

# Report of Crash Data Quality April 2026

## 1. Introduction

This report will be issued monthly. Some measures will be reported every month whereas others will be reported every six months.

## 2. Routine Measures

This report contains some of the measures outlined in the document out of scope out of scope. Those measures not included in this report will eventually be contained in future reports.

### Integrity

#### Measure 1c.

The percentage of drivers in crashes against whom alcohol above the limit or breath and blood refused was coded, who had an alcohol reading above the limit or who refused to give a blood sample.

**Result:** 60.34%

**Tolerance** 100%

*This measure is outside tolerance.*

### Currency

**Measure 3a.** For fatal crashes, the average time, in working days, between the first occurrence of a death (the death being one that is included in the official road death statistics) from a crash to the distribution of a fatal crash notification from the NZ Transport Agency for that crash during the last month (1 April to 30 April 2026). This is reported monthly.

**Result:** 0.3 working days (all but two crashes were notified within 1 working day).

**Tolerance:** 90% of fatal crashes in the last month were notified within 1 working day of a death being reported.

*This measure is within tolerance.*

## 3. Data Quality Issues

Here is a link to a list of known crash data quality issues:

out of scope.

Changes made since October 2024 are highlighted in yellow.

## 4. Efforts Made to Improve Data Quality

NZ Transport Agency is making changes to prevent the incorrect coding of 101 (alcohol suspected), to automatic the coding of 102 (alcohol below the limit), 103 (alcohol above the limit), and to introduce two new codes – 104 (no alcohol) and 107 (blood test refused).

## **Appendix 1 – Derivation of Measures**

Measure 1c is derived from an SQL script run against the Data Access Layer. The script was run on 4 May 2026.

Measure 3a is derived from a spreadsheet of fatal crashes.

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