



4 September 2026

Jenny Dwight

s7(2)(a)

Tēnā koe Jenny,

Request for Information – Local Government Official Information and Meetings Act (LGOIMA) 1987

We refer to your official information request dated 13 August 2026, seeking Pedestrian Crossing Safety Audit information. Specifically, you requested:

“operational policy frameworks, guidelines, strategy documents, or internal directives regarding how the Council assesses, audits, and prioritizes pedestrian crossing infrastructure:

1. **Integration of Police Crash Data:** Please provide copies of the specific policies, frameworks, or operational guidelines detailing how the Council integrates police crash data (such as CAS data) into its pedestrian crossing safety audits. If no such written framework exists, please explicitly confirm that the Council does not have a formal process for cross-referencing crash data when auditing pedestrian infrastructure.
 - Note: Regarding this point, this request is **not** seeking generic links or references to national-level documents such as the NZTA Pedestrian Planning Guidelines. This is strictly concerned with how this specific Council integrates and uses police crash data locally to proactively audit and prioritize existing assets.
2. **Geographic Scope (Main Roads vs. Suburbs):** Please provide any policy documents or risk-assessment frameworks that dictate how crossing safety audits are distributed geographically. Specifically, does the Council have a systematic framework for evaluating pedestrian infrastructure inside suburban and residential areas, or are proactive safety audits

restricted primarily to main arterial roads? If no policy exists for suburban areas, please explicitly state this.

3. **Asset Scope (Formal vs. Informal Crossings):** *Please provide the engineering criteria or internal guidelines used to determine which types of crossings are actively safety-audited. Does the Council's audit framework include informal pedestrian crossings (such as courtesy crossings, dropped kerbs, and school walking routes), or is it restricted strictly to formal infrastructure (such as zebra crossings and raised traffic tables)? If informal crossings are excluded from standard audit frameworks, please provide the directive confirming this exclusion.*
4. **Future Corrective Actions:** *Please provide any documented proposals, meeting minutes, or directives from the last 18 months indicating whether the Council intends to amend its future pedestrian safety audit processes to systematically include suburban or informal crossings.*

To ensure this request does not cause an undue administrative burden, I am seeking existing high-level policy frameworks and directive documentation rather than individual site assessment files.

If the Council refuses any part of this request under Section 17(e) on the basis that the information is not held, please explicitly confirm in your refusal response whether this is because no such policy, framework, or directive has been formally established by the Council."

Answer:

Integration of Police Crash Data

The Council does not have specific policies, frameworks, or operational guidelines detailing how the Council integrates Police crash data into pedestrian crossing safety audits. All relevant staff have access to the NZTA Crash Analysis System (CAS) and are advanced users. The CAS data is an integral part of crash analysis for all transport projects, including pedestrian crossing safety.

Geographic Scope (Main Roads vs. Suburbs)

The Council does not have a systematic framework for evaluating existing pedestrian infrastructure. Council transport staff are guided by public queries and crash data to investigate sites across the city for safety investigations.

Asset Scope (Formal vs. Informal Crossings)

The Council does not have engineering criteria or internal guidelines to determine which types of crossings are actively safety-audited. Council staff are guided by NZTA and Austroads documents for the pedestrian crossing facility selection.

Future Corrective Actions

Council staff plan to continue using existing processes to identify sites for investigation and NZTA and Austroads documents for design guidance.

You have the right to seek an investigation and review by the Ombudsman of this response. Information about how to make a complaint is available at: [Office of the Ombudsman - Complaints](#), or freephone 0800 802 602.

Please note that this response to your information request may be published on Hutt City Council's website: [Proactive releases - Hutt City Council](#).

Ngā mihi nui

Bryda Chamberlain

Official Information Team