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15 September 2022

[REDACTED]
[REDACTED]

REF: OIA-10780

Dear [REDACTED]

Request made under the Official Information Act 1982

Thank you for your email of 16 August 2022 requesting the following information under the Official Information Act 1982 (the Act). I will respond to parts of your request in turn, beginning with the first section of your request as follows:

I write to seek under the OIA the following information;

1. *Statistics used in assessing the need for changes to existing limits. Number of crashes is stated to be 739 over 10 years. What is the breakdown between ; cars, motor cycles, buses and trucks and where did these crashes occur?*

The causes of a crash do not change the fact that speed is the single biggest factor that determines if a person is killed in a crash or walks away unharmed. At 80km/h your chance of surviving a crash is 75 per cent. At 100km/h it is 10 per cent¹.

The best thing we can do to prevent people from dying or being seriously injured is to ensure speed limits are safe and right for the road, especially on state highways where pedestrians and cyclists mix with general traffic.

As part of the public engagement process, we published key data including a summary of crash causes, maps showing crash locations, vehicle type and severity and the average speeds people travelled at. Further details about crash trends along this corridor are provided in the document titled *SH73/SH75 and 74 Christchurch to Akaroa and Lyttelton speed review – crash causes and speed*.

The information referred to above is available on the Waka Kotahi website at:
www.nzta.govt.nz/projects/sh73sh75-christchurch-to-akaroa-and-sh74-lyttelton-new-permanent-speed-limits/publications

2. *What times of the day did these crashes occur?*
3. *What were the weather conditions in each instance*

This information is outlined in two tables in Appendix 1, which break down crashes by type of primary weather (Table 1) and the day of week against three-hourly time of day (Table 2).

¹ www.safesystemsolutions.com.au/wp-content/uploads/2019/09/Myth-6-100kmh-is-the-right-default-speed-limit-outside-built-up-areas-%E2%80%93-BUSTED.pdf

While we look for trends in this data using crash summary tables, details of the time of day and weather are not assessed in more detail as the causes and contributing factors of a crash do not change the fact that speed is the single biggest factor that determines if a person is killed in a crash or walks away unharmed.

4. If the age of the drivers involved is known what are the details of this.

A table setting out the ages of people involved in crashes is provided in Table 3.

5. A summary of all submissions received and what was advocated in these submissions.

[...] on your own website summary of this information gathering process, you reveal that over 50% of all responders advocated no change at all to any of the speed limits while a further third requested no change to the straight sections of the road between Halswell and Little River, with the balance - ie 17% only supporting overall speed limit reduction.

In view of this overwhelming majority (83%) advocating no change to the speed limits on the straights, how can NZTA justify the changes it is proposing ?

6. A summary of NZTA's internal responses to these including details of their consideration of all submissions in (5) above

Summaries and responses to community feedback are outlined in the following two documents:

- www.nzta.govt.nz/assets/projects/sh73-and-sh75-christchurch-to-akaroa-speed-review/SH73-SH75-Christchurch-to-Akaroa-speed-review-engagement-summary-202110.pdf
- www.nzta.govt.nz/assets/projects/sh73-and-sh75-christchurch-to-akaroa-speed-review/sh73-sh75-sh74-speed-review-consultation-summary.pdf

In places, it has been safe and appropriate to make changes requested by the community because the technical evidence has supported this. Examples include a speed reduction to 50km/h through Little River and past Wairewa Marae, and seeking further input from the community on whether people prefer a 60km/h or 80km/h speed limit along Takamatua straight.

7. Evidence of the weight given to the various decisions

8. Reasons for the decisions taken.

Decisions on safe speeds are based on technical evidence and factors such as crash data, the road's characteristics, traffic volumes and speeds people are currently driving at. The speed review process allows us to consider community views in line with our technical assessment. This includes reviewing feedback on how people use the road and their various safety concerns.

