

OC220733

29 August 2022

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Tēnā koe [REDACTED]

Thank you for your email sent to Waka Kotahi NZ Transport Agency on 29 July 2022 about data discrepancies in the Road to Zero Annual Monitoring Report 2021. Your request for clarification on a number of issues in the report has been referred to Te Manatū Waka for response under the Official Information Act 1982.

The answer to many of your questions is found in Waka Kotahi's Crash Analysis System (CAS), from which most of the data you refer to in your email was drawn. As you will be aware from using CAS, the data comes from Traffic Crash Reports completed by Police officers who attend traffic crashes. It can take some time for the information in these reports to be included in CAS, particularly in the case of serious crash injuries. The data in CAS is also updated as new information comes to light from Coroners' reports, court cases and further Police investigations. This might show, for example, that a traffic death was the result of an intentional act like homicide or suicide, or a medical event, the crash did not occur on a public road, or the death did not occur within 30 days of the crash. In these cases, the relevant criteria for including the information in CAS has not been met and the data will be removed. Data extracted from CAS will therefore change over time. Footnote 7 in the annual monitoring report touches on this issue.

For road deaths, Te Manatū Waka Ministry of Transport also receives details of fatal crashes directly from the NZ Police. This provisional death data is included on our website, and is updated daily (where required). Again, these deaths can subsequently be excluded for the reasons outlined above (e.g. the crash was intentional or the result of a medical event).

For the annual monitoring report, a combination of CAS data (for serious injuries) and Ministry data (for road deaths) was used. This method makes it difficult for others to replicate but it gives a more accurate reflection of road deaths as these are reported in a timelier manner on the Ministry's website.

I'm advised that the annual monitoring report was compiled and written during late 2021 through until mid-2022. Over this time several extractions of data from CAS occurred, in an effort to ensure the most accurate and up-to-date data was included in the monitoring report. Unfortunately this resulted in some older data being updated in parts of the draft

report but not others, which led to some discrepancies you have identified. Thank you for letting us know about these.

We have gone back to the data extracted for Table 1 in the annual monitoring report and aligned all other information in the report with this dataset. We will also make two minor changes to Table 1. The first is a typo in the number of serious injuries in 2019 (2,520 was written when it should have been 2,510). The second relates to the number of deaths in 2021. At the time of extraction this was 320. Since then, two deaths have been removed because they didn't meet the relevant criteria (mentioned above).

Given this background, I'll now address your specific questions.

1. Can you explain why the 2019 and 2020 Fatal and Serious Injuries numbers do not add up to the total DSI for 2019 and 2020?

This was the result of an editing error that resulted from two different dated extractions being combined.

2. What are the Fatal, Serious Injury and Total DSI correct numbers for 2019 and 2020?

We will amend the annual monitoring report to include the figures from the dataset that was extracted in May 2022:

Year	Deaths	Serious Injuries	Total DSIs
2019	348	2,510	2,858
2020	318	2,175	2,493

3. Can you explain why the 2019 and 2020 values (no longer provisional) differ from CAS (2017 and 2018 tally exactly)?
4. Can you explain why the 2019 published values differ so much from the previously published values (closer to the CAS numbers now than the now published ones) but are the same for (previously provisional) 2020?
5. How did a difference of 1 serious injury occur comparing the July 2022 published values for 2020 in Table 1 and Appendix 2 table?
6. How did the change of one serious injury suddenly appear for the 2018 values after 2-3 years? Has the comparison baseline 2018 level now changed by one to reflect this?

For questions 3 – 6, as noted above, CAS is continually updated as Traffic Crash Reports are received (which can be some time after the crash actually occurred) and new information comes to light (for example, from Coroners' reports and further Police

investigations). The timing of the data extraction from CAS will produce slightly different numbers.

7. When will the error in the description of indicator 3.3.3 which pertains to heavy vehicles EXCLUDING buses be made?

This issue has been clarified in the latest annual monitoring report. A footnote to indicator 3.3.3 explains the differences in how the data were calculated in 2020 and 2021, and that the indicator now includes buses under the definition of a heavy vehicle. As a result, the total number of DSIs for this indicator is higher in the 2021 report than the 2020 report.

We are in the process of amending the annual monitoring report to correct the data errors. We will let you know when the corrected version of the report is available on our website.

Thank you again for drawing these issues to our attention.

Nāku noa, nā



Helen White  
**Manager, Mobility & Safety**