

briefing notes - road safety issues

Regional overview Auckland and Northland

NZ Transport Agency (NZTA) Auckland has been preparing road safety issues reports (part of the briefing note series) for eleven years using data from the Ministry of Transport's Crash Analysis System (CAS).

CAS currently holds records of over 880,000 crashes dating back to 1980.

This document takes the "overview" page from each of the fifteen reports prepared by the Performance Information Team in Auckland and brings them together as a handy quick reference for the whole region.

Each overview is accompanied by a map of 2009 fatal and serious crashes taken from the full issues report.

An important point to note is that the extent of the data in these overview pages is slightly different between the Northland and Auckland regions.

This is explained below and in each full report:

- The body of the overview text for the Northland Region, Far North, Kaipara and Whangarei Districts unless otherwise stated contains information about both local roads and State Highways
- The body of the overview text for the Auckland Region, North Shore, Waitakere, Auckland and Manukau Cities, the Papakura, Rodney and Franklin Districts unless otherwise stated contains information only about local roads not State Highways
- The body of the overview text for the Northland State Highway, Auckland State Highway and the Auckland Motorways reports unless otherwise stated contains only information about State Highways

These differences are to prevent motorway crashes in the Auckland Region overwhelming and skewing the true nature of crashes on local roads in individual local body reports.

Road toll information for 2009 (includes crashes on local roads and any State Highways within the local body) Extracted from CAS 24th June 2010 - numbers may differ slightly from original reports

Local body Name	Deaths	Serious Injuries	Minor Injuries	Local Body Name	Deaths	Serious Injuries	Minor Injuries
Far North District	15	44	220	Rodney District	16	58	298
Kaipara District	4	21	104	North Shore City	6	63	455
Whangarei District	16	39	224	Waitakere City	15	51	523
				Auckland City	10	152	1250
				Manukau City	15	129	768
				Papakura District	1	22	119
				Franklin District	12	39	244
Northland Total	35	104	548	Auckland Total	75	514	3657

Safer Journeys

For the past decade road safety in New Zealand has been directed by the Road Safety 2010 strategy.

This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010.

Under the new strategy, road safety will be looked at from a system wide approach rather than focusing so strongly on the road user.

The emphasis will be on improving all the parts of the road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the 2020 strategy.

These areas were assigned a priority, based on research that shows five major areas of concern, six areas of lesser concern, and two areas where continued focus is needed, or concern is emerging.

These divisions are shown in "table 3" opposite.

This table is a direct extract from page 12 of the Safer Journeys document which can be found here:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

We have made changes to the wording and way data is presented in these briefing notes to reflect and emphasize the connections to the new strategy.

In particular we have included more tables showing age distribution as problems with the safety of young drivers as a particular focus of Safer Journeys.

We have also prepared a table on the following page which shows the areas of "high concern" under Safer Journeys 2020 strategy.

This table allows some relative comparison of Safer Journeys priorities across the local bodies in the area covered by the Auckland NZTA Office.

Table 3 – Safer Journeys' areas of concern and the Safe System

AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Table source: Ministry of Transport 2020 Safer Journeys

Status of the areas of "high concern" from Safer Journeys 2020 for the Northland and Auckland Regions 2005 to 2009

(table below refers only to fatal and serious crashes except for the "intersection" column for reasons of sample size and includes local roads as well as State Highways)

Safer Journeys area of concern	Reducing alcohol and drug impaired driving	Increase the safety of young drivers	Safer roads and roadsides			Reducing speed related crashes	Increasing the safety of motorcycling
	Measure	Percentage of fatal and serious crashes with this factor	Percentage of fatal and serious crashes with at fault drivers aged 24 years or less	Percentage of fatal and serious crashes with an object struck	Number of urban intersections with three or more injury crashes in the last five years	Number of rural intersections with three or more injury crashes in the last five years	Percentage of fatal and serious crashes with this factor
Far North District	31	32	53	3	5	30	13
Kaipara District	28	38	63	3	1	26	13
Whangarei District	29	42	51	19	6	30	15
Rodney District	29	32	53	13	13	24	20
North Shore City	26	36	33	113	2	15	17
Waitakere City	27	34	41	93	6	27	16
Auckland City	24	32	29	345	12	16	19
Manukau City	33	42	40	158	17	29	13
Papakura District	22	34	46	23	4	20	21
Franklin District	25	28	53	8	10	26	18
Northland Region	30	37	54	25	12	29	14
Auckland Region	27	35	37	753	64	22	17
New Zealand	23	34	45	1938	320	23	18

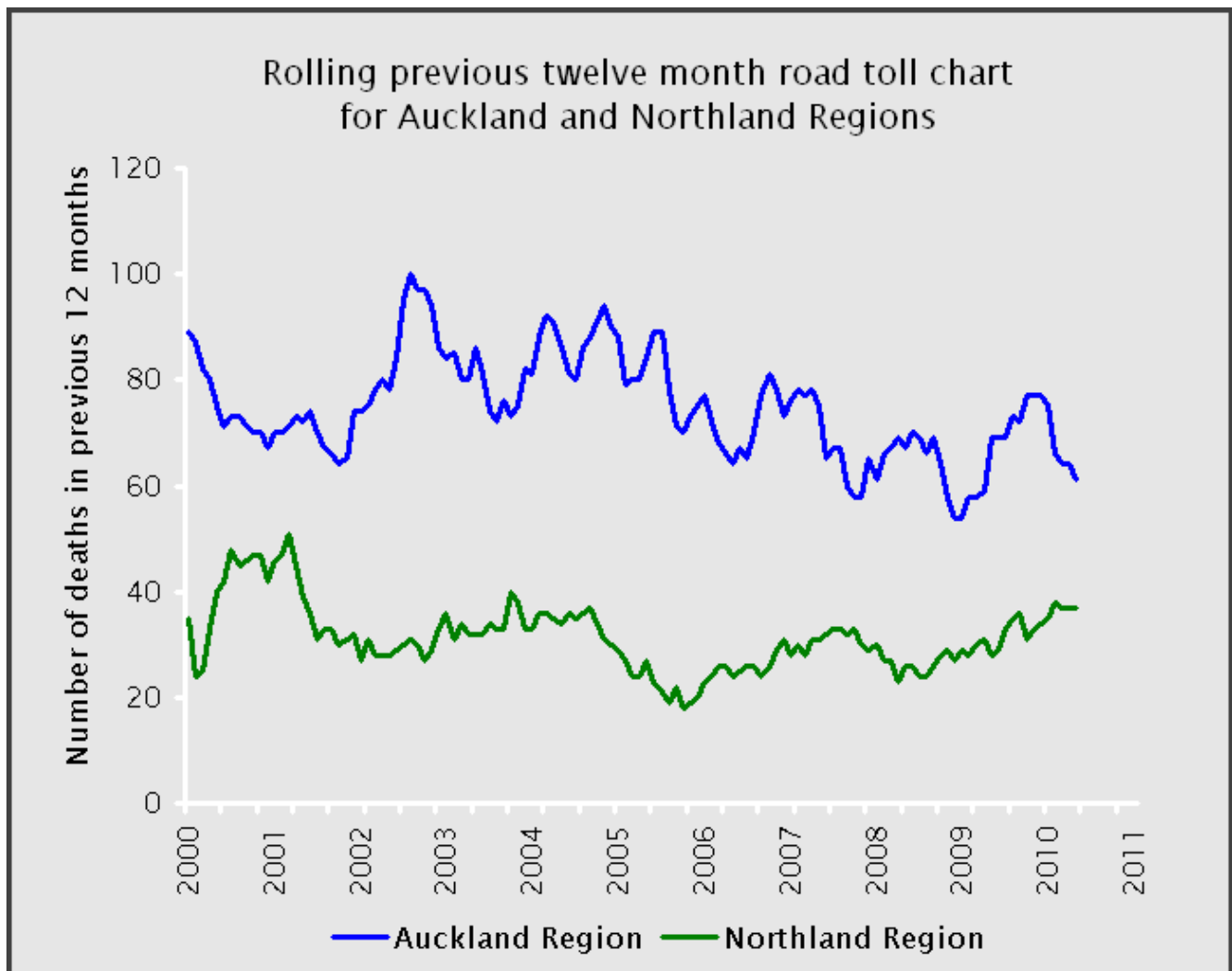
Topics in the most recent Road Safety Issues Briefing Notes covering crash data for the period 2005 to 2009

Road Safety Issues in the Northland Region				
Report name	Bends	Road factors / roadside hazards	Speed	Alcohol
Northland Region	√	√	√	√
Far North	√	√	√	√
Whangarei	√	√	√	√
Kaipara	√	√	√	√

Road Safety Issues for the Auckland Region								
Report name	Bends	Road factors	Motorcycles	Pedestrians	Speed	Intersections	Alcohol	Night
Auckland Region			√	√		√	√	√
Rodney	√	√					√	√
North Shore			√	√		√	√	√
Waitakere	√				√		√	√
Auckland			√	√		√	√	√
Manukau					√	√	√	√
Papakura						√	√	√
Franklin	√					√	√	√

Road Safety Issues for State Highways in Northland and Auckland							
Report name	Bends	Rear end	Speed	Alcohol	Road Factors	Night	Intersections
Northland State Highways	√		√	√	√		
Auckland State Highways	√		√	√			√
Auckland Motorways		√		√		√	

Fatality trends—Auckland and Northland



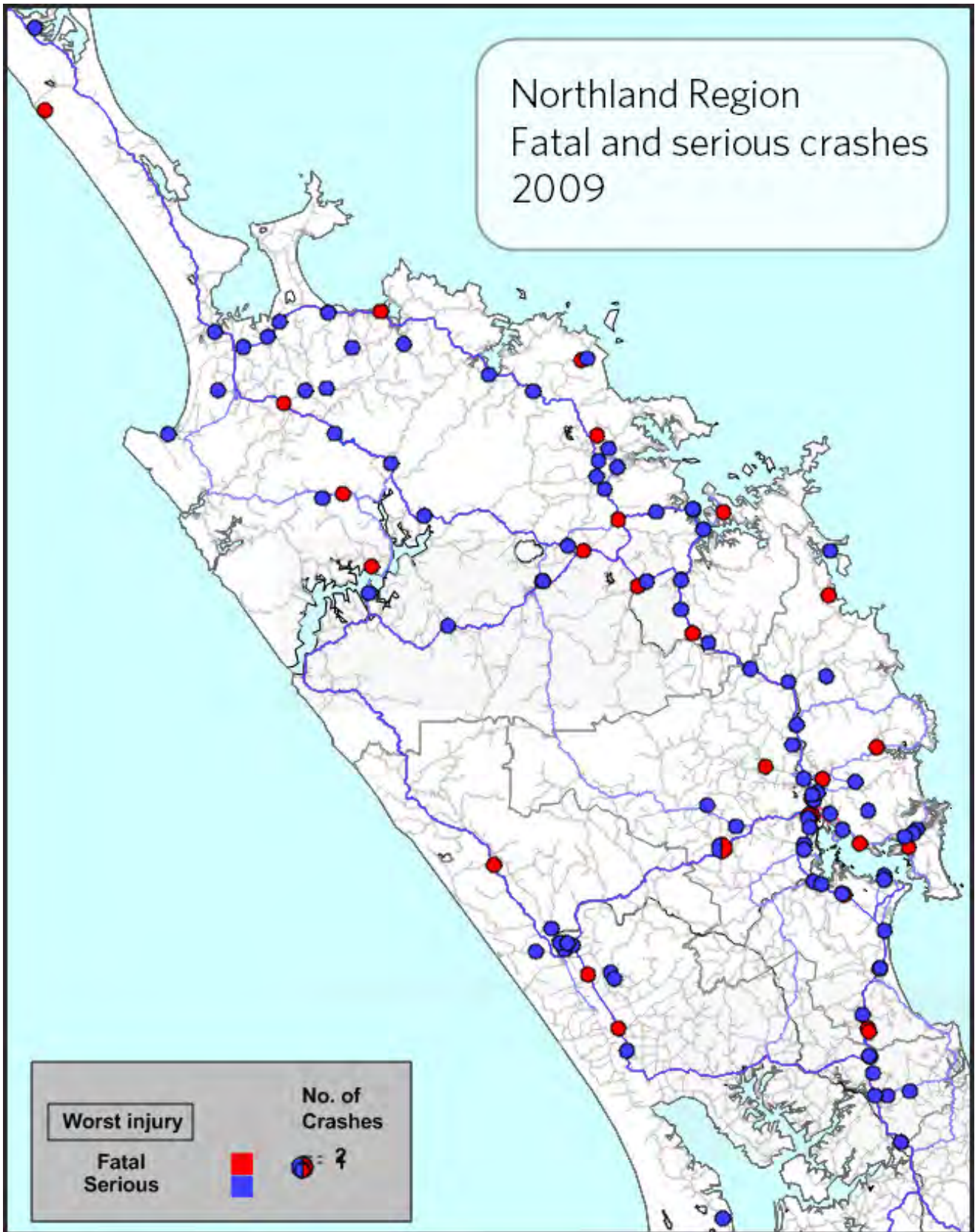
The chart above illustrates the fatality trends for the last decade for Auckland and Northland.

