

9 February 2024

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REF: OIA-14420

Dear ██████████

Request made under the Official Information Act 1982

Thank you for your email of 10 January 2024 requesting the following information under the Official Information Act 1982 (the Act). I will respond to each part of your email in turn as follows:

Regarding speed approaching bridges some of our bridges do not have straight entrances & are very narrow I feel that the speed on these bridges should be reduced to make them safer as I know as a driver that especially when you have big trucks etc coming towards you at 100km on a busy narrow bridge is very scary I personally do 80km to feel safe

NZ Transport Agency Waka Kotahi (NZTA) takes a corridor approach to speed limits on state highways which often have narrow bridges, particularly in rural areas, and we do not usually set lower speed limits along narrow bridges. One of the reasons is because we have minimum lengths for speed limits; for example, 80km/h should be a minimum of 800m, 60km/h is 600m. It would therefore be impractical to change speed limits along all narrow bridges as speed limits would not be obvious or consistent when the bridge itself is only a fraction of the distance.

At narrow bridges, reduced speeds tend to be self-managing because side friction (that is, being close to bridge parapets and narrow shoulders) and warning signs often encourage drivers to become more cautious and, like yourself, slow down when approaching narrow bridges. NZTA also installs specific signs (as below) to indicate changes in road environments to encourage drivers to become more cautious:



If a bridge is located on a winding road, we would install advisory speed limits and chevron signs. Further information about signs on narrow bridges can be accessed at <https://www.nzta.govt.nz/roads-and-rail/traffic-control-devices-manual/part-5-traffic-control-devices-for-general-use-between-intersections/features-structures-and-hazards-on-beside-or-above-the-roadway/height-and-width-constraints/narrow-bridges/>.

Also what % of crashes are migrants or tourists involved [...]

Information on the immigration status of drivers involved in crashes is not collected by NZTA. I am therefore required to refuse this part of your request under section 18(g)(i) of the Act because the information requested is not held by NZTA and there are no grounds for believing that the information is held by another department or organisation.

We have, however, provided information on drivers involved in crashes who presented an overseas driver licence at the time of the crash, but we cannot specify if drivers held resident, work, student or visitor visas, or were New Zealand citizens who may have obtained driver licences overseas. Anyone can drive in New Zealand on an overseas licence for up to one year from each arrival, irrespective of immigration status or citizenship held.

Overseas driver crash data is outlined in the following document:

- Attachment 1 – 2014-2023 overseas driver crash data (*spreadsheet*).

The data in the spreadsheet should be read in conjunction with the caveats on the first page of the spreadsheet.

As noted in our acknowledgement email of 11 January 2024 the information requested contains names of NZTA staff. As we have not received a response as to whether the inclusion of names is required, we have deemed these to be out of scope of your request.

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

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

If you would like to discuss this reply with NZTA, please contact us by email to official.correspondence@nzta.govt.nz.

Yours sincerely



Vanessa Browne
National Manager, Programme and Standards