Façade panels, co-designed with mana whenua, were installed on Park Estate Road bridge recently as part of the SH1 Papakura to Drury project

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WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 21 April 2023

#325

New Zealand Government

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

REFERENCE	TITLE	DUE DATE
Minister Wood		
BRI-2734	Electric Vehicle Charging - Temporary Traffic Management cost break down and flexibility	COMPLETED
MIN-4116	Monthly bus driver update – April 2023	COMPLETED
MIN-4128	Multi-stakeholder meeting on Auckland ferries	COMPLETED
MINO-701	COVID-19 Recovery (Fast Track Consenting) Act 2020 – Foundation Village Building 3 and The Pitau Project	COMPLETED
MINO-702	COVID-19 Recovery (Fast Track Consenting) Act 2020 – Southern Parallel Sports Project	COMPLETED
MINO-703	COVID-19 Recovery (Fast Track Consenting) Act 2020 – Reimagining Aquaculture Project	COMPLETED
MINO-669	Collateral for Golden Mile	COMPLETED
MINO-693	Auckland Harbour Bridge options – lines	COMPLETED
MINO-691	Traffic movements on Quay Street and reducing speeds on State Highway 25 plans	COMPLETED
MINO-700	State Highway 73 speed limit through Otira – lines	COMPLETED
MINO-704	Falling streetlamps in Wellington	COMPLETED
MINO-706	Advice on the Transport Choices Revised Investment Programme (BRI-2727) – follow up	COMPLETED
BRI-2745	New Zealand Upgrade Programme update April 2023	21 April 2023
MINO-630	Mass Rapid Transport	21 April 2023
MINO-720	Letter to Waka Kotahi from Bay Venues	21 April 2023
BRI-2750	Ownership details in the Motor Vehicle Register	Week ending 27 April 2023

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MIN-4087	ConnectNZ Conference speaking notes	Week ending 27 April 2023
MIN-4103	Electric vehicle charging – Temporary Traffic Management	Week ending 27 April 2023
MIN-4147	Five Fast Track Consenting Applications for comment	Week ending 27 April 2023
MIN-4151	Median barrier case studies	Week ending 27 April 2023
MIN-4152	COVID-19 Recovery (Fast Track Consenting) Act 2020 – Alabaster Residential Development Project for comment	Week ending 27 April 2023
MIN-4153	COVID-19 Recovery (Fast Track Consenting) Act 2020 - Southland Wind Farm Project for comment	Week ending 27 April 2023
MINO-683	Lines for Distracted Driver Trial	Week ending 27 April 2023
MINO-694	Information about safety improvements and deaths and serious injuries on State Highway 2 near Maramarua	Week ending 27 April 2023
MINO-696	Advice regarding loose animals	Week ending 27 April 2023
MINO-697	Coromandel recovery – local road network update	Week ending 27 April 2023
BRI-2743	KiwiRail's Rail Network Investment Programme	28 April 2023
MIN-4149	Notice of consent application by Hughes Developments Limited, and invitation to comment under the COVID-19 Recovery (Fast-track Consenting) Act 2020	28 April 2023
MINO-714	Mt Messenger bypass – suspension notice – lines	28 April 2023
MINO-715	Exemption request for restricted to full licence wait period – lines	28 April 2023
MIN-3987	Golden Mile Communications plan – follow up	Week ending 5 May 2023
MINO-721	Superannuation driver's licence renewals – lines	Week ending 5 May 2023

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BRI-2739	Pavement Conference 2023	Week ending 18 May 2023
MIN-4095	Safety Camera Programme update	Week ending 25 May 2023
MIN-4126	Indicative numbers of deaths and serious injuries for 2022 – MIN-3887 follow-up	Week ending 10 August 2023
Minister Allan		
BRI-2749	Bilingual signs – 90 sign changes update	Week ending 27 April 2023