The toll shown on the chart represents the toll each month for the previous twelve months, in this way emerging trends can be shown more quickly.

The chart is up to date to the end of May in 2010.

As can be seen the road toll fell slowly in the Northland Region to mid 2005 and has been very gradually rising ever since.

In contrast the corresponding toll in the Auckland Region although fluctuating has generally trended downwards from 2002 until the beginning of 2009 rising through that year before falling sharply into 2010.



Northland Region overview

In 2009 on local roads in the Northland Region there were 252 injury crashes and 613 non-injury crashes. In addition on State Highways in Northland there were 219 injury crashes and 430 non-injury crashes.

The table below shows the number of injuries resulting from the 471 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	29	81	338	448
Urban	6	22	200	228
Total	35	103	538	676

Fatal and serious crashes in Northland have remained at around the same levels for the last decade. Minor injury crashes rose sharply in 2003, attributed to a previous poor reporting rate and have remained at much the same levels ever since.

The percentage of fatal and serious crashes involving speed or alcohol are well above peer* values.

While not an issue in this note it is worth mentioning that "fatigue" related fatal and serious crashes are a little more prevalent in the region than both peer and all New Zealand values.

Crash trends in Northland Region				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	35	85	159	279
2001	23	92	161	276
2002	31	101	225	357
2003	31	90	390	511
2004	23	122	390	535
2005	22	108	366	496
2006	30	100	401	531
2007	28	116	408	552
2008	27	107	361	495
2009	31	84	356	471

* "Peer" in this report refers to other regional councils in New Zealand that do not contain a major city.

Crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol related	30	21
Speed related	29	24
At bends	55	49
Road factor related	18	19
Youth (at fault aged 24 and under)	37	36
Night	39	33

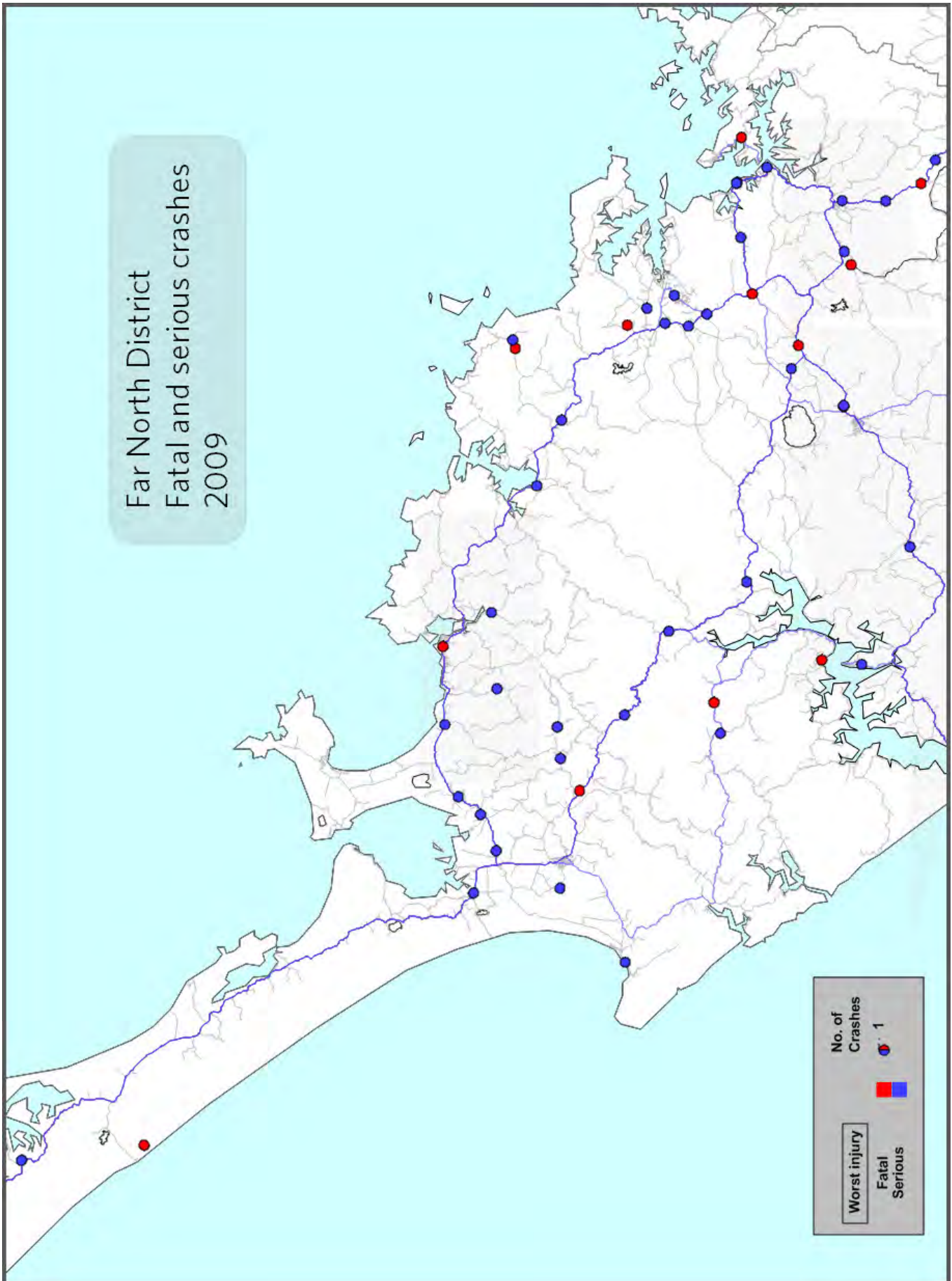
Further information about the 1369 injury and 3149 non-injury crashes on **local** roads in the Northland Region 2005 to 2009:

- 60 deaths, 334 serious injuries and 1491 minor injuries
- Worst month December, best September
- Worst day Friday, best Monday
- 26 percent on wet roads
- 32 percent at night
- 32 percent at intersections
- 2748 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes: 15 to 19 years (25 percent of at fault drivers)
- Social cost of crashes in 2009 \$134.3m

Further information about the 1176 injury and 2030 non-injury crashes on **State Highways** in the Northland Region 2005 to 2009:

- 87 deaths, 319 serious injuries and 1365 minor injuries
- Worst month December, best October
- Worst day Friday, best Monday
- 33 percent on wet roads
- 32 percent at night
- 26 percent at intersections
- 2131 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes: 15 to 19 and 20 to 24 years (equal)

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Far North District overview

In 2009 on local roads in Far North District there were 75 injury crashes and 145 non-injury crashes. In addition on State Highways in Far North District there were 108 injury crashes and 188 non-injury crashes.

The table below shows the number of injuries resulting from the 183 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	14	36	159	209
Urban	1	8	58	67
Total	15	44	217	276

In the past ten years there has been no real decline in the number of fatal and serious crashes in the district, with minor crashes rising then falling.

The very sharp rise in minor crashes in 2003 was almost certainly due to an improvement in Police crash reporting.

Although not an issue in this briefing note it is worth mentioning that crashes at night are a little over peer values. In addition the percentage of crashes where the at fault (or part fault) driver had a full drivers licence is well under peer local body values. For example in Far North 47 percent of at fault drivers had a full licence while in peer local bodies 58 percent had a full licence.

Crash trends in Far North District				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	14	42	75	131
2001	7	40	69	116
2002	11	56	92	159
2003	9	47	190	246
2004	12	45	171	228
2005	11	46	125	182
2006	13	44	172	229
2007	13	61	177	251
2008	8	41	136	185
2009	13	36	134	183

Crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol related	31	25
Speed related	30	26
At bends	62	57
Road factor	18	20
At night	39	35

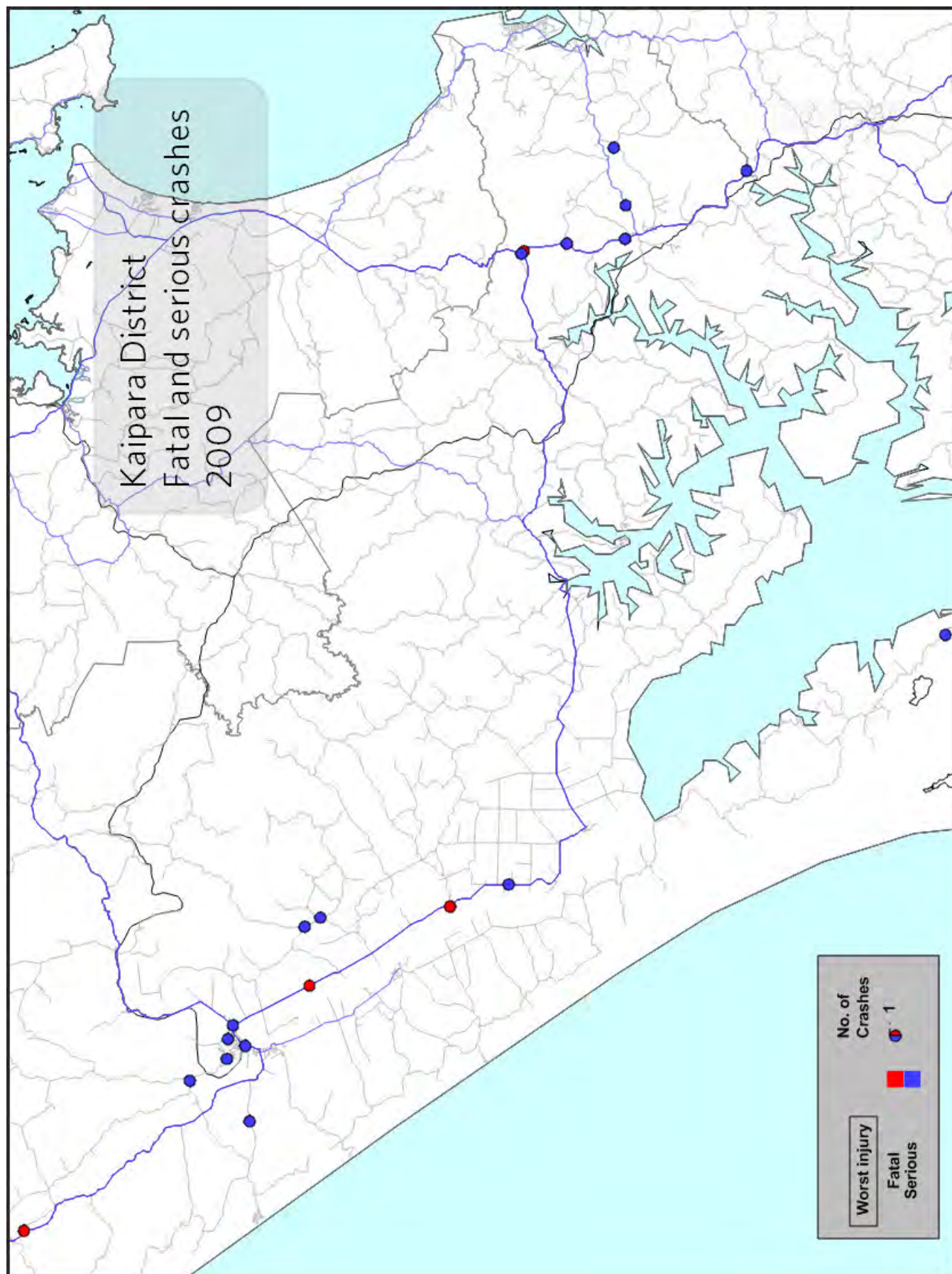
Further information about the 449 injury and 839 non-injury crashes on **local** roads in Far North District 2005 to 2009:

