

26 November 2019

Giles Dexter
Newshub
gilesdexter@mediaworks.co.nz

REF: OIA-6044

Dear Giles,

Request made under the Official Information Act 1982

Thank you for your email to the NZ Transport Agency on 4 November 2019 requesting the following information under the Official Act 1982 (the Act). I have numbered your questions for ease of reference:

1. *Since (and including) 1 December 2014, the number of crashes nationwide where a motorist on a learner license was primarily or partially at fault.*
2. *Since (and including) 1 December 2014, the number of crashes nationwide where a motorist on a restricted license was primarily or partially at fault.*
3. *The length of time the motorists had had those licenses for, at the time of the crash*
4. *Whether the crash caused injury*
5. *Whether the crash caused death*
6. *Whether the motorist was breaking the law at the time of the crash (i.e. driving unsupervised on a learner license, driving after 10pm on a restricted)*

A follow up email was received on 5 November 2019 clarifying your request as follows:

Further to my request, I was wondering if it would also be possible to break the information down by region as well.

The data you requested is being provided to you in the attached spreadsheet (OIA-6044 Final data).

The data for question 1 is detailed in Table 1: Fatal and injury crashes where a driver on a learner licence had primary or partial contribution, and by region in Table 5: Fatal and injury crashes where a driver on a learner licence had primary or partial contribution (1 Dec 2014 to 30 Nov 2019).

The data for question 2 is detailed in Table 2: Fatal and injury crashes where a driver on a restricted licence had primary or partial contribution, and by region in Table 6: Fatal and injury crashes where a driver on a restricted licence had primary or partial contribution (1 Dec 2014 to 30 Nov 2019).

The data for question 3 is detailed in Table 7: Time learner or restricted licence held for drivers involved in a crash from 1 December 2014.

The data for question 4 is detailed in Tables 1 and 2, and by region in Tables 5 and 6.

The data for question 5 is detailed in Tables 1 and 2, and by region in Tables 5 and 6.

The data for question 6 is detailed in Tables 3, 4, and 7. Note for Tables 3 and 4 the question “Was the driver meeting their licence conditions?” has only been available in the crash system since around the beginning of 2019. For table 7, the numbers relate to convicted offences from the driver licence register only. See the caveats below for more information.

It is important to note the following in relation to the crash information provided. This information is also provided to you in the attached spreadsheet:

- This data is provided from the road traffic crash database; Crash Analysis System (CAS) version 1.3.3.
- The Transport Agency maintains the Crash Analysis System which is updated once a Traffic Crash Report (TCR) is received from the NZ Police sometime after the crash.
- Data is limited to fatal and injury crashes from 1 December 2014 to 6 November 2019 as recorded in CAS to date 6 November 2019.
- Data is limited to crashes with drivers who had primary or partial contribution to the crash and Learner or Restricted licences.
- A crash, to be recorded in CAS has to have occurred on a road. The CAS definition of a road is any street, motorway or beach, or a place to which the public have access with a motor vehicle, whether as of right or not e.g. a public car park.
- 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 behaviour of several drivers may contribute to a crash, but usually only one driver is assigned the primary contribution. The determination of primary contribution is based on crash movements and crash cause factors assigned in the Crash Analysis System. It is not based on legal liability or court conviction.
- 2019 data is incomplete and is current from CAS as at 6 November 2019.
- Whether a driver was meeting their licence conditions began being recorded in CAS in 2019.
- In table 3, where more than one learner driver is involved in a crash and whether those learner drivers were meeting their licence conditions differs, the crash is counted once under each column. This causes the totals in table 3 to be higher than the totals in table 1.
- In table 4, where more than one restricted driver is involved in a crash and whether those restricted drivers were meeting their licence conditions differs, the crash is counted once under each column. This causes the totals in table 4 to be higher than the totals in table 2.

It is important to note the following in relation to the time held and offending information provided. This information is also provided to you in the attached spreadsheet:

- The information was extracted from the Driver Licence Register (DLR) and is current as at 13 November 2019.
- The file exported from CAS relating to learner and restricted drivers has been matched to DLR by the driver licence number recorded in CAS. Time held information is not available for

- drivers where the driver licence number recorded in CAS is not found in DLR. A match on DLR is not found in instances where:
- a licence number has not been recorded in CAS
 - a licence number has been incorrectly recorded in CAS
 - the licence number recorded in CAS is unrecognised on DLR
- The time a learner or restricted licence is held at the time of a crash is calculated in months between the crash date and the start date of the learner or restricted stage identified at crash date. The relevant learner or restricted stage held at the time of the crash is identified using the following:
 - where the 'Road Usage Type' field in CAS is recorded as 'Motorcycle', and the 'Licence type' field in CAS is a match to the motorcycle learner or restricted stage held in DLR at the time of the crash
 - where the 'Road Usage Type' field in CAS is not recorded as 'Motorcycle', and the 'Licence type' field in CAS is a match to the car learner or restricted stage held in DLR at the time of the crash
 - where the 'Road Usage Type' field in CAS is not recorded as 'Motorcycle', and the 'Licence type' field in CAS is a match to the motorcycle learner or restricted stage held in DLR at the time of the crash
 - where the relevant learner or restricted stage does not fit into the categories above, the record has been grouped under 'Learner/restricted not found'. The group 'Learner/restricted not found' include instances where:
 - the licence number from CAS is not found in DLR
 - a licence number is not recorded in CAS
 - the licence number from CAS is matched to the licence number in DLR, however, the 'Road User Type' and 'Licence type' fields in CAS does not reflect the class/stage information held on DLR. For example, motorcycle learner recorded in CAS, however, only a car learner is held at crash date
 - Time held is calculated against the following class/stage held at crash date:
 - motor cars and light motor vehicles (learner and restricted)
 - motorcycles, moped or ATV (learner and restricted)
 - The data includes learner or restricted licences that may not be current at crash date, and includes non-current statuses such as disqualified, reinstate, suspended, etc (except cancelled.)
 - Data relating to offending at the time of the crash has been extracted from DLR and is limited to:
 - convicted offences only (where the infringement is paid or settled in court)
 - any offence with an offence date on the same day as the crash date (for the matched individual). It is important to note that although an offence may incur on the same day as the crash, the offence may be unrelated to the crash itself (for example, an offence incurred the morning of the day of the crash, and the crash occurred later in the afternoon)
 - infringements from safe speed cameras are not recorded on the DLR, therefore not included in the data

If you would like to discuss this reply with the NZ Transport Agency, please contact Andrew Knackstedt, Senior Manager, Media, by email to andrew.knackstedt@nzta.govt.nz or by phone on (04) 894 6285.

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