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2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
MINO-696	Advice regarding loose animals	Week ending 27 April 2023
MINO-697	Coromandel recovery – Regional Land Transport Programme and network update	Week ending 27 April 2023

3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
N/A	

4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
N/A	

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5. KEY UPDATES

TITLE	UPDATE
Speed and Infrastructure Programme – median barrier update	On 26 April 2023, Waka Kotahi intends to make details of potential median barrier projects available through the Government Electronic Tender Service (GETS). By going out now to a wide pool of contractors across the regions, we will streamline procurement of contractors, improve work opportunities in more regions, and ensure we're prepared for increasing median barrier delivery in the 2023/24 period and subsequent construction seasons. A confirmed list of projects will be in place by late July 2023, with construction due to start from October 2023 on a number of high-risk corridors. The tender process is one of several improvements to accelerate median barrier delivery, and to maintain this momentum into the National Land Transport Programme 2024-2027. National and regional communications and engagement activities are in development, with particular focus on local residents and landowners whose accessways may be impacted.
ROBOS update	Planning is now well underway for two sites (2 kilometres on State Highway 71, Rangiora, and 4 to 6 kilometres on State Highway 60, Ruby Bay Bypass) to trial the ROBOS flexible barrier system. The Rangiora pilot build should be installed by the end of June 2023, and we are aiming to have all four planned pilots commence by September 2023, including State Highway 1, Akerama Curves, and State Highway 1, Hikurangi. Waka Kotahi is actively engaged with ROBOS to discuss design configuration, installers, and the suppliers' supply chain. A procurement plan is being progressed for a 'Proof of Concept' pilot build via the Government Procurement Rules Exemption for Prototyping. This will support a direct appointment/closed tender approach to engage existing contractors specifying ROBOS as a single source for the pilot builds. Key things to test with the pilot builds include the cost of installation and maintenance, the ability of the supply chain to provide regional capacity (supplier and installer), and delivery performance measurements. We anticipate the trials will run for three months.
Urban Mobility Update	Waka Kotahi has recently presented the Waka Kotahi Cycling Action Plan to councils, hosting an engaging webinar with 32 attendees from across local government. It was very well

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TITLE	UPDATE
	received, with questions focused on the following themes: people-centred design, shaping the conversation for mode-shift, articulating the future state of cycling networks and legislation updates – Accessible Streets and Reshaping Streets. There was a strong desire from councils to have a nationally led conversation about the importance of mode-shift and the need to change how we move. This echoed feedback from councils involved in both the Streets for People and Transport Choices programmes of work, with supportive messaging being complemented by training opportunities for council staff, knowledge sharing forums and capability building being facilitated by Waka Kotahi. In regard to legislative changes, we noted that once Cabinet decisions were made, a staged approach to rule changes would be necessary and there would be time given to support councils with any changes.
Marlborough Sounds Future Access Study	The Marlborough Sounds Future Access Study (MSFAS) is being led by Marlborough District Council (the Council). This study will inform the business case for Recovery of Transport System within the Sounds. The Council has so far received funding of $85.3 million following the July 2021 storm event and $3.45 million following the February 2022 storm event. Before further funding is provided, the Council will undertake a Business Case (known as the MSFAS). The purpose of the study is to determine how a sustainable Transport System can be delivered in the Marlborough Sounds. It will consider all options from building back roads that are more resilient, to possibly abandoning roads and providing water-based access in the future. The study area has been broken down into five sub areas (French Pass, Pelorus, Kenepuru, Queen Charlotte Drive and Port Underwood). The study will assess each sub area against several factors. These include the hierarchy of the road, the underlying geology, and susceptibility of the geology to natural hazards – particularly climate change and storm events. The study will also consider the environmental effects of the proposed work programmes as well as economic and community wellbeing of each area if the levels of service are to be changed on a particular road. The study is progressing well, with the initial preferred programmes being presented to the Council on 18 April 2023. Following council approval of preferred programmes, Council will