- 24 deaths, 125 serious injuries and 543 minor injuries
- Worst month January, best September
- Worst day Friday, best Monday
- 23 percent on wet roads
- 37 percent at night
- 22 percent at intersections
- 894 roadside objects struck *
- Most represented five year age group of at fault drivers in injury crashes: 15 to 19 years (22 percent of at fault drivers)
- Social cost of crashes in 2009 \$49.5m

Further information about the 581 injury and 899 non-injury crashes on **State Highways** in Far North District 2005 to 2009:

- 41 deaths, 177 serious injuries and 682 minor injuries
- Worst month December, best October
- Worst day Saturday, best Monday
- 32 percent on wet roads
- 33 percent at night
- 21 percent at intersections
- 1069 roadside objects struck *
- Most represented five year age group of at fault drivers in injury crashes: 20 to 24 years (16 percent of at fault drivers)
- Social cost of crashes in 2009 \$62.6m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Kaipara District overview

In 2009 on local roads in Kaipara District there were 34 injury crashes and 49 non-injury crashes. In addition on State Highways in Kaipara District there were 50 injury crashes and 66 non-injury crashes. All four fatal crashes were on State Highways.

The table below shows the number of injuries resulting from the 84 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	13	84	101
Urban	0	4	14	18
Total	4	17	98	119

In 2009 Kaipara District had the lowest number of serious crashes since 2002 while fatal crashes have remained stable over the last ten years.

The percentage of crashes involving alcohol, in particular, are well above that which is found in peer local bodies.

Crashes involving young at fault drivers is a problem in the district with 40 percent of fatal crashes or serious crashes being the responsibility of the under 25 year old group. In similar (peer) local bodies this value is 32 percent.

Crash trends in Kaipara District				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	7	16	26	49
2001	4	18	21	43
2002	6	12	34	52
2003	2	10	50	62
2004	5	20	65	90
2005	5	20	62	87
2006	5	16	71	92
2007	4	19	79	102
2008	4	25	52	81
2009	4	15	65	84

Local road crash characteristics

Crash type or contributory cause 2005 to 2008/9	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	28	20
Speed	26	25
At bends	56	54
Road factors	24	24
Youth (drivers under 25 at fault)	40	33

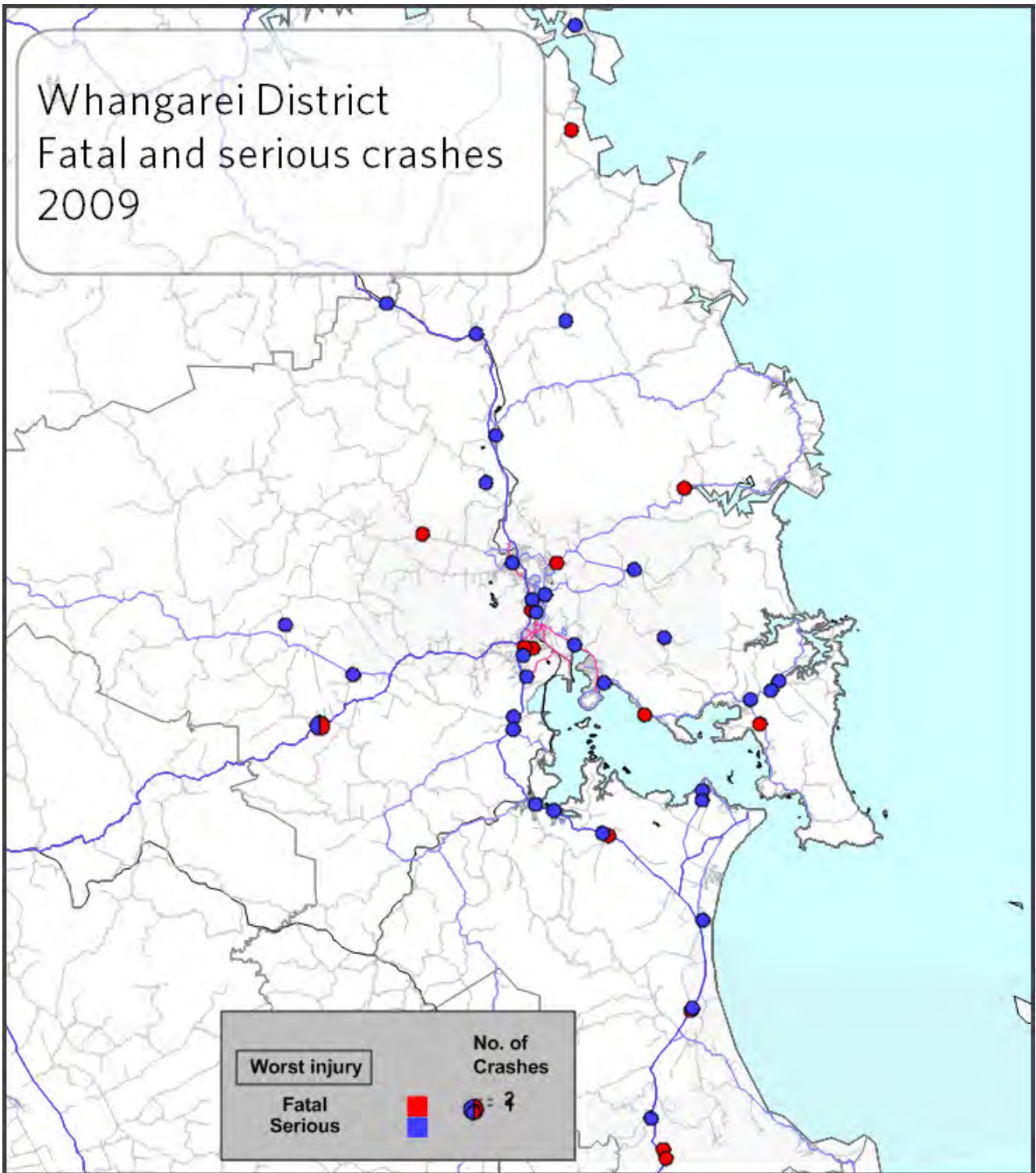
Further information about the 207 injury and 253 non-injury crashes on **local** roads in Kaipara District 2005 to 2009:

- 7 deaths, 53 serious injuries and 226 minor injuries
- Worst month December, best October
- Worst day Friday, best Wednesday
- 25 percent on wet roads
- 31 percent at night
- 20 percent at intersections
- 318 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes: 15 to 19 years (24 percent of at fault drivers)
- Social cost of crashes in 2009 \$13.5 m

Further information about the 239 injury and 328 non-injury crashes on **State Highways** in Kaipara District 2005 to 2009:

- 15 deaths, 64 serious injuries and 273 minor injuries
- Worst month March, best July
- Worst day Saturday, best Tuesday
- 36 percent on wet roads
- 34 percent at night
- 19 percent at intersections
- 412 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes: 15 to 19 years (17 percent of at fault drivers)
- Social cost of crashes in 2009 \$28m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Whangarei District overview

In 2009 on local roads in Whangarei District there were 143 injury crashes and 419 non-injury crashes.

In addition on State Highways in Whangarei District there were 61 injury crashes and 176 non-injury crashes.

The table below shows the number of injuries resulting from the 204 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	11	32	95	138
Urban	5	10	128	143
Total	16	42	223	281

Fatal and serious crashes in Whangarei District have remained at around the same levels for the last decade. Minor injury crashes rose sharply in 2003, attributed to a previous poor reporting rate and have remained at much the same levels ever since.

Crashes on wet roads for fatal and serious crashes (which featured in last years briefing note) are well above that for peer local bodies. Alcohol and speed related fatal and serious crashes are also well above peer values as are crashes involving road factors.

Crash trends in Whangarei District				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	14	27	58	99
2001	12	34	71	117
2002	14	33	99	146
2003	20	33	150	203
2004	6	57	154	217
2005	6	42	179	227
2006	12	40	158	210
2007	11	36	152	199
2008	15	41	173	229
2009	14	33	157	204

Crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol related	29	18
Speed related	30	23
At bends	47	40
Road factors	15	16
Youth (at fault aged under 25)	45	39
Wet roads	29	31

