

5 April 2016

Gia Garrett  
Journalist  
Newstalk ZB  
[gia@newstalkzb.co.nz](mailto:gia@newstalkzb.co.nz)

Dear Gia

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

Thank you for your email of 4 March 2016 requesting the following information under the Official Information Act 1982. Your request relates to the lowering of the speed limit on State Highway 2 from the SH1 interchange to SH25 to the turnoff to Coromandel. I understand your queries about speeding fines are being answered by NZ Police.

**1 'The exact date the 90 kilometre safer speed limit was enforced'**

The lower speed limit was gazetted on 10 November 2011 and made operational on 14 December 2011. The speed limit reduction was to provide an interim safety measure until the planned infrastructure improvements are funded and implemented through the National Land Transport Programme.

**2 'The number of crashes on that stretch of road in the five years leading up to that date, the number of crashes since that date, the number of deaths in the five years leading up to that date, and the number of deaths on that road since that date'**

<b>Crashes and injuries on SH 2 from the SH 1 interchange to the SH 25 turnoff to Coromandel</b>			
	<b>5 years before speed limit change</b>	<b>Since speed limit change</b>	
	<b>15/12/06 to 14/12/11</b>	<b>15/12/11 to 30/6/15</b>	<b>1/7/15 to 31/12/15</b>
<b>Fatal crashes</b>	12	4	0
<b>Deaths</b>	15	5	0
<b>Serious injury crashes</b>	14	7	Data available from May 2016

**Caveats**

- This data is provided from NZTA's road traffic crash database – the Crash Analysis System (CAS). All CAS data is police-reported.
- Non-fatal crashes are likely to be significantly under-reported. Therefore, we are unable to provide reliable data on crashes other than fatal and serious injury crashes.
- Data is limited to:
  - the period from 15 December 2006 to 31 December 2015 as recorded in CAS at 14/03/2016
  - crashes on the stretch of road on SH 2 from the SH 1 interchange to the SH 25 turnoff to Coromandel.
- Data contained in CAS covers NZ roadways or places that members of the public can legally access with a motor vehicle.

- Due to the time required for Police to submit reports and to process data into CAS, there is a lag of approximately three months from the time of a crash to full and correct crash records within CAS; data is provided for time periods for which complete data sets are available.

**3 A list of other major roads that have had a safer speed limit enforced in the last five years**

The table below provides a list of all the state highways where safer speed limits have been introduced since the one that is the subject of your request.

Location	Speed limit	SH	Start	End	Length (km)	Gazette date
Clive to Hastings	80	2	661/1.69	661/7.02	5.3	15/12/2011
Pakipaki	80	50A	0/15.4	0/16.47	1.1	25/5/2012
Westshore	80	2	638/7.88	638/9.08	1.2	15/11/2012
Morere	80	2	483/9.54	483/11.42	1.9	30/5/2013
Wainui	80	35	321/0.33	321/2.73	2.4	12/6/2014
Makaraka	80	2	429/12.95	443/0.25	1.3	1/5/2014
Spring Creek	70	1S	18/4.3	18/4.9	0.6	17/3/2011
Kaikora South	80	1S	163/3.85	163/15.62	11.8	11/5/2006
Arrow Junction	80	6	978/4.55	983/1.26	1.7	30/8/2012

**4 'Any information you can add about those roads that you think may be relevant to the stories I'm looking to write'**

Each of the decisions to change these speed limits was made because the primary purpose was to improve road safety while maintaining efficient traffic flows.

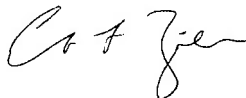
We recently responded to a similar official information request on State Highway 2 from SH1 to SH 25 and you can find our response at: [www.fyi.org.nz/user/m\\_grainger](http://www.fyi.org.nz/user/m_grainger). Note that some of the data that response was based on has changed and our response to this request contains current data.

I have attached a graph showing the changes in mean speeds before and after the change in the speed limit.

You can find a lot of resource material about road safety at: [www.saferjourneys.govt.nz](http://www.saferjourneys.govt.nz). The subject of safe speed in particular is addressed at: [www.saferjourneys.govt.nz/areas-of-concern/safe-speeds](http://www.saferjourneys.govt.nz/areas-of-concern/safe-speeds).

