

11 December 2018

Mr A Punnett
fyi-request-8665-d113b253@requests.fyi.org.nz

Dear Mr Punnett

Local Government Official Information and Meetings Act 1987

CAS-914834-H4M4S2

Thank you for contacting Auckland Transport on 13 September 2018, requesting the following information regarding inductive loop traffic sensors across Auckland.

1. When did Auckland Transport become aware that the inductive loop sensors are often unable to detect small vehicles, such as motorbikes and bicycles?

Inductive loops have been in use for several decades and the limitations of using these sensors has been known since their introduction, prior to the formation of Auckland Transport in 2010.

While inductive loops tend to be fairly reliable for cycle detection, there are many variables which can affect the detection of smaller vehicles. These are variables such as loop location relative to road marking, pavement depth, condition of the road surface, the sensitivity of the loop, the type of vehicle, the position of the vehicle relative to the loop, incorrect loop installation and partially damage to the loop. Unfortunately, the scale of the problem is not well understood, but is not considered to be a common occurrence for motorcycles or mopeds.

2. How much money was spent on installing new sensors since Auckland Transport became aware of these issues?

There is no specific budget allocated to the installation of new sensors. While inductive loops can last for over a decade on the road, they are often replaced as part of regular road maintenance and resealing. Loops can also be replaced as part of a whole intersection upgrade and costed as a lump sum. As such, we are unable to provide a specific answer on how much money has been spent on new loop sensors. Your request is therefore declined under Section 17(e) of the LGOIMA as the information you are requesting does not exist.

However, while there are no specific records and the numbers vary from year to year, we estimate that 650 loop sensors were replaced in 2017, with an estimate average cost of \$500.00 p/loop. Although some loops can cost over \$1000.00, depending on the circumstances.

Please note that this estimate does not include any new intersections constructed within this period, which could be more than 100 loops.

3. The number of injuries and fatalities suffered by motorcyclists and cyclists at junctions fitted with inductive loop sensors since Auckland Transport became aware of these issues?

There have been 387 crashes at Auckland traffic signals involving bicycles, mopeds and motorcycles in the past five years (2012-2017). These crashes have resulted in two fatalities, 52 serious injuries and 189 minor injuries.

Please note that the 2018 crash data is incomplete and therefore has been excluded.



If you would like further information pertaining to this section of your request, please contact the New Zealand Transport Agency.

We trust this information has addressed the matters raised however you have the right in accordance with section 27(3) of the Local Government Official Information and Meetings Act 1987 (LGOIMA) to make a complaint to the Office of the Ombudsman if you are not satisfied with our response.

Kind regards

A handwritten signature in blue ink, appearing to read 'R. Karma', is positioned above the printed name.

Randhir Karma

Group Manager – Network Management and Safety