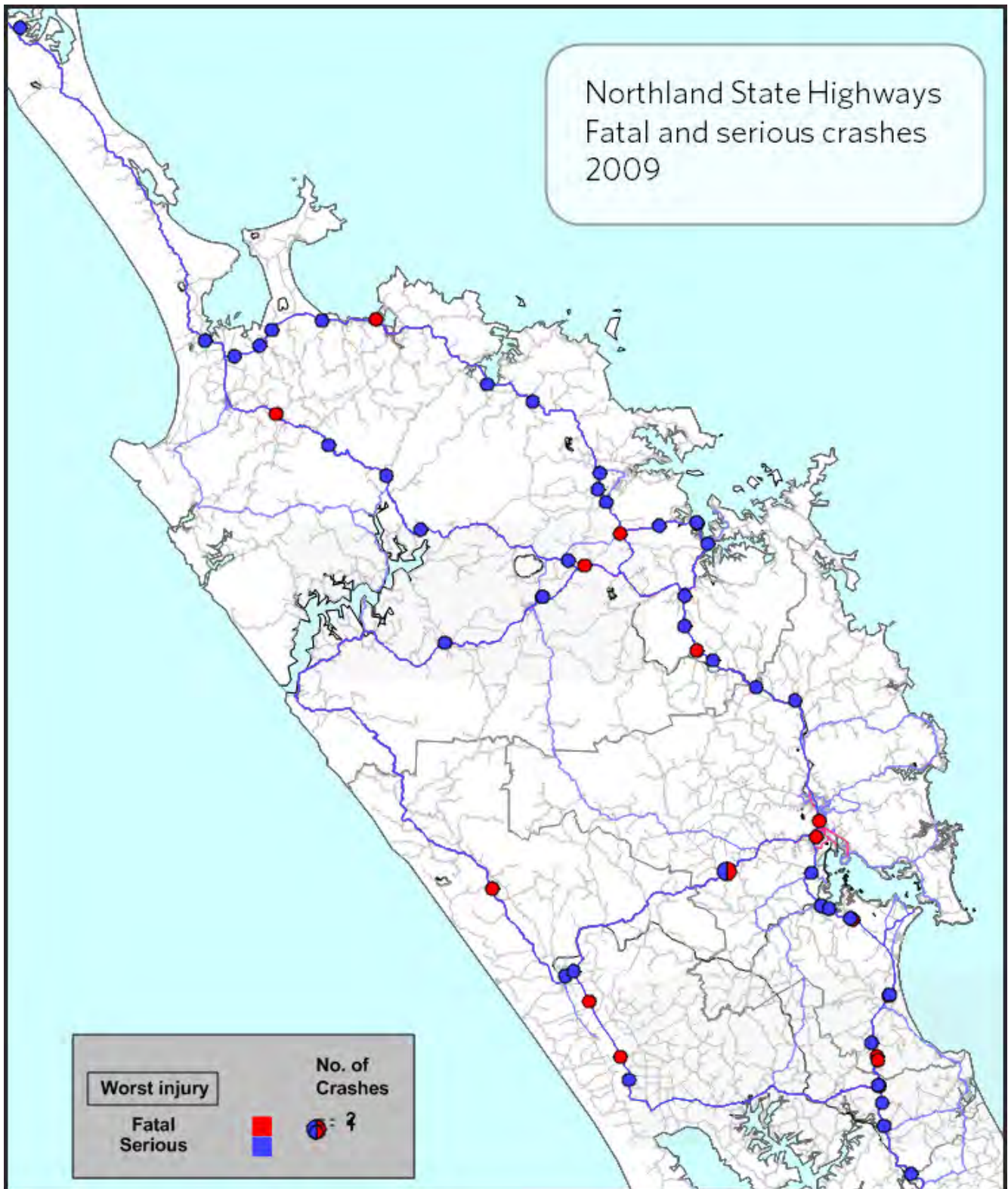
Further information about the 713 injury and 2057 non-injury crashes on **local** roads in Whangarei District 2005 to 2009:

- 29 deaths, 156 serious injuries and 720 minor injuries
- Worst month June, best January
- Worst day Friday, best Sunday
- 28 percent on wet roads
- 29 percent at night
- 39 percent at intersections
- 1536 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes: 15 to 19 years (26 percent of at fault drivers)
- Social cost of crashes in 2009 \$60.9 m

Further information about the 356 injury and 803 non-injury crashes on **State Highways** in Whangarei District 2005 to 2009:

- 31 deaths, 78 serious injuries and 410 minor injuries
- Worst month December, best March
- Worst day Friday, best Monday
- 33 percent on wet roads
- 29 percent at night
- 35 percent at intersections
- 641 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes: 20 to 24 years (15 percent of at fault drivers)
- Social cost of crashes in 2009 \$41.4m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Northland State Highways overview

In 2009 on State Highways in Northland there were 220 injury crashes and 431 non-injury crashes.

The table below shows the number of injuries resulting from the 220 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	16	46	210	272
Urban	3	6	51	60
Total	19	52	261	332

Over the past decade fatal and serious crashes have shown a slight downwards trend. Minor injury crashes rose sharply in 2003 almost certainly due to improved Police reporting.

Alcohol, speed, fatigue related, crashes at bends, night crashes and crashes involving road factors are all represented either higher in fatal and serious crashes or all injury crashes than on state highways in similar local bodies elsewhere - although generally the differences are not large.

Crash trends on Northland State Highways				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	25	51	88	164
2001	16	51	89	156
2002	18	51	98	167
2003	20	41	198	259
2004	13	58	191	262
2005	13	38	166	217
2006	18	46	190	254
2007	16	63	191	270
2008	18	45	153	216
2009	17	40	163	220

State Highway crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol related	23	16
Speed related	21	21
Crashes at bends	50	47
Road factors	18	20
At night	37	31
Fatigue	17	13

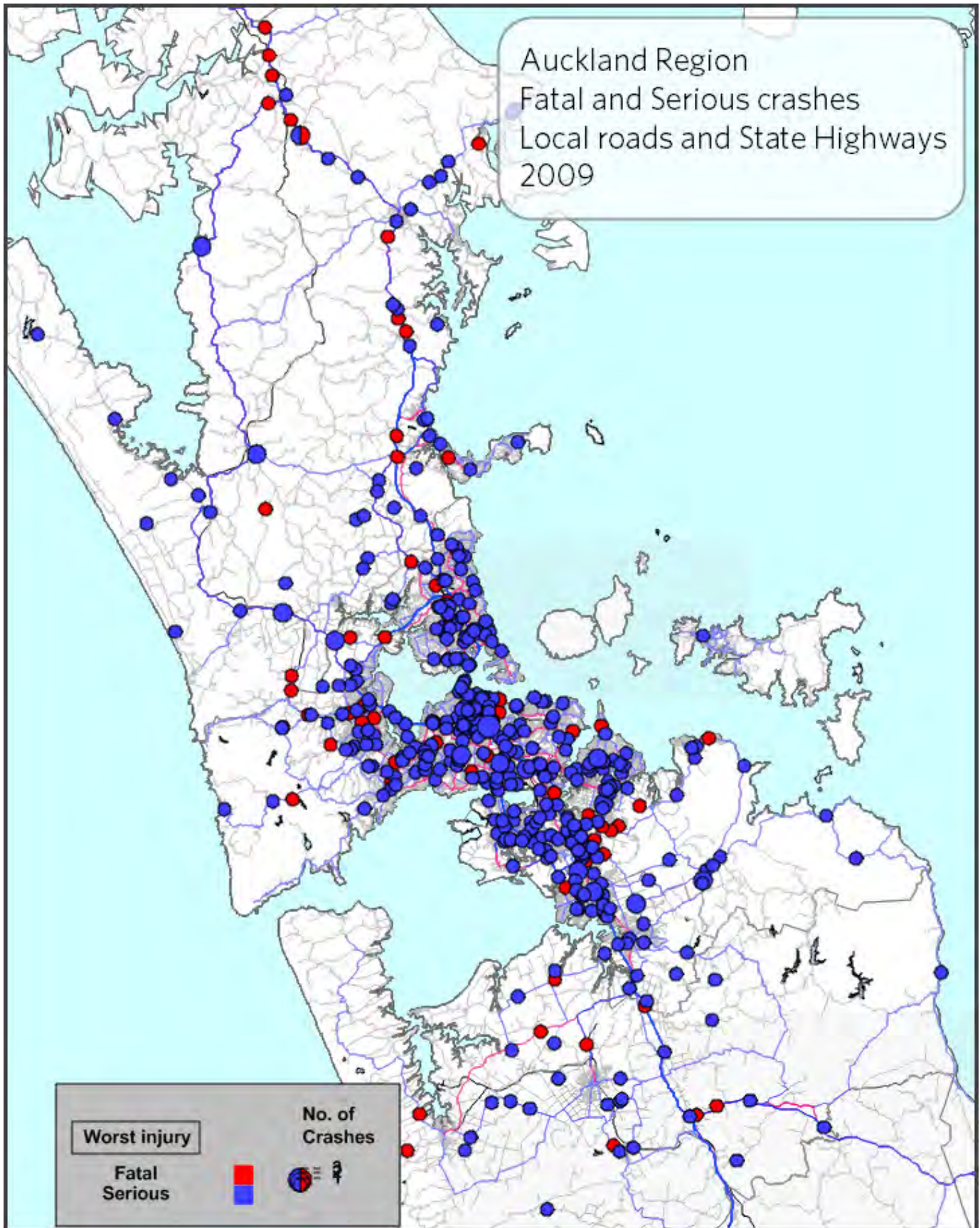
Further information about the 1369 injury and 3149 non-injury crashes on **local** roads in the Northland Region 2005 to 2009:

- 60 deaths, 334 serious injuries and 1491 minor injuries
- Worst month December, best September
- Worst day Friday, best Monday
- 26 percent on wet roads
- 32 percent at night
- 32 percent at intersections
- 2748 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes: 15 to 19 years (25 percent of at fault drivers)
- Social cost of crashes in 2009 \$134.3m

Further information about the 1177 injury and 2030 non-injury crashes on **State Highways** in the Northland Region 2005 to 2009:

- 87 deaths, 319 serious injuries and 1365 minor injuries
- Worst month December, best October
- Worst day Friday, best Monday
- 33 percent on wet roads
- 32 percent at night
- 26 percent at intersections
- 2131 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes: 15 to 19 and 20 to 24 years (equal)
- Social cost of crashes in 2009 \$137.3m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Auckland Region overview

In 2009 on local roads in the Auckland Region there were 2615 injury crashes and 7626 non-injury crashes. In addition on State Highways in Auckland Region there were 667 injury crashes and 2118 non-injury crashes. The table below shows the number of injuries resulting from the 2615 injury crashes by rural or urban areas for **local** roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	18	77	385	480
Urban	37	330	2458	2825
Total	55	407	2843	3305

In the last ten years fatal and serious crashes have been relatively stable but this does need to be viewed in the context of a rapidly growing region. Minor injury crashes rose sharply between 2001 and 2003 (almost certainly due to an improvement in Police reporting) and have been relatively stable since. Fatal and serious crashes involving alcohol are seen in much higher percentages than in other large, mainly urban, regions. Almost half of all injury crashes in the region occur at intersections.

Crash trends in the Auckland Region				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	43	367	1478	1888
2001	51	385	1494	1930
2002	62	427	1799	2288
2003	61	371	2062	2494
2004	60	389	2017	2466
2005	52	359	2069	2480
2006	58	422	2220	2700
2007	46	333	2244	2623
2008	34	376	2210	2620
2009	47	347	2221	2615

Local road crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	27	17
Intersections	40	48
At night	42	35
Pedestrians	19	11
Motorcyclists	17	10
Speed	22	15