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TITLE	UPDATE
	consult with the affected communities through May and June 2023. As soon as possible following consultation and once a programme of works is agreed upon, the Council will submit a final recommendation to the Waka Kotahi Board.
Driver Licensing Improvement Programme Update	As noted in last week's report, a new practical driver licence test route has been established in Opōtiki for East Cape students who had previously travelled to Gisborne to be part of the driver licensing trial. Testing for students commenced 17 April 2023; the timing for public testing by Vehicle Testing New Zealand is yet to be confirmed. Testing conducted by community driver testing officers as part of the trial has ramped up again in March 2023, and over 750 people have successfully passed a practical test conducted by a community driver testing officer. Approximately 70 percent of these people identify as Māori, 3 percent as Pasifika, and around half are 16 to 24-year-olds.

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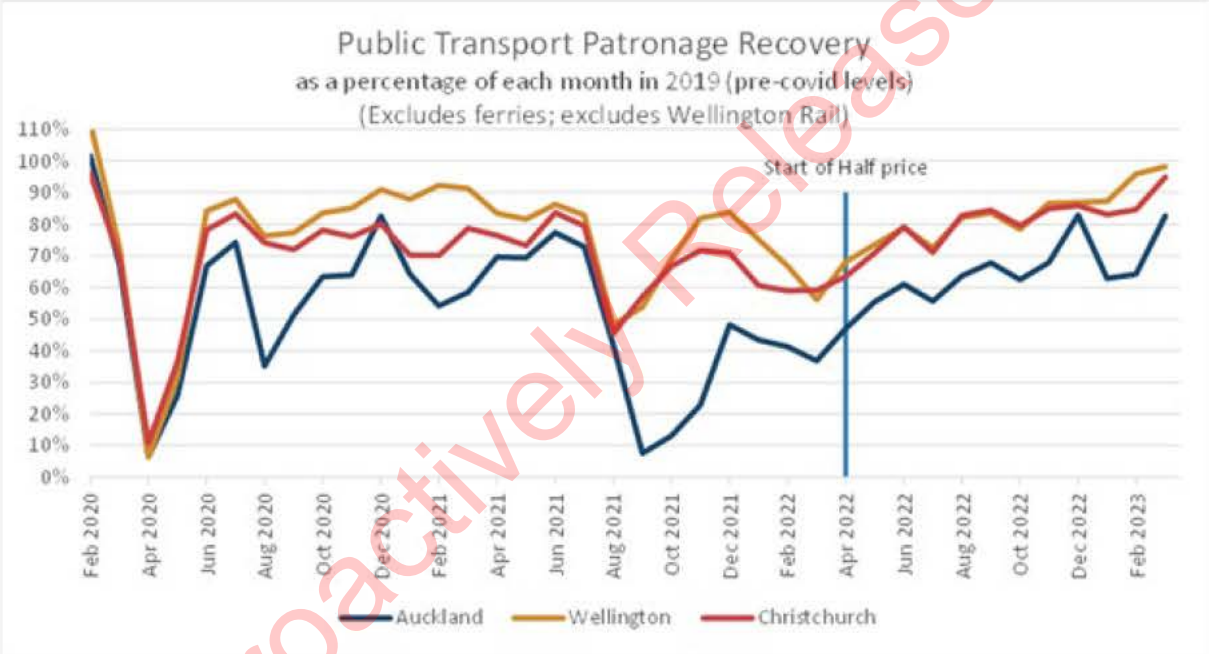
6. REGULAR UPDATES

TITLE	UPDATE
Public Transport update	We have redesigned our public transport patronage graph to depict patronage figures showing progress towards recovering to pre-COVID-19 levels. The graph below shows patronage on a monthly basis in comparison with the same month in 2019. Displaying the figures on a monthly, rather than weekly basis, provides a more meaningful comparison as it minimises the impact of public holidays falling into different weeks of the month, which is particularly relevant in April. The graph is to the end of March 2023.



