

15 December 2020

Joel MacManus
Wellington Reporter – Transport and Infrastructure
Stuff
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REF: OIA-7370

Dear Joel

Request made under the Official Information Act 1982

Thank you for your email of 18 November 2020 requesting the following information under the Official Information Act 1982 (the Act):

With respect, could I please request all reports, minutes, memos, data and other documents related to the follow items which were actioned at the May 2020 Waka Kotahi board meeting:

- Advice on what steps could be taken that are within Waka Kotahi's control to remove 1-2 star safety rated cars from the network.*
- Data on the impact of 1-2 star safety rates cars on different groups of people, and the costs associated with keeping those cars on the network.*

The following documents fall within the scope of your request:

- ***2020 08 Vehicle Safety Paper 1 - potential measures to improve safety in 1-2 star cars response (May 2020)***
- ***2020 08 Vehicle Safety Paper 2 - demographics of 1 and 2 star cars response (May 2020)***
- ***BRI-1880 Light Vehicle Scrappage Scheme (6 December 2019)***
- ***Road Safety Priorities Supplementary Material (July 2018)***

The release status of each document is outlined below:

1. ***2020 08 Vehicle Safety Paper 1 - potential measures to improve safety in 1-2 star cars response (May 2020)***

To provide context, the table of potential measures to improve safety in 1 & 2 star safety rated light vehicles was developed in response to questions raised by the Waka Kotahi NZ Transport Agency Board in May 2020. The Board wanted to consider initiatives that could be established directly by Waka Kotahi and not require legislative or regulatory change. The interventions came from a large cohort of Waka Kotahi subject matter advisors and other stakeholders. Each initiative has been assessed against perceived impact, cost and

achievability in relation to the time scale for implementation. Work is underway to identify which interventions to explore more fully with regard to viability.

Some information has been withheld from the document under section 9(2)(i) of the Act to protect information where it is necessary to enable Waka Kotahi to carry out commercial activities, without prejudice or disadvantage.

In order to maintain the constitutional conventions for the time being, further information has been held under section 9(2)(f)(iv) of the Act to protect the confidentiality of advice tendered by officials.

2. 2020 08 Vehicle Safety Paper 2 - demographics of 1 and 2 star cars response (May 2020)

This document has been released in full.

When preparing this response, Waka Kotahi has noted there were some content errors within the slides or pop-up note sections of the PowerPoint file; originally intended for internal use only. The following notes provide further commentary for clarity or correctness where necessary:

- **Slide 3:** The notes under slide 3 do not relate to the slide content and should read: *1 & 2* safety rated vehicles make up 41% of the in-service light passenger fleet but are involved in 56% of all Light Passenger Vehicles (LPV) Death and Serious Injuries (DSI).*
- **Slides 9-11:** These slides should be interpreted with the understanding that crashes don't always happen where people live. The Deprivation Index refers to residential locations while DSI statistics record crash locations. . Those involved in a DSI crash may not live in the location (where it occurred).
- **Slide 12:** The pop-up note claims 60% of Low Powered Vehicles (LPVs) with no Warrant of Fitness are 1-2* Crash Worthiness Rating (CWR). However, as per the percentages supplied on the pie chart, the correct amount is 64%.
- **Slide 14:** The pop-up note claims 60% of LPVs with no WoF are 1-2* CWR. However, as per the percentages supplied on the bar graph, the correct amount is 64%.
- **Slide 15:** For clarity, the content of the slide should read *20% of all DSIs in light passenger vehicles (1,715) occurred in Cars with No WoF.*
- **Slide 16:** To align with the content of the slide, the pop up note should read *Northland = 65% of DSIs in 1-2 Star Cars had a WOF at time of Crash; 35% DSIs in 1-2 Star Cars had no WOF Waikato = 707 DSIs in 1-2 Star Cars. 75% of these had a WoF.*

To ensure that the data is interpreted in the manner it was intended, Waka Kotahi would be happy to work with you to provide any additional commentary or background information you may require.

3. BRI-1880 Light Vehicle Scrappage Scheme (6 December 2019)

In order to maintain the constitutional conventions for the time being, this document has been withheld in full under section 9(2)(f)(iv) of the Act to protect the confidentiality of advice tendered by officials.

4. Road Safety Priorities Supplementary Material (July 2018)

In order to maintain the constitutional conventions for the time being, this document has been withheld in full under section 9(2)(f)(iv) of the Act to protect the confidentiality of advice tendered by officials.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold this information. The contact details for the Ombudsman can be located at:

www.ombudsman.parliament.nz.

If you have any further queries; or would like to discuss this reply with Waka Kotahi, please contact Andy 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 'F Marsh', written in a cursive style.

Fabian Marsh

Senior Manager, Road Safety