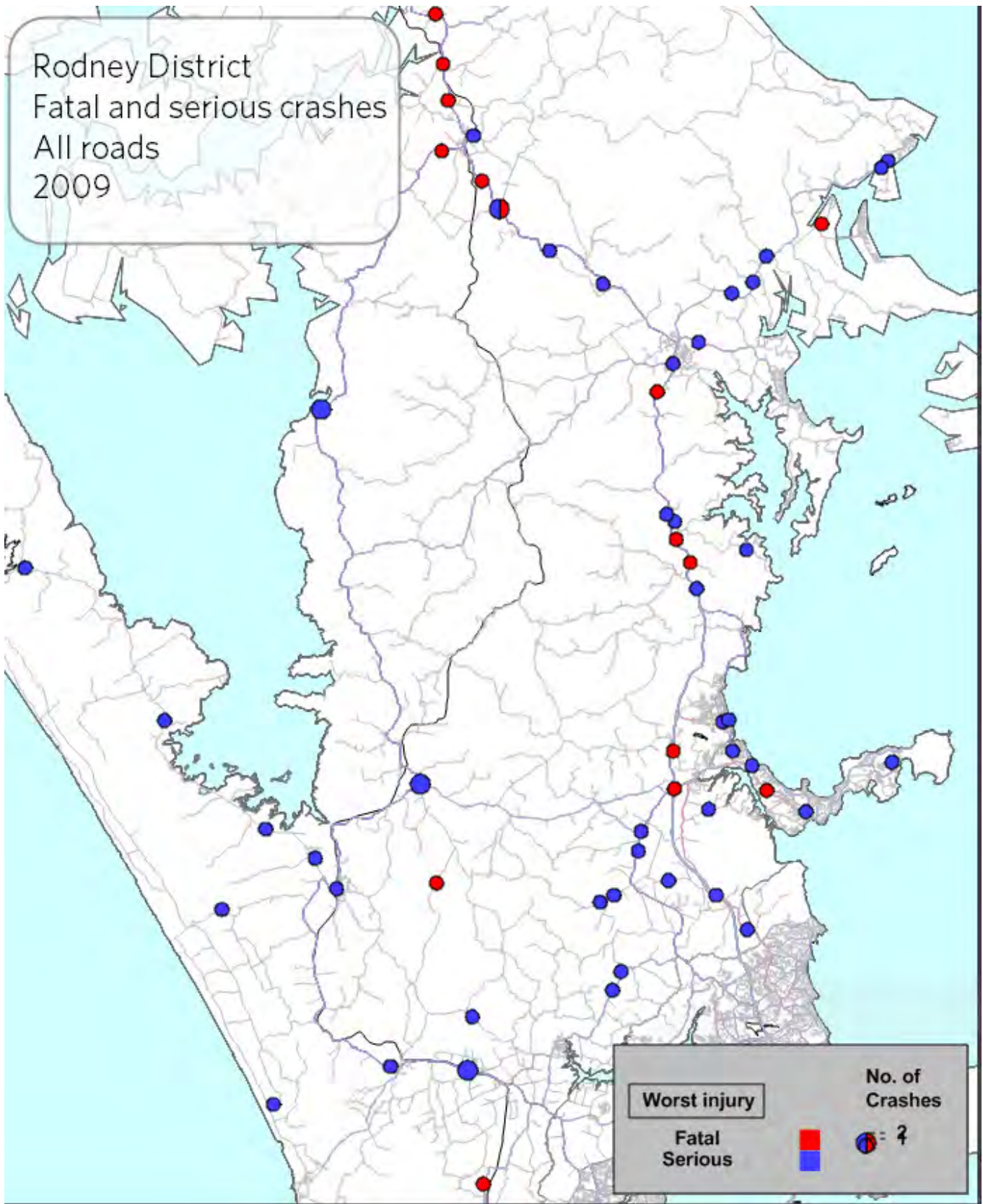
Further information about the 13038 injury and 40952 non-injury crashes on **local** roads in the Auckland Region 2005 to 2009:

- 258 deaths, 2184 serious injuries and 10964 minor injuries
- Worst month May, best January
- Worst day Friday, best Sunday
- 24 percent on wet roads
- 33 percent at night
- 51 percent at intersections
- 22483 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes, 15 to 19 years (18 percent of at fault drivers)
- Social cost of crashes in 2009 \$743.1m

Further information about the 3492 injury and 11418 non-injury crashes on **State Highways** in the Auckland Region 2005 to 2009:

- 93 deaths, 469 serious injuries and 4244 minor injuries
- Worst month May, best January
- Worst day Friday, best Sunday
- 27 percent on wet roads
- 31 percent at night
- 25 percent at intersections
- 4691 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes, 20 to 24 years (17 percent of at fault drivers)
- Social cost of crashes in 2009 \$252.2m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Rodney District overview

In 2009 on local roads in Rodney District there were 173 injury crashes and 279 non-injury crashes. In addition on State Highways in Rodney District there were 107 injury crashes and 218 non-injury crashes.

The table below shows the number of injuries resulting from the 173 injury crashes by rural or urban areas for **local** roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	3	21	114	138
Urban	3	10	67	80
Total	6	31	181	218

In the past decade fatal and serious crashes on local roads in Rodney District have remained relatively stable, minor crashes have been rising at almost the same rate since 2001. This may in part be the result of improved Police reporting as well as the increased urbanisation in Rodney which tends to generate less severe injury crashes due to the lower speeds on these roads.

The top four items in the crash characteristic table have values in the district which are higher than those found in peer local bodies.

Crash trends in Rodney District				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	8	30	61	99
2001	5	36	63	104
2002	8	22	78	108
2003	4	28	89	121
2004	9	36	101	146
2005	8	29	108	145
2006	6	34	111	151
2007	7	33	129	169
2008	3	40	125	168
2009	5	28	140	173

Local road crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol related	32	21
Crashes at bends	54	52
Crashes at night	39	34
Road factors	17	20
Speed related	26	26
Motorcycle related	21	15

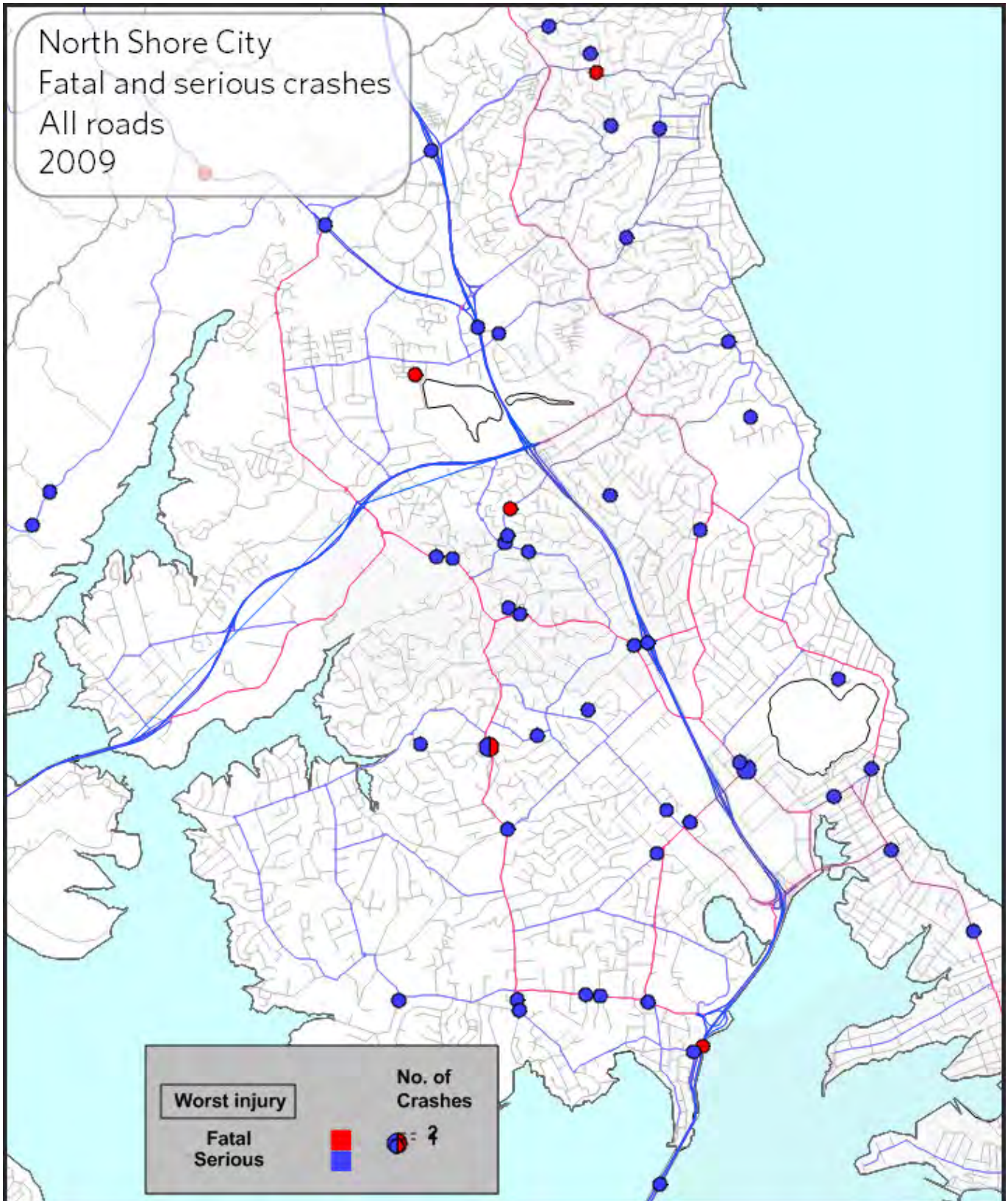
Further information about the 806 injury and 1492 non-injury crashes on **local** roads in Rodney District 2005 to 2009:

- 32 deaths, 216 serious injuries and 855 minor injuries
- Worst month March, best September
- Worst day Friday, best Tuesday
- 27 percent on wet roads
- 36 percent at night
- 26 percent at intersections
- 1526 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes, 15 to 19 years (24 percent of at fault drivers)
- Social cost of crashes in 2009 \$25.5m

Further information about the 578 injury and 1186 non-injury crashes on **State Highways** in Rodney District 2005 to 2009:

- 48 deaths, 152 serious injuries and 647 minor injuries
- Worst month December, best June
- Worst day Saturday, best Tuesday
- 34 percent on wet roads
- 30 percent at night
- 30 percent at intersections
- 959 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes, 15 to 19 years (19 percent of at fault drivers)
- Social cost of crashes in 2009 \$67.6m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



North Shore City overview

In 2009 on local roads in North Shore City there were 316 injury crashes and 991 non-injury crashes.

In addition on State Highways in North Shore City there were 104 injury crashes and 367 non-injury crashes. The table below shows the number of injuries resulting from the 316 injury crashes by rural or urban areas for **local** roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	4	4	8
Urban	4	46	320	370
Total	4	50	324	378

Over the last ten years fatal and serious crashes in the city have not shown any sign of a downward trend. Minor crashes rose sharply between 2002 and 2004, almost certainly due to improved reporting by NZ Police.

This lack of downward progress does need to be viewed in the context of rapid development in the city especially in the north.

Alcohol related fatal and serious crashes in particular remain a problem in the city and appear at higher levels than in peer local bodies.

