helmet worn	Vehicle type where occupant died	UCSR/ANCAP/CWR (light vehicles only)	Other vehicles involved
section 9(2)(a)												
section 9(2)(a)	section 9(2)(a)  section 9(2)(b)  Kaipara	100	60	No	Medium  Remote Rural	Dry  Objects hit: Ditch	section 9(2)(a) Driver	Full-Current	Yes	SUV	2*VSRR	None
section 9(2)(a)	section 9(2)(a)  section 9(2)(b)  Manukau	No info on Mega Map	No info on Mega Map	No	No info on Mega Map	Dry  Objects hit: Power Pole, Concrete Fence	section 9(2)(a) Driver	Unknown at the time of report	Yes	Car	2*VSRR	None
section 9(2)(a)	section 9(2)(a)  section 9(2)(b)  Queenstown-Lakes	100	80	Yes	Medium  Remote Rural	Wet  Objects hit: None	section 9(2)(a) Driver	Full-Current	Yes	Car	4*UCSR	Car

**About the information:**  
Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 30/11/2022.  
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 – PT Patronage







**Site 1 – Concrete stepped wall on micropiles** – Second lift of structural concrete and all drilling now complete. Photo shows drilling team completing all drilling Saturday night with 9 anchors in a single shift. Currently ahead of programme.



**Site 2 – Mechanically stabilised Earth (MSE) wall.** First 3 lifts of 9 on the MSE wall now complete. Additional backslope length required for stability resulted in additional 1000t excavation delaying works 2 days. Surface water drainage improvement works commenced. On programme.





**Site 3 – Concrete stepped wall on micropiles.** Second concrete pour completed 25/11/22. Tracking ahead of programme. Assigned resource being used to bring site 4 back on programme.





**Site 4 – Post and Panel Wall on ground beam.** The most challenging site due to road geometry and geotechnical conditions. Drilling now complete with photo above showing the drilling team working on two fronts simultaneously. First structural pour complete 24/11. Double shifts planned to allow concrete pours during day and steel fixing at night for this coming week. Currently behind programme due to poor rock conditions and subsequent increase in wall scope.





**Whangamoa River Scour and Realignment.** Realignment bulkfill 80% complete. Toe rock to revetment in place enabling revetment works now to be largely dry and less effected by weather. Tracking behind programme due to wet weather with further risk this week during pavement construction.