

7 July 2026

Nigel Gray
fyi-request-34723-cbf58ef3@requests.fyi.org.nz

REF: OIA-22224

Dear Nigel

Request made under the Official Information Act 1982

Thank you for your email of 17 May 2026 requesting the following information under the Official Information Act 1982 (the Act). I will respond to parts of your request in turn as follows:

1. Research, studies, or analysis held by Waka Kotahi Please provide all documents, reports, internal analyses, briefings, memos, emails, or data extracts relating to:

For the “data extracts” part of your request, please refer to Attachment 1 – Crash data at intersections – 1 May 2025-30 April 2026 (spreadsheet).

The relationship between traffic-signal outages (planned or unplanned) and traffic-crash frequency or severity.

Any assessment of whether crash rates increase, decrease, or remain unchanged during periods when traffic signals are non-operational.

Any monitoring, modelling, or risk assessments involving signal-failure events and road-safety outcomes.

NZ Transport Agency Waka Kotahi (NZTA) has not carried out any separate analysis to determine the relationship between traffic-signal outages and crash frequency. I am therefore refusing these parts of your request under section 18(g) of the Act, as the information requested is not held by NZTA.

However, the information provided in response to other parts of this request may assist you with this query.

2. International evidence held or reviewed by Waka Kotahi Please provide:

Any literature reviews, international research summaries, or comparative assessments relating to crash risk during traffic-signal outages.

Any documents referencing overseas findings (e.g., Netherlands, UK, Japan, US) where signal outages or deliberate signal removal were associated with changes in crash rates or driver behaviour.

Any internal consideration of whether such international findings have implications for New Zealand's road-safety framework.

We are not aware of any such international evidence being held or having been reviewed. I am therefore refusing this part of your request under section 18(g)(i) of the Act as the information requested is not held by NZTA, and there is no reason to believe it is held by another department or organisation.

3. Data held on traffic-signal outages

For the period 1 January 2010 to the present, please provide:

Any datasets, logs, or records of traffic-signal outages, including date, time, duration, and location.

On 19 May 2026 you refined the first part of part 3 of your request as follows:

Traffic-signal outage datasets, logs, or records for the period 1 May 2025 to 30 April 2026, including date, time, duration, and location.

On 21 May you further clarified that you are interested in information held by NZTA. Please refer to the following documents:

- Attachment 2 – SCATS Log – Outages (*spreadsheet*)
- Attachment 3 – Traffic Signal Site List – WTOC Area (*spreadsheet*).

Regarding Attachment 2, “FY” stands for Flashing Yellow, “BO” stands for Black Out, and a plus symbol means a fault is active while a minus symbol means that it has been cleared.

It should be noted that, when a site goes to “BO”, it will always go “FY” within the same fault. As this is part of the process when the alarm has been cleared and reset, these should not be counted as additional faults.

Any metadata describing how outages are recorded, categorised, or stored.

On 19 May 2026 you refined and clarified the second part of part 3 as follows:

By “metadata”, I am referring to:

any data dictionary, field definitions, or schema describing how traffic-signal outages are recorded in your system(s)

any classification rules, coding conventions, or system documentation that explains how outages are categorised, stored, or updated

any system-level metadata that describes the structure of the dataset (e.g., field names, field types, units, code lists, or status categories)

On 21 May you further clarified that you are interested in information held by NZTA.

Please refer to Attachment 4 – Outages recorded by NZTA (*screenshots*), which illustrates how NZTA records outages.

Certain information has been withheld under section 9(2)(a) of the Act to protect the privacy of natural persons, including that of deceased natural persons.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Any documents describing how outage data is used operationally or analytically.

We have Standard Operating Procedures (SOPs) which instruct our operators on how to respond to outages, but we do not have any such documents regarding the use of outage data. I am therefore refusing this part of your request under section 18(g)(i) of the Act as the information requested is not held by NZTA, and there is no reason to believe it is held by another department or organisation.

4. Crash Analysis System (CAS) capability and limitations Please provide:

The list of CAS variables relevant to intersections and traffic-control devices.

Confirmation of whether CAS includes any field that captures signal-status (e.g., “lights out”, “malfunctioning”, “flashing”, “power outage”).

Any internal guidance, schema documents, or data dictionaries describing how CAS handles traffic-control device failures.

Any documents discussing the feasibility, limitations, or implications of analysing crash risk during signal outages using CAS.

The Crash Analysis System (CAS) has four variables related to intersections and traffic signals (if you include rail crossing type) as follows:

- *Intersection (Yes/No)* indicates whether a crash occurred at intersection (that is, within 20 metres of an intersection) and is entered by the person recording the crash.
- *Intersection/Midblock* is calculated using centreline data and is set to intersection of a crash occurs within 20 metres of an intersection according to the centreline data.
- *Traffic control* indicates the type of traffic control (if one exists) in force within 10 meters of a crash location. It is added by the coder after interpreting the crash diagram and narrative. The possible values are:

Give way
Isolated Pedestrian signal (non-intersection)
Nil
Pointsman
School Patrol/warden
Stop
Traffic Signals
Unknown.

- *Rail crossing type* is the type and status of controls at a railway crossing where a crash happened. The possible values are:

Barrier Arms Down
 Barrier Arms Up
 Bells Not Working
 Bells Working
 No Electronic Control
 Null
 Overhead Catenary.

In addition, there are two causative or contributory factor codes in CAS that may apply to these types of situations:

841 – traffic signals damaged, removed or malfunction
 845 – signals off.

5. Internal consideration of the issue

Please provide any documents, emails, or internal discussions relating to:

Whether Waka Kotahi has ever considered studying the safety impact of traffic-signal outages.

Whether such analysis has been proposed, rejected, deferred, or deemed unnecessary.

Any reasoning provided for not undertaking such analysis, if applicable.

NZTA is not aware of this matter having been considered. I am therefore refusing this part of your request under section 18(g)(i) of the Act as the information requested is not held by NZTA, and there is no reason to believe it is held by another department or organisation.

6. Future plans or system upgrades

Please provide:

Any planned or proposed upgrades to traffic-signal monitoring systems.

Any consideration of integrating signal-status data with CAS or other safety-analysis tools.

Any documents relating to improving the ability to analyse safety outcomes during signal-failure events.

There are currently no plans to integrate traffic signal status data with CAS data.

7. Clarification of responsibilities

Please identify:

Which agency or agencies are responsible for monitoring, recording, and analysing traffic-signal outages.

Which agency or agencies are responsible for assessing the safety implications of such outages.

Normally, each Road Controlling Authority (RCA, usually a local council or NZTA) is responsible for monitoring, recording, analysing traffic signal outages – as well as assessing safety implications of outages under its ownership. However, in some cases an RCA may manage another RCA's traffic signals by agreement.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold part of this information and refuse parts of this request. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

In line with NZTA policy, this response will soon be published on our website, with personal information removed.

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

Yours sincerely

A handwritten signature in blue ink that reads "Driscoll".

Josh Driscoll
Manager, Ministerial Services