Crash trends in North Shore City				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	4	43	227	274
2001	7	36	220	263
2002	6	56	242	304
2003	4	40	245	289
2004	1	56	309	366
2005	3	60	303	366
2006	6	51	320	377
2007	4	37	312	353
2008	3	30	293	326
2009	4	42	270	316

Local road crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	24	14
At intersections	43	49
At night	39	33
Pedestrian	20	10
Motorcyclist	18	11
Cyclist	14	10

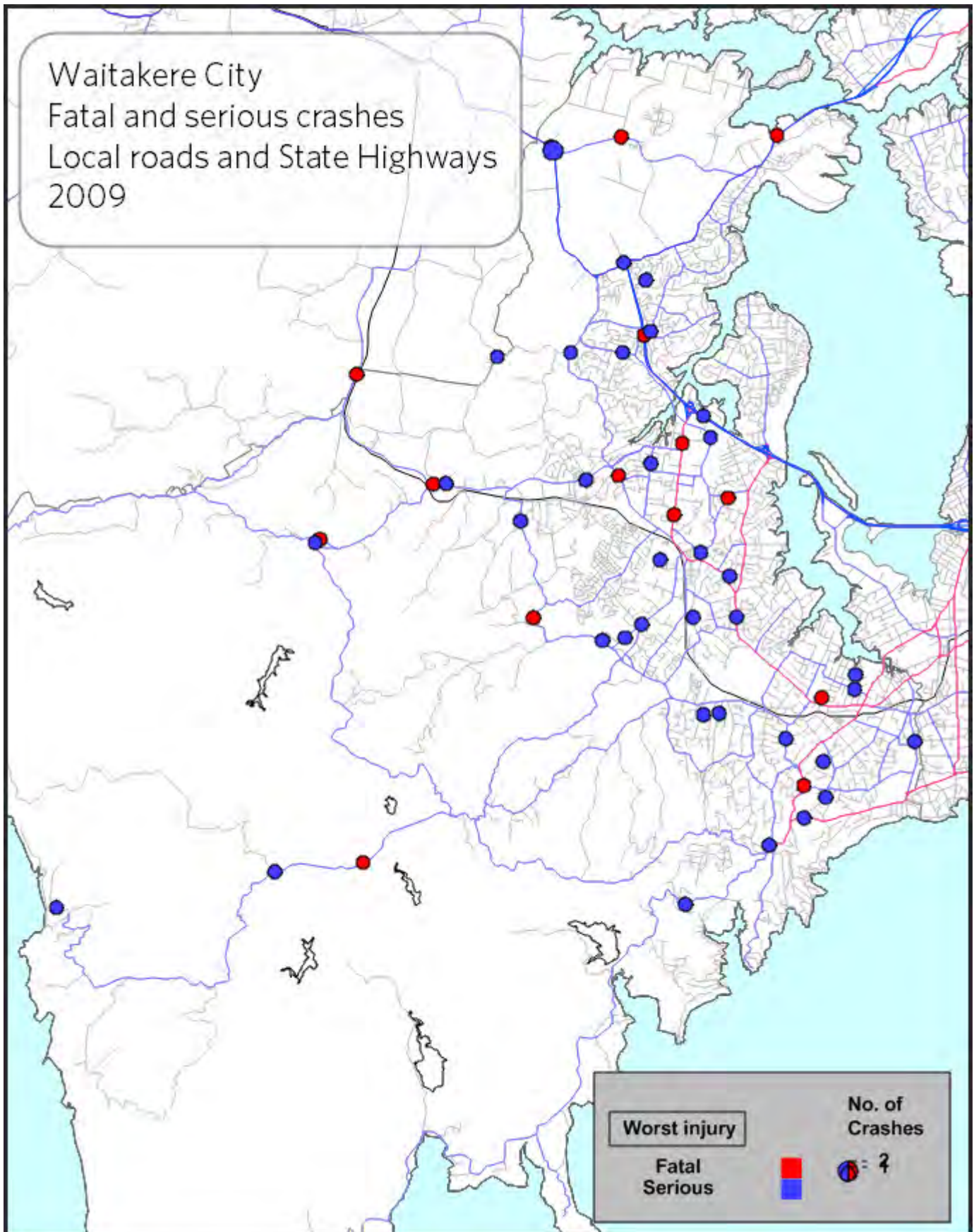
Further information about the 1738 injury and 5631 non-injury crashes on **local** roads in North Shore City 2005 to 2009:

- 21 deaths, 240 serious injuries and 1886 minor injuries
- Worst month May, best January
- Worst day Friday, best Sunday
- 25 percent on wet roads
- 31 percent at night
- 48 percent at intersections
- 3148 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes, 15 to 19 years (20 percent of at fault drivers)
- Social cost of crashes in 2009 \$82.8m

Further information about the 481 injury and 1892 non-injury crashes on **State Highways** in North Shore City 2005 to 2009:

- 2 deaths, 32 serious injuries and 594 minor injuries
- Worst month May, best February
- Worst day Friday, best Sunday
- 25 percent on wet roads
- 28 percent at night
- 24 percent at intersections
- 505 roadside objects struck *
- Most represented five year age block in at fault drivers in injury crashes, 20 to 24 years (19 percent of at fault drivers)
- Social cost of crashes in 2009 \$33.2m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Waitakere City overview

In 2009 on local roads in Waitakere City there were 401 injury crashes and 1153 non-injury crashes. In addition on State Highways in Waitakere City there were 46 injury crashes and 39 non-injury crashes. The table below shows the number of injuries resulting from the 401 injury crashes by rural or urban areas for **local** roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	5	3	40	48
Urban	7	41	431	479
Total	12	44	471	527

In the last decade fatal and serious crashes have remained relatively consistent. Fatal crashes have fluctuated with a "good" year in 2008 to a "bad" year in 2009.

Alcohol, speed, night, bend and wet road related crashes appear in Waitakere at levels much higher than in peer local bodies and over the national values.

There is also an issue with the low number of full licences held by at fault drivers crashing in Waitakere. In fatal and serious crashes 52 percent of drivers do not have a full licence.

Crash trends in Waitakere City				
Year	Fatal crashes	Serious crashes	Minor crashes	Total Crashes
2000	4	48	203	255
2001	3	62	214	279
2002	10	72	281	363
2003	5	69	301	375
2004	6	57	323	386
2005	6	46	291	343
2006	7	59	286	352
2007	5	44	310	359
2008	2	42	342	386
2009	12	32	357	401

Local road crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	28	17
Speed	29	20
At bends	38	28
At night	44	36
Road factors	11	8
Wet road	25	29

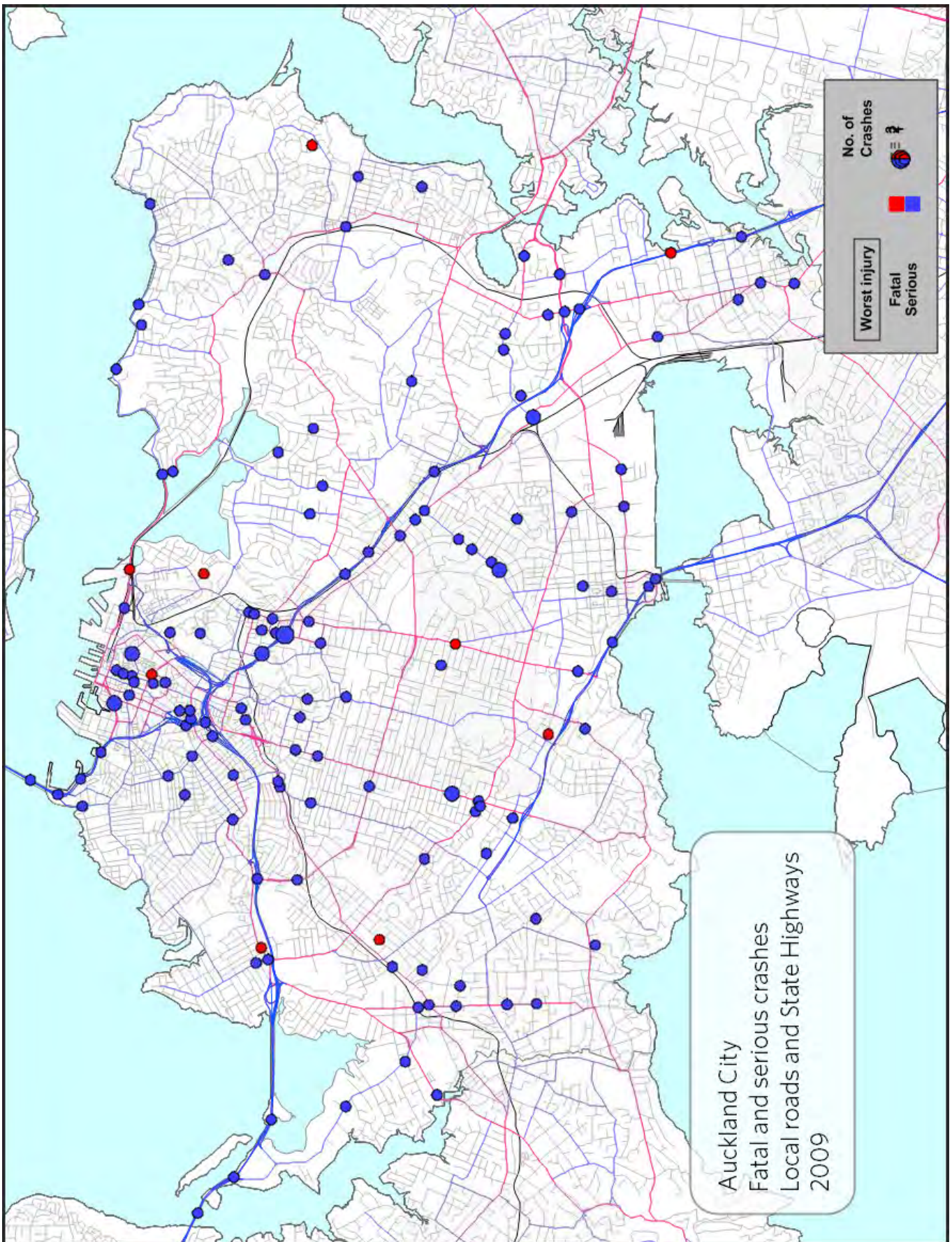
Further information about the 1841 injury and 5636 non-injury crashes on **local** roads in Waitakere City 2005 to 2009:

- 33 deaths, 258 serious injuries and 2107 minor injuries
- Worst month May, best January
- Worst day Friday, best Monday
- 27 percent on wet roads
- 34 percent at night
- 46 percent at intersections
- 3273 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 15 to 19 years (23 percent of at fault drivers)
- Social cost of crashes in 2009 \$121.2m

Further information about the 253 injury and 748 non-injury crashes on **State Highways** in Waitakere City 2005 to 2009:

- 4 deaths, 25 serious injuries and 294 minor injuries
- Worst month April, best September
- Worst day Friday, best Monday
- 26 percent on wet roads
- 31 percent at night
- 33 percent at intersections
- 387 roadside objects struck *
- Most represented five year age group) block in at fault drivers in injury crashes, 20 to 24 years (23 percent of at fault drivers)
- Social cost of crashes in 2009 \$23.5m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Auckland City overview

In 2009 on local roads in Auckland City there were 855 injury crashes and 2829 non-injury crashes.

In addition on State Highways in Auckland City there were 251 injury crashes and 889 non-injury crashes. The table below shows the number of injuries resulting from the 885 injury crashes by rural or urban areas for **local** roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	2	9	11
Urban	9	126	939	1074
Total	9	128	948	1085

Over ten years both fatal and serious crashes have shown a downward trend in the city. Minor injury crashes rose sharply in 2003 (almost certainly as a result of improved Police reporting) and have been relatively stable since.

Crashes at intersections continue to be a focus for the city with 56 percent of injury crashes and 50 percent of fatal and serious crashes happening at them. This is above that seen in peer local bodies. Forty-nine percent of injury pedestrian crashes also occur at intersections.