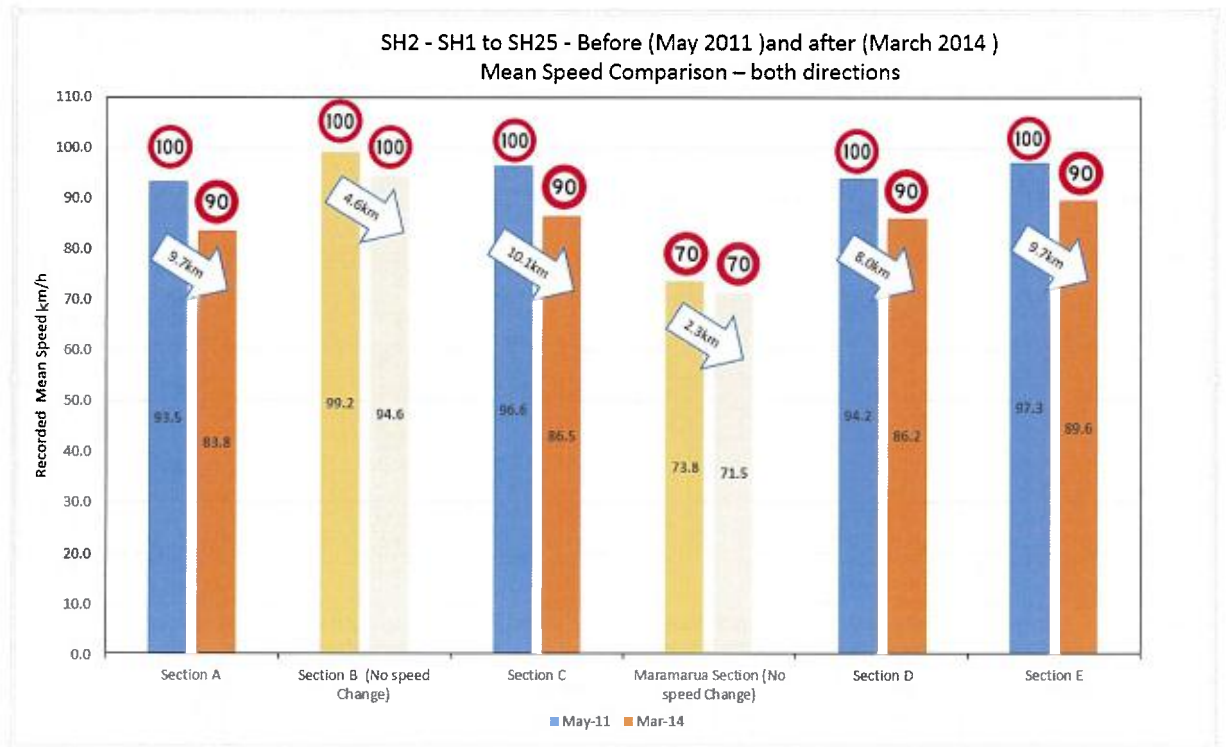
If you would like to discuss this reply with the NZ Transport Agency, please contact Andrew Knackstedt, National Media Manager, by email to [Andrew.Knackstedt@nzta.govt.nz](mailto:Andrew.Knackstedt@nzta.govt.nz) or by phone on (04) 894 6285.

Yours sincerely



**Ernst Zöllner**  
Director Road Safety  
For Chief Executive

**ATTACHMENT 1 – State Highway 2 Speed Management Monitoring Graphs**



Section A: From SH1/SH2 interchange to Mangatawhiri Bridge (RP 0/0.00 – 7.46)

Section B: Mangatawhiri realignment from Mangatawhiri Bridge to Golf Road (RP 0/7.46 – 13.62)

Section C: Golf Road to east of Kopuku Road. This is the length of the Kopuku deviation. (RP 0/13.62 – RP 18/1.77)

Section D: From east of Kopuku Road (RP 18/1.77) to east of Monument Road (RP 18/6.45). This is the length of the proposed Maramarua deviation. The township of Maramarua is contained within Section D.

Section E: From east of Monument Road to the SH2/SH25 intersection near Mangatarata. (RP 18/6.45 – RP 32/2.19)