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7. GENERAL UPDATES

TITLE	UPDATE
Significant Network Road Closures due to Weather Events and Crashes between 10 April- 17 April 2023	**12 April 2023** State Highway 1, north of Foxton, was closed for 6.5 hours due to a fatal crash involving a car and truck. A detour was available. **14 April 2023** Due to flooding, one lane on State highway 25 was closed South of Whitianga, between 309 Road and Moewai Road, for approximately 7.5 hours. **16 April 2023** State Highway 3 was closed for 10.5 hours due to a building fire in Te Awamutu, a local detour was available. State Highway 29, between Hinuera and Piarere, was closed for 4 hours due to a serious crash, a local detour was available. **17 April 2023** State Highway 79, south of Geraldine, was closed for 4 hours due to a triple fatal crash involving a caravan and barrier. A detour was available. State Highway 1, Waikato Expressway, was closed northbound for 7 hours due to a double fatal crash involving a wrong way driver. A local detour and alternate route (via state highway 27) were both available.

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8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland	**State Highway 1 Papakura to Drury project update** Construction works on Park Estate Road and Bridge (a local road forming part of Stage 1A of the project) are progressing well. The installation of façade panels on the bridge, co-designed with mana whenua, was completed during the week ending 14 April 2023 (see report cover page image). Two-way traffic across Park Estate Road bridge and its approaches, which has been reduced to a single lane with traffic management since June 2021, is expected to be restored in early June 2023. A completion event for the road and bridge will be held on 9 June 2023 at nearby Mangapikopiko School – the renamed and relocated Park Estate School, where the April 2021 sod-turning event for the project was also held. On Stage 1B1 of the project, construction on the bridge abutments across the North Island Main Trunk Railway at Drury Interchange is progressing well with plans for installation of twelve 44-metre-long bridge beams to commence from mid-June 2023. Consideration of the project's Stage 1B2 Notice of Requirement and resource consent applications, lodged last October under the COVID-19 Recovery (Fast-track Consenting) Act, is now underway. The Environmental Protection Authority appointed an expert consenting panel in early March 2023 and the panel has sought and received feedback from listed parties under the Act. A decision is expected in June 2023. **State Highway 16, Northwestern Bus Improvement Project update** This project is being jointly delivered by Auckland Transport and Waka Kotahi. Waka Kotahi is delivering infrastructure works at the following three sites: Lincoln motorway interchange, Te Atatu motorway interchange and works along State Highway 16. Te Atatu and Lincoln sites will receive new bus stops and State Highway 16 will receive an extension of the existing motorway shoulder between Westgate and Newton Road. These infrastructure improvements will support changes to the bus services to allow more efficient and more reliable access between the Northwest, the city centre, and locations along the State Highway 16 corridor. Updates on the three Waka Kotahi components are below: • **State Highway 16 Bus Shoulder Running** – The changes made to lane configurations and gantry signage on State Highway 16 at Newton Road have been completed. Drivers have adjusted to the new configuration as they have become familiar with the new layout.

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Construction works will continue on State Highway 16 from Newton Road to Lincoln Road interchange, predominantly as night works, with individual lane closures. The works generally consist of resurfacing, line marking, adjustment to existing signs and the installation of new signs. Construction is expected be complete on 1 July 2023.

- **Te Atatu Bus Stops** – All construction works at the Te Atatu motorway interchange are complete, with the exception of wayfinding signage, which will be deployed in May 2023.

- **Lincoln Bus Stops** – Lincoln Road construction works are well underway and anticipated to finish in October 2023. Drainage and utility works are complete. Bus stop foundations, bus stop installation and kerbing continue. The new network bus rollout, as set by Auckland Transport, is anticipated to 'go live' in November 2023. The date is primarily driven by delivery of enabling public transport infrastructure on the local road network (local road bus stops and bus priority lanes).