Crash trends in Auckland City				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	10	135	546	691
2001	9	138	531	678
2002	12	154	604	770
2003	20	109	823	952
2004	13	119	723	855
2005	9	124	805	938
2006	12	118	796	926
2007	4	110	772	886
2008	6	126	766	898
2009	8	116	765	889

Local road crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol related	23	14
At intersections	50	56
At night	40	33
Pedestrians	27	15
Motorcyclists	20	12

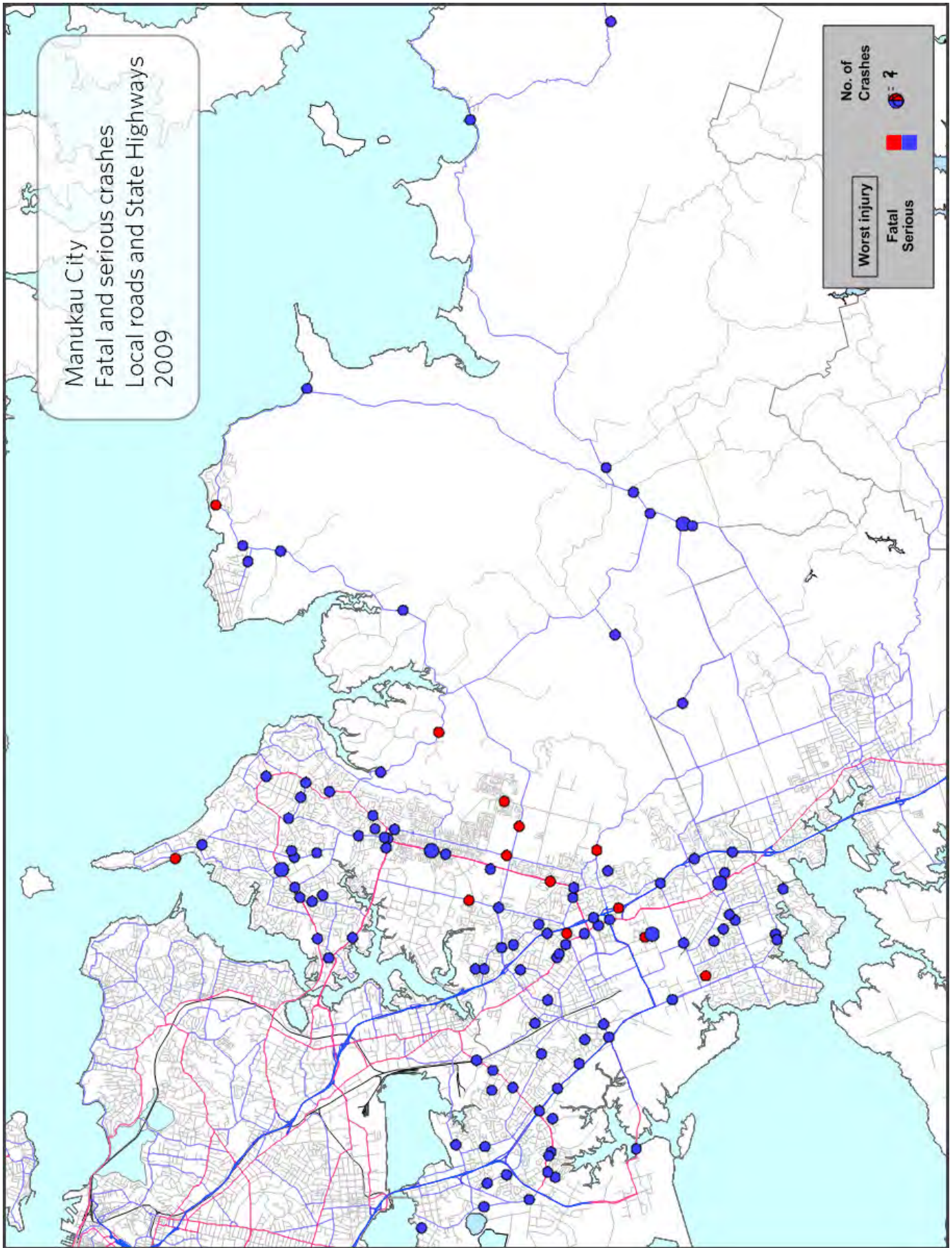
Further information about the 4533 injury and 15532 non-injury crashes on **local** roads in Auckland City 2005 to 2009:

- 41 deaths, 672 serious injuries and 4934 minor injuries
- Worst month May, best January
- Worst day Friday, best Sunday
- 22 percent on wet roads
- 32 percent at night
- 57 percent at intersections
- 6778 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 20 to 24 years (19 percent of at fault drivers)
- Social cost of crashes in 2009 \$219.6m

Further information about the 1312 injury and 5133 non-injury crashes on **State Highways** in Auckland City 2005 to 2009:

- 12 deaths, 113 serious injuries and 1611 minor injuries
- Worst month June, best January
- Worst day Friday, best Sunday
- 25 percent on wet roads
- 30 percent at night
- 20 percent at intersections
- 1466 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 20 to 24 years (18 percent of at fault drivers)
- Social cost of crashes in 2009 \$68.6m

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Manukau City overview

In 2009 on local roads in Manukau City, there were 588 injury crashes and 1850 non-injury crashes. In addition on State Highways, there were 106 injury crashes and 361 non-injury crashes.

The table below shows the number of injuries resulting from the 588 injury crashes by rural or urban areas for **local** roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	21	65	87
Urban	13	89	562	664
Total	14	110	627	751

Fatal crashes in Manukau City for the past ten years have been relatively stable, with serious crashes showing a small upward trend. Minor crashes on the other hand have been trending upwards for the whole decade. The city has a particularly high percentage of alcohol and speed related crashes when it is compared with similar cities. Young drivers are also a problem in the city with the percentage of at fault drivers in this group appearing in higher percentages than peer cities, more so with fatal and serious crashes. Youth is a key focus of "Safer Journeys" and to this end we have included an age group table in each issue in this note.

Crash trends in Manukau City				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	12	78	334	424
2001	14	80	345	439
2002	14	82	420	516
2003	14	86	425	525
2004	15	76	372	463
2005	15	58	380	453
2006	11	107	495	613
2007	14	74	504	592
2008	12	90	466	568
2009	12	95	481	588

Local road crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	33	21
Speed	29	18
Intersections	41	49
Night time crashes	49	39
Pedestrian crashes	20	11
At fault drivers aged under 25	44	39

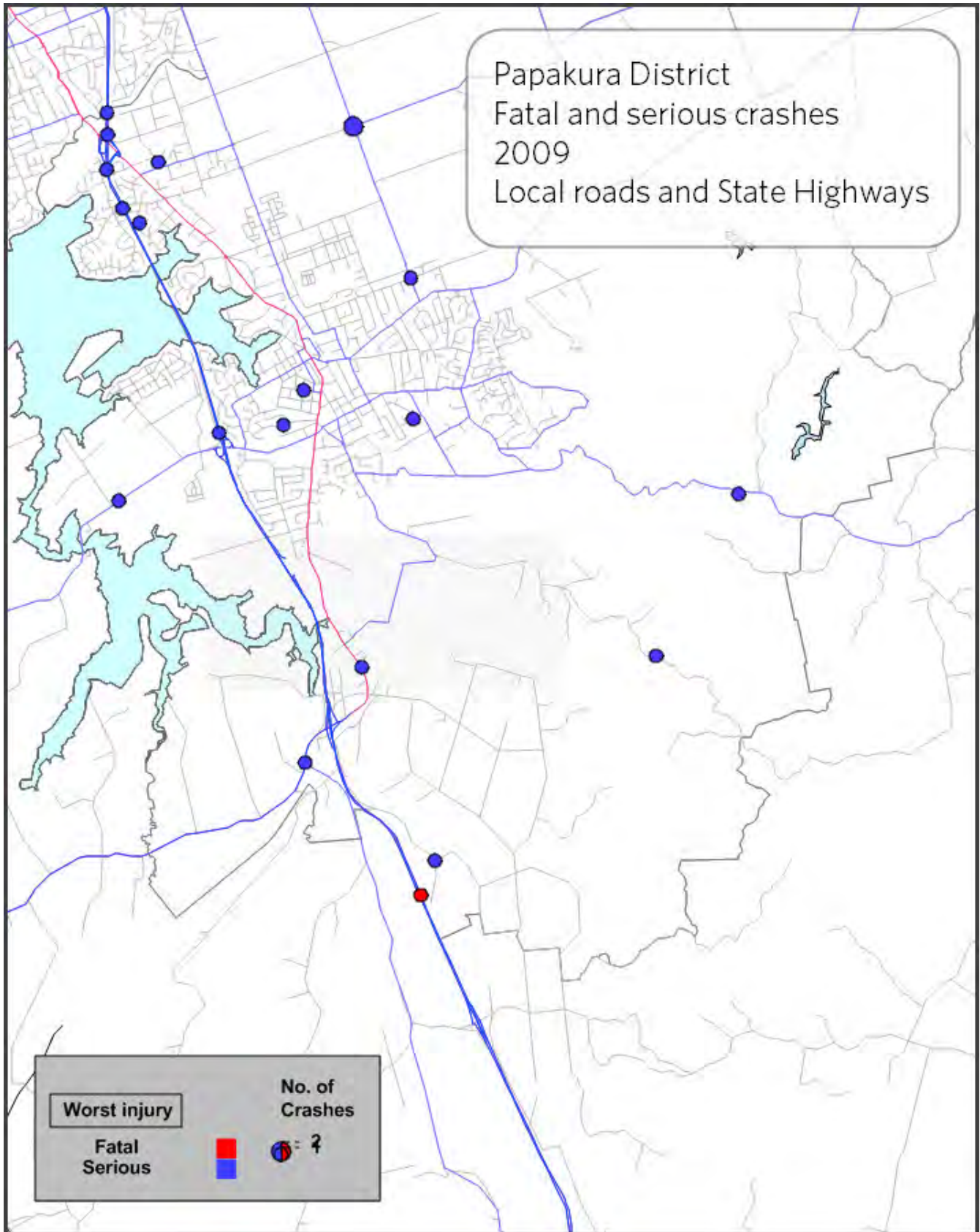
Further information about the 2814 injury and 9784 non-injury crashes on **local** roads in Manukau City 2005 to 2009:

- 73 deaths, 516 serious injuries and 3099 minor injuries
- Worst month May, best January
- Worst day Friday, best Sunday
- 23 percent on wet roads
- 35 percent at night
- 53 percent at intersections
- 5237 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 20 to 24 years (22 percent of at fault drivers)
- Social cost of crashes in 2009 \$182 m

Further information about the 537 injury and 1701 non-injury crashes on **State Highways** in Manukau City 2005 to 2009:

- 9 deaths, 70 serious injuries and 698 minor injuries
- Worst month May, best February
- Worst day Friday, best Sunday
- 27 percent on wet roads
- 34 percent at night
- 33 percent at intersections
- 737 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 20 to 24 years (24 percent of at fault drivers)
- Social cost of crashes in 2009 \$30m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Papakura District overview

In 2009 on local roads in Papakura District there were 78 injury crashes and 262 non-injury crashes. In addition on State Highways in Papakura District there were 36 injury crashes and 77 non-injury crashes.

The table below shows the number of injuries resulting from the 78 injury crashes by rural or urban areas for **local** roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	2	19	21
Urban	0	12	70	82
Total	0	14	89	103

Fatal crashes in the district have decreased over the last three years with zero occurring last year for the first time since 2002. There has been a general increase in minor injury crashes over the decade which might indicate an improvement in the Police reporting rate.

Whilst fatigue and straight road related crashes are not issues in this note, their crash numbers are higher in the district than peers for both fatal and serious crashes and all injury crashes.

