

17 June 2019

Bernard Orsman  
Super City Reporter  
New Zealand Herald  
[Bernard.Orsman@nzme.co.nz](mailto:Bernard.Orsman@nzme.co.nz)

REF: OIA-5150

Dear Bernard,

**Request made under the Official Information Act 1982**

Thank you for your email to Auckland Transport on 16 May 2019. Your request was transferred to the NZ Transport Agency on 17 May 2019 requesting the following information under the Official Act 1982 (the Act):

*Under the LGOIMA I am seeking the following information about AT's plans for lower speed limits.*

*Of all the road deaths in Auckland between 2013 and 2017:*

- 1. How many of these was speed the sole factor? Please provide a list of these accidents showing where and when the accidents occurred.*
- 2. How many of these were a combination of speed and other factors, such as drink driving? Please provide a list of these accidents to show where and when the accidents occurred.*
- 3. How many were caused by drink drivers? Please provide a list of these accidents to show where and when the accidents occurred.*
- 4. How many were caused by other factors(ie not speed related and/or drunk drivers)? Please provide a list of these accidents to show where and when the accidents occurred.*
- 5. How many speed-related road deaths occurred where the speed was:  
Lower than 50km/h?  
Between 50km/h and 100km/h?  
More than 100km/h?  
Above the speed limit for the road?*
- 6. How many road deaths and serious injuries occurred in the CBD area chosen by AT for the purpose of lower speed limits? Where, when and what were the causes of these fatalities?*
- 7. How many road deaths and serious injuries have occurred on Hobson St, Nelson St and Fanshawe St in the central city? Where, when and what were the causes?*

The data you requested for points 1, 2, 3, 4, 6, 7 has been provided to you in the attached spreadsheet:

- OIA-5150 2.xlsx

I have withheld parts of your request under section 9(2)(a) of the Act to protect the privacy of natural persons, including that of deceased natural persons. The details withheld are:

- the crash locations, dates and times relating to factors, and
- dates and times relating to Hobson Street, Nelson Street and Fanshaw Street
- dates and times relating to Auckland CBD.

These details are withheld because their disclosure may lead to the identification of individuals in the crash. Even without identifiers like names, driver licence numbers or registration plates, the withheld details could be combined with other sources of information to identify individuals.

It is important to note (Provided to you in the attached spreadsheet for your convenience):

- This data is provided from the road traffic crash database; Crash Analysis System (CAS) version 1.3.3.
- Data is limited to fatal crashes occurring in the Auckland region reported by the Police to the NZ Transport Agency for the years 2013 to 2017 as recorded in CAS to date – 22 May 2019.
- Traffic crash data covers all NZ roadways or places where the public have legal access with a motor vehicle.
- Due to the police reporting time frame and subsequent data processing there is a lag from the time of a crash to full and correct crash records within CAS.
- Due to the nature of non-fatal crashes it is believed that these are under-reported, with the level of under-reporting decreasing with the severity of the crash .
- The cause of a crash cannot necessarily be attributed to any one factor (e.g. fatigue) as a crash may have multiple factors.
- There are no crashes where speed is the only factor. However, speed affects all crashes. It can be a factor in causing them and it has a direct effect on the damage done in a crash.
- Where speed is recorded as a contributing factor it could be for a number of reasons for example; racing, over the speed limit, too fast for the conditions, e.g. taking a corner too fast or not slowing down in limited visibility weather conditions.
- Alcohol is the factor 103 Alcohol test above limit or test refused.
- CRASH ROAD - Road where the crash is located.
- CRASH DIST - The distance of the crash from the reference point for the crash (often the intersection of 'crash road' and 'side road or feature').
- SIDE ROAD DIRN - The direction of the crash from the reference point. Values 'N', 'E', 'S', 'W', and 'I'. 'I' means the crash happened at the intersection.
- SIDE ROAD OR FEATURE - May be a side road name, landmark, etc

Regarding point 5, the Crash Analysis System does not hold reliable data on the speed of the vehicles involved before the crash. I am refusing this part of your request under section 18(e) of the Act that the document requested alleged to contain the information does not exist.

For point 6, "the CBD area chosen by AT for the purpose of lower speed limits" was sourced from <https://at.govt.nz/projects-roadworks/safe-speeds-programme/speed-limit-changes-around-auckland/> and reproduced in CAS as far as possible. See map on sheet DSI CBD for actual boundaries used.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to refuse and withhold parts of your request. The contact details for the Ombudsman can be located at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

If you would like to discuss this reply with the NZ Transport Agency, please contact Andrew Knackstedt, Senior Media Manager, by email to [Andrew.Knackstedt@nzta.govt.nz](mailto:Andrew.Knackstedt@nzta.govt.nz).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Galina Mitchelhill', with a stylized flourish at the end.

**Galina Mitchelhill**

Senior Manager, Research & Analytics