



OIA-11750 deaths on SH5 (Napier to Taupō) and SH57 (Shannon to Levin)

Report Date: 9/01/2023
Data extract date: 9/01/2023
Requester: Karen Lynette Coe
Request: Also requests the number of deaths on each of these (Napier to Taupō (SH2/SH5) and Shannon to Levin (SH57) consultations) roads in the past 10 years, with a breakdown of the cause for each year.

Source database: CAS
Report produced by: Out of Scope (Data Services)
Peer reviewed by: Out of Scope (Data Services)

Please note the following concerning the data contained in this spreadsheet:

- This data is provided from the road traffic crash database; Crash Analysis System (CAS) version 2.2.9
- Waka Kotahi NZ Transport Agency maintains the Crash Analysis System which is updated once a Traffic Crash Report (TCR) is received from NZ Police sometime after the crash.
- Data is for all fatal crashes for the years 2012 to 2022 as recorded in CAS to date - 09/01/2023.
- Data is limited to crashes on SH5 (Napier to Taupō) and SH57 (Shannon to Levin).
- A crash, to be recorded in CAS must have occurred on a road. The CAS definition of a road is any street, motorway or beach, or a place to which the public have access with a motor vehicle, whether as of right or not e.g. a public car park.
- Due to the police reporting time frame and subsequent data processing there is a lag from the time of a crash to full and correct crash records within CAS.
- Crash severity is the severity of the worst injury in the crash. There may be more than one injury in a crash, so the crash and injury tables may have different numbers.
- The cause of a crash cannot necessarily be attributed to any one factor (eg fatigue) as a crash may have multiple factors.
- Due to the Covid-19 pandemic, NZ had a 4-level Alert system in place from 21 March 2020 until this changed to a Traffic Light system in December 2021. The amount of traffic on the roads during level 4 lockdowns was greatly reduced, which consequently reduced the number of road crashes. Road movements under the Orange and Red levels of the Traffic Light system would also be reduced due to the restrictions in place, so data from these periods will not align with previous trends.
- 2022 data in CAS is not yet complete

For further information, please contact StatisticalAnalysis@nzta.govt.nz

This information must be read in conjunction with the Caveats on the first page of this spreadsheet

| 2012-2022 fatal crashes on SH5 (Napier to Taupō) | |
|--|---------------|
| Year | Fatal crashes |
| 2012 | 1 |
| 2013 | 0 |
| 2014 | 0 |
| 2015 | 2 |
| 2016 | 2 |
| 2017 | 2 |
| 2018 | 0 |
| 2019 | 2 |
| 2020 | 4 |
| 2021 | 0 |
| 2022* | 1 |
| Total | 14 |

| Fatalities from crashes on SH5 (Napier to Taupō) 2012-2022 | |
|--|-----------|
| Year | Deaths |
| 2012 | 2 |
| 2013 | 0 |
| 2014 | 0 |
| 2015 | 3 |
| 2016 | 2 |
| 2017 | 2 |
| 2018 | 0 |
| 2019 | 4 |
| 2020 | 5 |
| 2021 | 0 |
| 2022* | 1 |
| Total | 19 |

| Factors contributing to fatal crashes on SH5 (Napier to Taupō) for the period 2012 to 2022 | |
|--|-----------|
| Road safety factor groups | Total |
| Alcohol and/or Drugs | 6 |
| Disabled, old age or illness | 0 |
| Failed to give way or stop | 1 |
| Fatigue | 3 |
| Incorrect lanes or position | 3 |
| Miscellaneous factors | 3 |
| Overtaking | 2 |
| Pedestrian factors | 0 |
| Poor handling | 6 |
| Poor judgement | 3 |
| Poor observation | 3 |
| Position on Road | 3 |
| Road factors | 7 |
| Inappropriate speed | 3 |
| Vehicle factors | 2 |
| Weather | 1 |
| Total | 46 |

* 2022 data in CAS is not yet complete but this is current from CAS as at 9/01/2023

Factors are counted once against a crash - i.e. two fatigued drivers count as one fatigue crash factor.

Because a crash may have multiple factors there will be more total factors than crashes resulting in factors totalling more than 100% of all crashes

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| 2012-2022 fatal crashes on SH57 (Shannon to Levin) | |
|--|---------------|
| Year | Fatal crashes |
| 2012 | 1 |
| 2013 | 0 |
| 2014 | 0 |
| 2015 | 4 |
| 2016 | 0 |
| 2017 | 1 |
| 2018 | 0 |
| 2019 | 1 |
| 2020 | 1 |
| 2021 | 1 |
| 2022* | 2 |
| Total | 11 |

| Fatalities from crashes on SH57 (Shannon to Levin) 2012-2022 | |
|--|-----------|
| Year | Deaths |
| 2012 | 1 |
| 2013 | 0 |
| 2014 | 0 |
| 2015 | 4 |
| 2016 | 0 |
| 2017 | 1 |
| 2018 | 0 |
| 2019 | 1 |
| 2020 | 1 |
| 2021 | 1 |
| 2022* | 3 |
| Total | 12 |

| Factors contributing to fatal crashes on SH57 (Shannon to Levin) for the period 2012 to 2022 | |
|--|-----------|
| Road safety factor groups | Total |
| Alcohol and/or Drugs | 5 |
| Disabled, old age or illness | 2 |
| Failed to give way or stop | 1 |
| Fatigue | 1 |
| Incorrect lanes or position | 1 |
| Miscellaneous factors | 2 |
| Overtaking | 1 |
| Pedestrian factors | 0 |
| Poor handling | 3 |
| Poor judgement | 1 |
| Poor observation | 0 |
| Position on Road | 6 |
| Road factors | 0 |
| Inappropriate speed | 2 |
| Vehicle factors | 1 |
| Weather | 0 |
| Total | 26 |

* 2022 data is incomplete and is current from CAS as at 9/01/2023

Factors are counted once against a crash - i.e. two fatigued drivers count as one fatigue crash factor.

Because a crash may have multiple factors there will be more total factors than crashes resulting in factors totalling more than 100% of all crashes

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