North Western Bus Improvement – Main Works

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Ara Tūhono – Pūhoi to Warkworth – speed limit announcement

Waka Kotahi has set new speed limits for State Highway 1, Ara Tūhono – Pūhoi to Warkworth motorway. A speed limit of 100 kilometres per hour has been set for the main alignment. At the northern end, the Pukertio roundabout speed limit will be 60 kilometres per hour. This is the design speed and the safe and appropriate speed for the new and old alignment intersection. It will allow for smoother movements of traffic and improve safety for people driving in this newly formed peri urban environment at the roundabout.

At the southern end of the new motorway, the Pūhoi northbound off-ramp and the Pūhoi southbound on-ramp will both have a speed limit of 80

kilometres per hour to align with the speed limit on the existing State Highway 1, which will eventually become a local road.

The new speed limits will take effect from when the road opens in the coming months. See below for the new speed limits.

Location	Existing speed limit	New speed limit
Wellsford North Northern entrance to Warkworth	80km/h	**60km/h**
Pūhoi to Warkworth mainline 60 End of motorway, for approach to roundabout – northbound only	N/A	**60km/h**
Pūhoi to Warkworth (VSL at north end of motorway) Variable speed limit to allow smart management of traffic to roundabout – northbound only	N/A	**Various (30km/h, 40km/h, 50km/h, 60km/h, 70km/h, 80km/h or 100km/h)**
Pūhoi northbound off-ramp	N/A	**80km/h**
Pūhoi southbound on-ramp	N/A	**80km/h**
Pūhoi to Warkworth mainline	N/A	**100km/h**

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Northern Corridor Improvements

On 14 April 2023, the completion event for the 6 kilometres (approx.) of shared path running adjacent to State Highway 1, from Constellation Station to Oteha Valley Road, was held and attended by yourself and several local government, project team and community representatives.

The shared path opened to the community on 17 April 2023 and provides a safe walking and cycling transport route for people to access places of work and education or connect with family and friends. The event also provided the opportunity to acknowledge the completion of the project, which has been in construction since 2018. All transport, community and environmental benefits have now been delivered. Smaller pieces of work will be undertaken in the coming seasons, including landscaping over winter and the final Open Graded Porous Asphalt surface on the state highway when we move into spring/summer.

Ribbon cutting photo: Minister of Transport, Ngāti Manuhiri Settlement Trust kaumatua Ringi Brown, Waka Kotahi board member Patrick Reynolds, Cllrs John Watson and Wayne Walker.

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Waikato/Bay of Plenty

State Highway 2, Baypark to Bayfair Link

A blessing of the Bayfair flyover by local mana whenua Ngā Pōtiki, Ngāi Tukairangi and Ngāti Tapu is scheduled for 26 April 2023, before it opens to traffic. As this is the last large milestone before project completion, Waka Kotahi has prepared a media release for your office should you wish to acknowledge the milestone. An opportunity to celebrate the full completion of the project will be presented to you later in 2023.

REGIONAL AREA	UPDATE
	Other public communication is planned as the change for drivers will be quite significant. Due to weather and asphalt material availability, the blessing and opening dates may move into early May 2023. Last month, the Waka Kotahi Board approved an increase to the project cost to include the increased cost for materials, labour and additional COVID-19 impacts (since the project reset in 2020), and to allow for future variations, including contingency. The total project cost is now $292 million. This will be updated on the Waka Kotahi project webpage.
Wellington/Top of South 	**Peka Peka to Ōtaki (PP2Ō)** Ōtaki Main Road North final surfacing and line marking is complete, as are works on Ōtaki Gorge Road (including final line marking). Old State Highway 1 at Makahuri (Marycrest) was reopened just before Easter 2023, with works completed there and the traffic lights by the underpass now operating (see photo below). This means the detour in the area is no longer in place/required. Pare-o-Matangi Reserve is tracking well towards completion, with an intended handover to Kāpiti Coast District Council this month. We also expect the shared path to be open by the end of April/early May 2023 and the wider PP2Ō works to be completed by the end of May 2023. **Restore Passenger Rail Protest** On the morning of 17 April 2023, Restore Passenger Rail (RPR) protesters blocked the southbound lane to the State Highway 1 Terrace Tunnel in

