

9 October 2023

[REDACTED]

REF: OIA-13595

Dear [REDACTED]

Request made under the Official Information Act 1982

Thank you for your email of 12 September 2023 requesting the following information under the Official Information Act 1982 (the Act):

1. How much does WK spend on the administration of the CAS, on its own staff and on approved contractors?

I looked through the annual report but couldn't find it to this level of detail.

2. The CAS provides data on crashes. There is no database providing data on near-misses. Would our generation of crowdsourced anonymised data on fairly accurate times and locations of near-misses and points of concern, allow us to be a contractor who provides supplementary/complementary data on near-misses and high-risk locations/times/user-patterns/potholes/access-blockages in a timely fashion i.e. live?

In your subsequent email of 12 September 2023, you clarified your request to be for the following information:

1. How much money does WK currently spend, and plan to spend, on the administration of the Crash Analysis System?

e.g. cost of approved contractors, and also, cost of internal WK departments (Full-Time-Equivalent wages, or time, if they only look after the CAS as only part of their responsibility).

I will answer each part of your request in turn.

- 1. How much money does WK currently spend, and plan to spend, on the administration of the Crash Analysis System?
e.g. cost of approved contractors, and also, cost of internal WK departments (Full-Time-Equivalent wages, or time, if they only look after the CAS as only part of their responsibility).**

Waka Kotahi NZ Transport Agency spent \$830,000 plus overheads for salaried employees in 2022/23. There were no contractors.

We are planning to spend \$1 million plus overheads in 2023/24, once again only for salaried employees.

- 2. The CAS provides data on crashes. There is no database providing data on near-misses. Would our generation of crowdsourced anonymised data on fairly accurate times and locations of near-misses and points of concern, allow us to be a contractor who provides supplementary/complementary data on near-misses and high-risk locations/times/user-patterns/potholes/access-blockages in a timely fashion i.e. live?**

We are unable to answer this question as we do not know enough about your technology specifically. Additionally, if we were to procure near-miss, or any other similar type of data from an external source, this would be through the usual Waka Kotahi procurement processes, most likely via a tender process.

In 2022, Waka Kotahi launched Hoe ki angitū Innovation Fund which is a challenge-based fund. For Round 2 of the Fund, we sought responses to challenges relating to improving the safety of road workers and road users around road works, and in relation to improving the safety of people using different modes in the same space. We received responses proposing a range of approaches for deploying near-miss detection technologies in different scenarios. The Fund is now supporting several companies to develop these technologies further. For more information on the Fund and the projects it is funding see here www.nzta.govt.nz/about-us/innovations. Round 2 has now closed.

However, we are always interested in hearing about transport innovations and related research and if you would like to have a further discussion about your work, please contact Iain McGlinchy, Lead Advisor Future Transport, by email at ian.mcglinchy@nzta.govt.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 the Ministerial Services team, by email to official.correspondence@nzta.govt.nz.

Yours sincerely



John Coulter

Senior Manager, Operational Policy, Planning and Performance