The purpose of seeking community feedback on a speed review is to understand people's views on speed and safety, and to gain further insight into what is happening out on the road. The speed review process and decision-making on road safety is not a vote for or against a change.

Where there is evidence of high risk to people's safety, this will override any community requests to retain speed limits which have been determined as not safe or appropriate for the road environment. In this case it was simply not safe or appropriate to retain the higher speed limits.

I am therefore refusing the parts of your request where information is published on the Waka Kotahi website under section 18(d) of the Act, as the information is publicly 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.

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 Fi McLeod, Senior Advisor, Engagement and Communications, South Island, by email to fiona.mcleod@nzta.govt.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Robyn Elston', with a stylized flourish at the end.

Robyn Elston

National Manager, System Design

APPENDIX 1

- The following data is provided from the road traffic crash database: CAS version 2.0.0 for the years 2011–2020
- Waka Kotahi maintains the CAS which is updated once a Traffic Crash Report (TCR) is received from NZ Police sometime after the crash
- Data is limited to crashes along the SH73/75 Christchurch to Akaroa and SH74 Lyttelton, as shown in community consultation information published on 3 November 2020
- 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 (for example, a public car park)
- Due to NZ Police's reporting timeframe and subsequent data processing, there is a lag from the time of a crash to full and correct crash records within CAS. As a result, 2021 and 2022 crash data is currently incomplete and has not been included in this crash report
- Due to the nature of non-fatal crashes, it is believed that these are underreported, with the level of under-reporting decreasing with the severity of the crash
- The totals vary, from what has been reported in initial statistics as new crash records for 2020, have since been added to CAS and have subsequently increased the crash numbers.
- The number of people involved in crashes, as set out in Table 3, is higher than the total number of crashes due to crashes often involving more than one person.

Table 1: Summary table of crashes along SH73/75 Christchurch to Akaroa, categorised by primary weather recorded

Primary weather	Totals
Fine	570
Hail or Sleet	1
Heavy rain	33
Light rain	116
Mist or Fog	12
Null	4
Snow	3
Totals	739

Table 2: Summary table of crashes along SH73/75 Christchurch to Akaroa, categorised by day of week against three-hourly time of day

	Day of the week	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Totals
Three hour group									
					1			1	2
00:00-02:59			1	1	3	3	7	18	33
03:00-05:59		1	2		1	3	6	7	20
06:00-08:59		16	18	26	13	15	12	9	109
09:00-11:59		18	19	14	10	20	19	23	123
12:00-14:59		16	21	30	12	20	25	28	152
15:00-17:59		23	24	17	13	23	18	30	148
18:00-20:59		11	10	14	13	27	14	8	97
21:00-23:59		4	6	6	13	14	5	7	55
	Totals	89	101	108	79	125	106	131	739

Table 3: Ages of those involved in crashes along SH73/75 Christchurch to Akaroa

	Five year age group																				
Crash year	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	Unknown	Totals
2011				6	9	6	3	3	5	7	5	4	3	3	2	1				62	119
2012				7	9	4	3	4	4	6	2	8	3	5	1	1	1	1		68	127
2013			1	2	8	3		2	2	2	3	4	3	3	1		1	3	1	68	107
2014			1	4	9	9	2	1	3	2	4	2	7	3	1	1				80	129
2015				4	7	10	3	2	4	8	2	6	5	2	1					75	129
2016				2	7	4	4	1	3	8	6	5	4	3	1	1	2			86	137
2017			1	2	1	12	8	4	3	4	7	8	6	6	2			1		109	174
2018				9	11	13	8	6	3	7	3	4	4	1	2	1	1			51	124
2019	4	2	6	8	33	13	10	10	9	7	12	15	9	8	6	2	2			1	157
2020	9	3	7	17	16	25	19	7	5	13	16	5	4	2	1	1	1	1		4	156
Totals	13	5	16	61	110	99	60	40	41	64	60	61	48	36	18	8	8	6	1	604	1,359