

24 October 2024

Kyle

fyi-request-28527-ce5924fc@requests.fyi.org.nz

Auckland Transport — CAS-984146-C5C1R4

Kia ora Kyle,

Thank you for your request for information dated 25 September 2024 regarding the infringement issuance associated with all transit lanes across the wider Auckland region.

It's important to note the following information regarding transit lanes, the methods of detection and verification of offences, and the waiver data captured in the system that's used by Auckland Transport's Adjudicators for the management of infringements.

Transit Lanes and compliance through CCTV cameras

The CCTV cameras are checked daily by Auckland Transport's warranted Officers before any enforcement begins and then after the officer checks it, it is verified by a supervisor or another officer to make sure there are no errors. The offence is not determined by CCTV (CCTV used is not surveillance certified equipment), but by the warranted Officer that reviews the footage captured by CCTV.

- The "Primary Evidence" is the account of a warranted officer witnessing the offence. The evidence captured for an offence committed, is done by a warranted Officer as part of the infringement process. When an Officer collects evidence, he/she uses our technology that we (AT) control and we (AT) can guarantee that the evidence has not been tampered with. A warranted Officer (trained and specialising in Special Vehicle Lane enforcement) reviews all the captured footage (in your case by CCTV) and determines whether a breach has occurred and then issues the infringement if a breach has occurred.
- CCTV footage act as a "Secondary Evidence" tool. All camera footage captured is "Secondary Evidence" which support the warranted Officer's account. The evidence is then stored in the advent that the offence may be challenged. The evidence can be provided to the registered vehicle owner only. The evidence can be taken with the warranted Officer to court to present in a legal challenge.

Infringement system and Adjudication

Each infringement dispute is reviewed on a case-by-case basis by one of Auckland Transport's Adjudicators.

The system in which AT's Adjudication team operate the management of infringements with is not designed for bulk analysis of specificities resulting in a waived notice i.e., the non-detection of particular occupants identified by an Adjudicator or the registered vehicle owner; valid medical emergencies; stolen vehicles not operated by the registered vehicle owner when captured, etc. To gather this information would require extensive time to manually work through tens of thousands of unique records in order to further analyse the specific reasons for the waived notice.



How many total alleged T2/T3 lane infringements have you issued during time period 01-Jan-2022 to 24-September-2024 with in the Auckland region? (entire geographic region that fall under your partial OR full oversight)

Between January 1, 2022, and September 24, 2024, a total of 37,164 infringements were issued across all transit lanes in the Auckland region for not complying with special vehicle lane requirements. Please refer to the table below for further granularity.

Infringement issuance for all transit lanes across the Auckland region (period: 1.1.22-24.9.24)

Date	Albany Highway	Constellation Drive	Forrest Hill Road	Manukau Road	Onewa Road	Pah Road	Remuera Road	Sunnybrae Road	Te Atatu Road	Walmsley Road	Total
2022	96	411		241	3,211	17	49			3,864	7,889
2023	63	139	164	1,902	5,848	1,229	238	332		3,213	13,128
2024	2,697	2,471	174	2,332	3,611	1,418	361	110	858	2,115	16,147
Total	2,856	3,021	338	4,475	12,670	2,664	648	442	858	9,192	37,164

Of the total 37,164 infringements issued for a transit lane related offence; 1,462 notices were exempted based on a variety of reasons respective to the dispute submitted, and the circumstances warranting the waiver of infringement notice.

The system in which AT Adjudicators manage infringements does not allow for bulk analysis of specific reasons for a waived notice, therefore we are unable to provide a detailed breakdown of the reasons for waiving the infringements without substantial collation. Each infringement would need to be individually reviewed to determine the waiver reason. Therefore, your request for the reason of each waiver is declined under section 17(g) of the LGOIMA, as the information cannot be made available without substantial collation.

Should you believe that we have not dealt with your request appropriately, you are able to make a complaint to the Office of the Ombudsman in accordance with section 27(3) of the LGOIMA Act and seek an investigation and review regarding this matter.

Kind regards

John Strawbridge
Group Manager,
Parking Services & Compliance