

OC240987

16th September 2024

Tēnā koe [REDACTED]

I refer to your email/letter dated 21<sup>st</sup> August, requesting the following under the Official Information Act 1982 (the Act):

*“to request data that shows crash statistics for young people at fault in crashes over the past 30 years that identifies whether or not those young people were obeying their licence condition when they caused those crashes.”*

I have attached an Excel file with your requested data. Within the crash statistics provided I have:

- Included information between the years of 1994-2024,
- Assumed your definition of “young people” is in line with that of the Ministry of Transport – Te Manatū Waka (15-24 years old) and
- Provided columns identifying whether license conditions were met and driver contribution

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman’s website [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz)

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Roselle Thoreau  
**Manager, Insights, Data & Evaluation**

[transport.govt.nz](http://transport.govt.nz) | [hei-arataki.nz](http://hei-arataki.nz)

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**Report Date:** 16th September 2024  
**Data extract date:** 2nd September 2024  
**Data date range:** 1994-2022  
**Included crash/injury severity:** Minor, serious and fatal crashes  
**Requester:** [REDACTED]

Hello,

I would like to request data that shows crash statistics for young people at fault in crashes over the past 30 years that identifies whether or not those young people were obeying their licence condition when they caused those crashes.

Thanks,

**Request:** [REDACTED]  
**Amended Request 2**  
**Source database:** Crash Analysis System  
**Report produced by:** Shane Thompstone  
**Peer reviewed by:** Kain Glensor

**Please note the following concerning the data contained in this spreadsheet:**

This data is provided from the road traffic crash database; Crash Analysis System (CAS) version 2.11.0  
NZ Transport Agency (NZTA) Waka Kotahi maintains the CAS which is updated once a Traffic Crash Report (TCR) is received from NZ Police sometime after the crash. 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. Data is not complete in CAS until around 1 year: these are the current figures from CAS as at the above extraction date.  
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. There are four categories of driver contribution to a crash in CAS: Primary, partial, no contribution and unknown.  
Fatal crash report data is usually recorded in CAS within one working day of Waka Kotahi receiving it from NZ Police. Serious Injury and Minor injury crash report data is usually recorded in CAS within 4 weeks.  
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. Crash severity is the severity of the worst injury in the crash. There may be more than one injury in a crash, so the crash and injury tables may have different numbers. The cause of a crash cannot necessarily be attributed to any one factor (eg fatigue) as a crash may have multiple factors.  
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 in December 2021. 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.

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License.conditions.met	Driver.contribution	Crashes 1994-2022
No	No Contribution	530
No	Partial	364
No	Primary	4823
Unknown	No Contribution	37249
Unknown	Partial	7655
Unknown	Primary	80837
Unknown	Unknown	78682
Yes	No Contribution	2728
Yes	Partial	646
Yes	Primary	6281
Total	-	219795

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