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REGIONAL AREA	UPDATE
	Wellington during peak rush hour traffic. A small number of protesters sat on the motorway with an RPR banner, with two gluing themselves to the road. Four protesters were arrested, including those that were glued to the road. Media were at the scene at the time of the protest. The Wellington Transport Operations Centre closed the road and tunnel just after 8am and was able to reopen it just prior to 9am. During the closure, morning peak southbound traffic was impacted, and the Wellington network saw some delays as a result. Protesters once again disrupted the morning commute on 20 April 2023 on Adelaide Road near the Basin Reserve. Due to the protest taking place on a local road, the New Zealand Police managed traffic during the disruption.
Rest of the South 	**State Highway 73/Weedons Ross Road Intersection Improvement Project** This is one of three intersection improvement projects in the New Zealand Upgrade Canterbury Package, along with State Highway 1/Walnut Ave Intersection (completed) and State Highway 1, Tinwald Corridor Improvements (tenders called for construction). On 20 March 2023, the traffic signals were switched on, marking the project's completion (aside from the landscaping to be completed over the 2023 autumn months). On 4 April 2023, a small celebration was held on site to recognise the delivery of this much anticipated safety project. The event was well attended by the community including the Selwyn District Council Mayor, councillors, community board members and the West Melton Residents Association.

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REGIONAL AREA	UPDATE
	The local community has been very supportive during the construction works over the past nine months and is very appreciative of what has been delivered by the project. The safety benefits associated with the project have been immediately realised, with people now feeling safe in using the intersection, rather than avoiding it. There has also been a significant increase in people walking and cycling in the area (a large number associated with West Melton School), now that they can use the signals to cross the highway.

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9. MEDIA UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland	**Waitemata Harbour Connections op-ed** An op-ed will go live on 26 April 2023 in the NZ Herald from Brett Gliddon on the importance of resilience and reducing climate emissions for an alternative Waitemata Harbour Connection. It will also encourage people to have their say in the online survey before it closes on 1 May 2023.
Central North Island	**State Highway 5 repair update** A media statement is planned for release next week to provide a progress update on repair and restoration work on State Highway 5, between Napier and Taupo.
Rest of the South	**Luggate (Red) Bridge daytime closure for three weeks, Central Otago** A traffic bulletin will be released on 27 April 2023 to outline the detour routes during the scheduled maintenance closure of the 109-year-old single lane bridge in May 2023.

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10. ROAD DEATH UPDATE – WEDNESDAY 12 APRIL 2023 TO TUESDAY 18 APRIL 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	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
	Tararua	100	60	No	Medium High Rural Residential	Dry Ditch	Motorcyclist	Full Current	No	Moped	Not Applicable for Moped	None
	Lower Hutt	50	30	No	High Commercial Strip Shopping	Dry None	Driver	Full Current	Yes	Car	4*VSRR	Car
	Horowhenua	100	80	Yes	Low Medium Rural Residential	Dry Fence, Ditch	Driver	Unknown at time of report	Yes	Car	This vehicle has no safety rating available.	Truck and Trailer
	Rodney	100	80	No	Medium Rural Residential	Wet Pole	Driver	Restricted Current	Yes	Car	2*UCSR	None
	South Taranaki District	100	80	No	Medium Rural Residential	Dry	Driver	Full Current	No	Car	4*VSRR	Unknown Vehicle

