

16 May 2023

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

REF: OIA-12459

Dear [REDACTED]

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

Thank you for your email of 13 April 2023 to NZ Police requesting the following information under the Official Information Act 1982 (the Act). For ease of reference, I have numbered your questions:

*.... the Crown Range road {between Cardrona and Arrowtown Junction} ....*

- 1. Can you provide the number of deaths on this road {long term and in the past year}?*
- 2. Also the accident rate?*
- 3. How many reports of dangerous driving have been received in the past year?*
- 4. Are there particular accidents which tend to occur here?*
- 5. How often do the police travel this stretch of road?*
- 6. Would the Crown Range rate as one of the most dangerous highways (if not the most) in NZ?*

On 17 April 2023, items 1, 2, 4 and 6 were transferred to Waka Kotahi NZ Transport Agency as the information requested is more closely connected to our functions.

Waka Kotahi does not hold accident rates for highways or parts thereof. Therefore, I am refusing part 2 of your request under section 18(g) of the Act. This section allows for the refusal of information if the information requested is not held by the department, and there are no grounds to believe that this information is held by another department.

Regarding part 6 of your request, the Crown Range is part of the top ten percent of the road network that would benefit from speed management. The top ten percent is not broken down by a specific ranking. As the Crown Range is not a state highway, the Queenstown-Lakes District Council has jurisdiction over this road and we suggest you contact them if you have any specific concerns.

The following two tables answer your questions in relation to the number of crashes and injuries on the Crown Range Road as recorded in the Crash Analysis System (CAS) 20 April 2023.

**Table 1**

2000-2023 crashes on the Crown Range Road					
Year	Fatal crashes	Serious injury crashes	Minor injury crashes	Non-injury crashes	Total crashes
2000				4	4
2001				2	2
2002		3	1	4	8
2003		2	2	11	15
2004		3	4	14	21
2005		2	6	2	10
2006		1	4	6	11
2007			1	5	6
2008		1	6	4	11
2009		2	2	14	18
2010		1	3	14	18
2011			3	8	11
2012		4	3	4	11
2013	1		6	12	19
2014	1		4	14	19
2015		1	4	16	21
2016		2	10	23	35
2017	1	1	3	31	36
2018			12	34	46
2019	1	1	15	33	50
2020		1	11	22	34
2021		3	6	21	30
2022*	1		10	10	21
2023*		1	2		3
<b>Total</b>	<b>5</b>	<b>29</b>	<b>118</b>	<b>308</b>	<b>460</b>

\* 2022 and 2023 data in CAS is not yet complete but this is current from CAS as at 20/04/2023

**Table 2**

Injuries from crashes on the Crown Range Road 2000-2023				
Year	Deaths	Serious injuries	Minor injuries	Total injuries
2000				0
2001				0
2002		4	1	5
2003		2	5	7
2004		4	8	12
2005		2	13	15
2006		2	5	7
2007			1	1
2008		1	13	14
2009		2	3	5

2010		1	5	6
2011			4	4
2012		4	7	11
2013	1		10	11
2014	2		5	7
2015		1	4	5
2016		5	12	17
2017	1	1	3	5
2018			12	12
2019	1	1	23	25
2020		1	14	15
2021		3	9	12
2022*	1		15	16
2023*		1	4	5
<b>Total</b>	<b>6</b>	<b>35</b>	<b>176</b>	<b>217</b>

\* 2022 and 2023 data in CAS is not yet complete but this is current from CAS as at 20/04/2023

Table 3 contains the crash contributing factors recorded for the crashes in Table 1. A crash is normally attributed multiple contributing factors therefore there will be more factors than crashes. For more information on contributing factors and their groupings see:

<https://www.nzta.govt.nz/assets/Safety/docs/cas-factor-codes.pdf>

**Table 3**

<b>Factors contributing to crashes on the Crown Range Road for the period 2000 to 2023</b>	
<b>Road safety factor groups</b>	<b>Total</b>
Alcohol and/or Drugs	34
Disabled, old age or illness	2
Failed to give way or stop	24
Fatigue	13
Incorrect lanes or position	46
Miscellaneous factors	27
Overtaking	7
Pedestrian factors	1
Poor handling	172
Poor judgement	106
Poor observation	53
Position on Road	34
Road factors	228
Inappropriate Speed	114
Vehicle factors	26
Weather	23
<b>TOTAL factors</b>	<b>910</b>

It is important to note the following in relation to the information provided:

- This data is provided from the road traffic crash database; Crash Analysis System (CAS) version 2.3.0

- Waka Kotahi NZ Transport Agency maintains the Crash Analysis System which is updated once a Traffic Crash Report (TCR) is received from NZ Police sometime after the crash.
- Data is for all crashes for the years 2000 to 2023 as recorded in CAS to date - 20/04/2023.
- Data is limited to crashes on the Crown Range Road (Cardrona to Arrowtown Junction).
- A crash, to be recorded in CAS must 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.
- Fatal, Serious Injury and Minor injury crash report data is usually recorded in the Crash Analysis System (CAS) within one working day of Waka Kotahi receiving it from NZ Police. Data relating to non-injury crashes may take up to 7 months before it appears in 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 increasing severity of the crash.
- Crash severity is the severity of the worst injury in the crash. There may be more than one injury in a crash, so the crash and injury tables may have different numbers.
- Due to the Covid-19 pandemic, NZ had a 4-level Alert system in place from 21 March 2020 until this changed to a Traffic Light system in December 2021. The amount of traffic on the roads during level 4 lockdowns was greatly reduced, which consequently reduced the number of road crashes. Road movements under the Orange and Red levels of the Traffic Light system would also be reduced due to the restrictions in place, so data from these periods will not align with previous trends.
- 2022 and 2023 data in CAS is not yet complete but this is current from CAS as at 20/04/2023.
- Factors are counted once against a crash - i.e. two fatigued drivers count as one fatigue crash factor.
- Because a crash may have multiple factors there will be more total factors than crashes resulting in factors totalling more than 100% of all crashes.

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

In line with Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with Waka Kotahi, please contact Frances Adank, Media Manager, Southern, by email to [frances.adank@nzta.govt.nz](mailto:frances.adank@nzta.govt.nz)

Yours sincerely



**Galina Mitchelhill**  
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