

26 June 2024

[REDACTED]

REF: OIA-15503

Dear [REDACTED]

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

Thank you for your email of 28 May 2024 requesting the following information under the Official Information Act 1982 (the Act):

*I want to know what the project cost in dollar amount was to install the new set of traffic lights at the railway crossing going out of Plimmerton, Porirua.*

*This project has just been completed.*

*Also I want to know who decided to do this project and what statistics they used to warrant doing this project.*

*Also I want to know in the last 50 years, how many people have died at this railway crossing and how many people have been injured at this railway crossing, that they needed to see a doctor or go to a hospital at this railway crossing at Plimmerton, Porirua.*

To provide context to the project, NZ Transport Agency Waka Kotahi (NZTA) installed these new traffic signals in conjunction with KiwiRail. With the number of trains running through this level crossing expected to increase, KiwiRail completed upgrades to the Steyne Avenue level-crossing to help it comply with international safety standards. The design of the traffic light instalments, rail signals and traffic signals were reviewed and approved by KiwiRail, NZTA, and Porirua City Council.

NZTA understands that there were delays to road users at this intersection when the traffic signals were first installed. The phasing of the traffic signals has been adjusted which has helped reduce these delays. These traffic signals are linked to the existing traffic signals at SH59. The light phasing is setup to make sure road users get through both sets of signals in one movement. NZTA is also continuing to monitor the intersection (in real time via CCTV) and will make further changes when needed.

For the sake of clarity, I will address each part of your request in turn:

***I want to know what the project cost in dollar amount was to install the new set of traffic lights at the railway crossing going out of Plimmerton, Porirua.***

The cost for the installation of traffic signals for this project was \$72,304.30 (excluding GST) and shared by NZTA and Kiwirail.

***Also I want to know who decided to do this project and what statistics they used to warrant doing this project.***

This part of your request aligns more closely with the functions of Kiwirail. As such, this part of your request was transferred to Kiwirail under section 14(b)(ii) of the Act on 24 June 2024 and you can expect a response from them in due course.

***Also I want to know in the last 50 years, how many people have died at this railway crossing and how many people have been injured at this railway crossing, that they needed to see a doctor or go to a hospital at this railway crossing at Plimmerton, Porirua***

From 1980 to 2024, there have been no crashes that have caused death or serious injury at the Steyne Avenue railway crossing in Plimmerton.

We can advise there were 6 non-injury crashes currently recorded in the Crash Analysis System (CAS) within 30 meters of the intersection. There was one crash in 1999, one in 2000, one in 2008, one in 2020, and 2 in 2021.

I am required to refuse your request for crash data between 1974 and 1980 under section 18(g) of the Act as the information is not held by NZTA and I have no grounds for believing that the information is held by another department or Minister of the Crown or organisation, or by a local authority.

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

- This data is provided from the road traffic crash database; Crash Analysis System (CAS) version 2.9.2.
- NZTA maintains CAS 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 1980 to 2024 as recorded in CAS to date - 18/06/2024.
- 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 crash report data is usually recorded in CAS within one working day of NZTA receiving it from NZ Police. Serious Injury and Minor injury crash report data is usually recorded in CAS within 4 weeks. 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.
- 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 from 3 December 2021 to 12 September 2022. 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

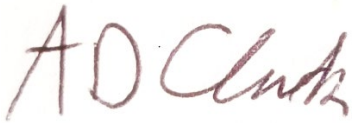
Red levels of the Traffic Light system would also be reduced due to the restrictions in place, so data from these periods will not align with previous trends.

- 2023 and 2024 data is not yet complete in CAS but these are the current figures from CAS as at 18/06/2024.

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 Ministerial Services by email at [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz)

Yours sincerely

A handwritten signature in dark ink, appearing to read "AD Clark". The signature is written in a cursive, slightly slanted style.

**Andrew Clark**  
National Manager, Maintenance and Operations