

27 March 2023

Ashley Lienert
fyi-request-21924-c83a7e1a@requests.fyi.org.nz

REF: OIA-12111

Dear Ashley

Request made under the Official Information Act 1982

Thank you for your email of 27 February 2023 requesting the following information under the Official Information Act 1982 (the Act):

- 1. The number of fatalities on State Highway 2 between Featherston and Greytown over the last 10 years where the main contributing factor was the road condition/quality.*
- 2. How many other stretches of road in New Zealand have speed limits of 100 where they have a higher statistic i.e. fatalities per km where the main contributing factor was the road condition/quality.*
- 3. in light of one and two above, why the decision was made to reduce the speed limit to 80.*

Between 2013 and 2022 there were no fatal crashes between Featherston and Greytown that had road factors (slippery surface, obstructions, limited visibility) as a contributing factor. There was one fatal crash on this section of highway, but it did not have a contributing road factor. Our systems do not include a hierarchy of contributing factors; therefore, "main factor" cannot be determined.

Information on fatalities per km of road is not held in the Crash Analysis System (CAS). Therefore, I have to refuse the second part your request under section 18(g) of the Act because the information requested is not held by Waka Kotahi NZ Transport Agency and I have no grounds for believing that the information is either held by another department or Minister of the Crown or organisation, or by a local authority.

However, I can provide a list of the locations of fatal crashes over the last 10 years in 100km/h zones that have road factors as a contributing factor (there is no hierarchy of contributing factors in CAS). For these crashes, only one of them had road factors as the only factor. A table of all factors for these crashes is also included. This information is being provided to you in the attached spreadsheet:

- OIA-12111.xlsx.

In light of the above, reducing the speed limit between Featherston and Greytown on State Highway 2 is necessary to align with our Safe Systems Approach. No one should be killed or seriously injured on

our roads. While there are many factors that can lead to a crash, speed is always a key factor in determining how serious the outcome is.

When we assess a road for a speed review, we take many factors into account including (but not limited to) median divisions, lighting, footpaths, roadside hazards, side access and local business activity. You can find more information on the speed review for this road at

<https://www.nzta.govt.nz/projects/sh2-wairarapa-highway-improvements/speed-review/>

To learn more about the Waka Kotahi Road to Zero vision please see

https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/nz-road-safety-strategy/?utm_source=google&utm_medium=cpc&utm_id=Paid&gclid=EAlalQobChMltZnBhNLK_QIVVwVgCh0SDQWwEAAAYASAAEgJ-RfD_BwE&gclid=aw.ds

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.

If you would like to discuss this reply with Waka Kotahi, please contact Ministerial Services by email to official.correspondance@nzta.govt.nz

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Kinvig', with a long horizontal flourish underneath.

Mark Kinvig

National Manager Infrastructure Delivery