Redacted under s9(2)(a) of the OIA

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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	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
	Western Bay of Plenty	50	40	No	Low Medium Urban Residential	Dry None	Motorcyclist	Wrong class Current	Yes	Motorcycle	Not Applicable for Motorcycle	Truck and Trailer
	Whangarei	100	80	No	Medium High Rural Residential	Dry Tree	Driver	Full Current	No	Car	1*UCSR	None
	Rodney	100	80	No	Medium High Rural Residential	Wet Traffic Sign, Pole, Fence	Driver	Full Current	Yes	Car	2*UCSR	None
	Waikato	110	110	Yes	Low No Access	Dry None	Driver Driver	Unknown at time of report Unknown at time of report	Yes	Car	4*UCSR	Truck and Trailer
	Rotorua	100	80	Yes	Medium Rural Residential	Dry Fence	Motorcyclist	Unknown at time of report	Yes	Motorcycle	Not Applicable for Motorcycle	Truck, SUV
	North Shore	50	30	No	Medium Commercial Big Box/Industrial	Dry None	Pedestrian	Not Applicable for Pedestrian	Not Applicable for Pedestrian	Car	5*VSRR	Van

Redacted under s9(2)(a) of the OIA

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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	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
Redacted under s9(2)(a) of the OIA	Timaru	100	80	Yes	Low Medium Rural Residential	Dry Guardrail/Barrier	Passenger Passenger Driver	Not Applicable for Passenger Not Applicable for Passenger Overseas Current	No No Yes	Van	3*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 19/04/2023
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 – Low Emission Vehicle (LEV) Programme update

Release 6 went live on 18 April 2023 and includes the ability to change an account name, reject accepted vehicles that have write off entries, delete accepted vehicles that are written off, accept or decline CO2 account ownership transfer requests, know the fleet average account position, and provide a scheme position report.

Release 7 is on track for 1 June 2023. As noted in the last report, the technology build is very complex and there may be teething problems upon its release. Release 7 is the legislated functionality for Pay As You Go (PAYG) importers to offset or pay charges, transfer CO2 credits between importers, invoice PAYG balances and provide a publicly available record of account holders.

- The programme commenced the final technology development, 'sprint,' for 1 June 2023. The technology will then be tested in detail, including end to end testing across 64 different scenarios. The technology is being developed by Unisys and Pega, with people in four countries including New Zealand, Australia, Singapore and India.
- Work to prepare importers is comprehensive. One example is contacting 600 individual account holders who have imported less than 50 vehicles. Around 400 of these are single vehicle importers, who are also owners and must pay both Clean Car Discount (CCD) fees and Clean Car Standard (CCS) charges. Despite the volume of communications to date, many remain unaware of the difference between CCS and CCD, and their obligations. Some negative sentiment has been received. Only 25 percent are interested in trading credits. We will continue to work closely with this group to support a successful 1 June 2023 go-live.

Preparations to comply with Anti-Money Laundering (AML) obligations are progressing. These include completing a risk assessment, developing a compliance programme, appointing and training a Compliance Officer, contracting an All-of-Government AML service provider (which is taking time due to security assessment requirements), and continuing to progress an AML exemption. The goal is to enable importers to undertake AML compliance checks from mid-May 2023, in preparation for 1 June 2023.

The programme will deliver the CCD changes on 1 July 2023. In order to support importers making informed purchase choices in the lead up to 1 July 2023, some functionality is required to be implemented six weeks in advance so they can calculate a vehicle's new CCD charge prior to purchasing it. Given the closeness between the 1 June CCS release and the 1 July CCD changes, there is a high likelihood of increased confusion and reaction by importers.

The programme will continue technology development and operating model changes through to 30 September 2023. In May, the Waka Kotahi Steering Committee will be asked to approve the 2023/24 financial year programme of work, including budget.

Operational Delivery insights

- 2483 accounts have been created: 30 percent are inactive, 50 percent are for one to four vehicles, five are for over 50 vehicles.
- Over 80,000 vehicles have flowed into the accounts

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