Crash trends in Papakura District				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	1	13	44	58
2001	2	12	67	81
2002	0	18	80	98
2003	5	16	58	79
2004	1	7	86	94
2005	3	11	67	81
2006	6	17	70	93
2007	1	12	93	106
2008	1	14	76	91
2009	0	13	65	78

Local road crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	23	21
Speed	19	17
Intersections	41	51
Crashes at Night	41	37
Fatigue	5	4
Straights	22	14

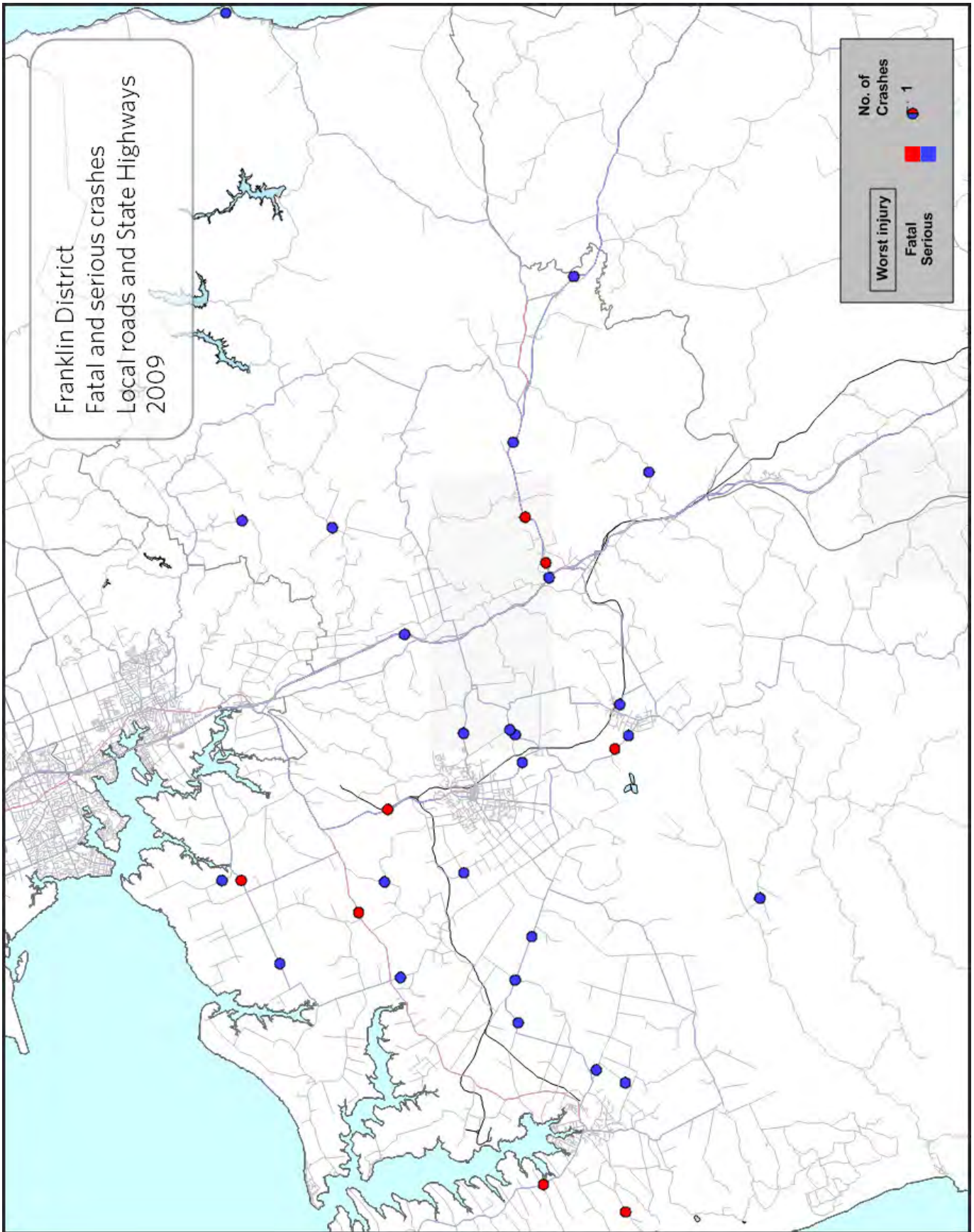
Further information about the 449 injury and 1439 non-injury crashes on **local** roads in Papakura District 2005 to 2009:

- 12 deaths, 81 serious injuries and 505 minor injuries
- Worst month May, best January
- Worst day Friday, best Monday
- 24 percent on wet roads
- 33 percent at night
- 56 percent at intersections
- 870 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 15 to 19 years (25 percent of at fault drivers)
- Social cost of crashes in 2009 \$19.1 m

Further information about the 173 injury and 428 non-injury crashes on **State Highways** in Papakura District 2005 to 2009:

- 6 deaths, 24 serious injuries and 219 minor injuries
- Worst month February, best October
- Worst day Friday, best Thursday
- 25 percent on wet roads
- 32 percent at night
- 24 percent at intersections
- 265 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 20 to 24 years (18 percent of at fault drivers)
- Social cost of crashes in 2009 \$13 m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Franklin District overview

In 2009 on local roads in Franklin District there were 170 injury crashes and 261 non-injury crashes. In addition on State Highways in Franklin District there were 29 injury crashes and 60 non-injury crashes. The table below shows the number of injuries resulting from the 170 injury crashes by rural or urban areas for **local** roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	9	24	133	166
Urban	1	6	65	72
Total	10	30	198	238

Over the last decade trends in fatal and serious crashes have remained relatively static, with, if anything, a very small upward trend in serious crashes.

Minor injury crashes have somewhat fluctuated over the last decade but have shown a gradual increase and are currently at their highest levels in ten years. However this is likely to be related to improved reporting rates. While not an issue in this note it is worth mentioning that "wet road" fatal and serious crashes are higher in the region than both peer and all New Zealand values.

Crash trends in Franklin District				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	4	20	63	87
2001	11	21	54	86
2002	12	23	94	129
2003	9	23	121	153
2004	15	38	103	156
2005	8	31	115	154
2006	10	36	142	188
2007	11	23	124	158
2008	7	34	141	182
2009	6	21	143	170

Local road crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol related	27	18
Bends	45	47
Intersections	27	31
Night	40	36
Fatigue	7	6
Wet Roads	24	29

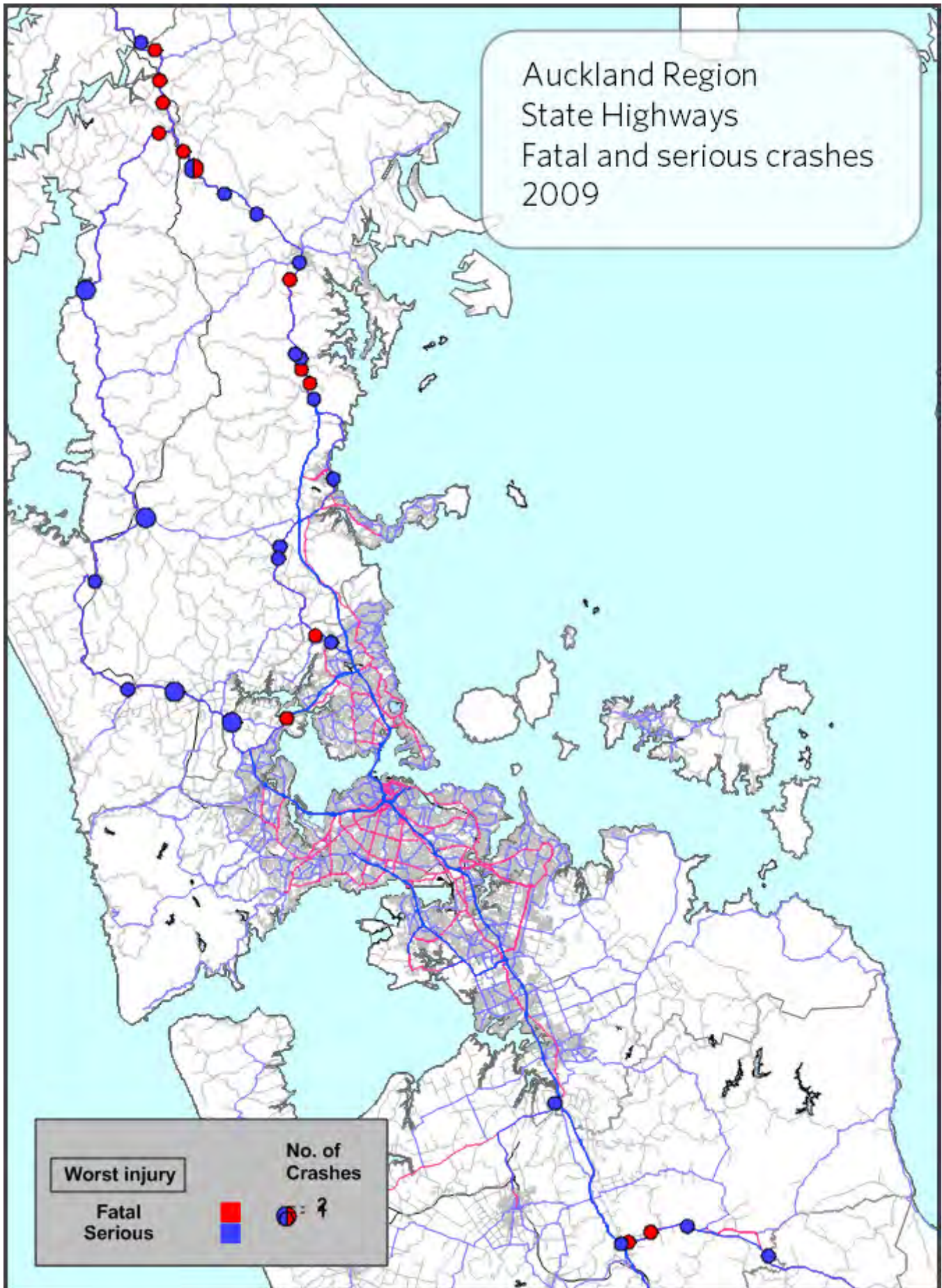
Further information about the 852 injury and 1436 non-injury crashes on **local** roads in Franklin District 2005 to 2009:

- 46 deaths, 201 serious injuries and 945 minor injuries
- Worst months April and May (equal), best November
- Worst day Friday, best Monday
- 37 percent at night
- 35 percent at intersections
- 1267 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 15 to 19 years (22 percent of at fault drivers)
- Social cost of crashes in 2009 \$59.4 m

Further information about the 156 injury and 328 non-injury crashes on **State Highways** in Franklin District 2005 to 2009:

- 12 deaths, 52 serious injuries and 180 minor injuries
- Worst month December, best April
- Worst day Sunday, best Tuesday and Wednesday
- 31 percent on wet roads
- 19 percent at intersections
- 287 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 20 to 24 years (15 percent of at fault drivers)
- Social cost of crashes in 2009 \$15.6 m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Auckland State Highways overview

In 2009 on State Highways in the Auckland Region that were not motorways there were 152 injury crashes and 306 non-injury crashes. The table below shows the number of injuries resulting from the 152 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	12	42	134	188
Urban	2	4	176	236
Total	14	46	176	236

Across the whole region, over the last decade, serious crashes have been showing some downward trend. Fatal crashes have been relatively static and minor crashes are generally rising - possibly through improved reporting.

Although annual values vary both SH 16 and SH 17 are showing a gradual rise in injury crashes over the last decade, other highways remain relatively static.

Fatal and serious crashes involving alcohol, speed, crashes at bends, at intersections, at night, in the wet and crashes involving motorcyclists are all found at percentages above those on other (non motorway) State Highways.

Crash trends in Auckland State Highways				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	11	35	74	120
2001	14	34	94	142
2002	9	40	92	141
2003	10	23	124	157
2004	13	42	95	150
2005	13	28	102	143
2006	10	39	118	167
2007	6	30	137	173
2008	9	28	150	187
2009	14	26	112	152

Main crash characteristics 2005 to 2009

Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol related	22	12
Speed related	24	17
At bends	46	36
At intersections	25	31
On wet roads	33	31

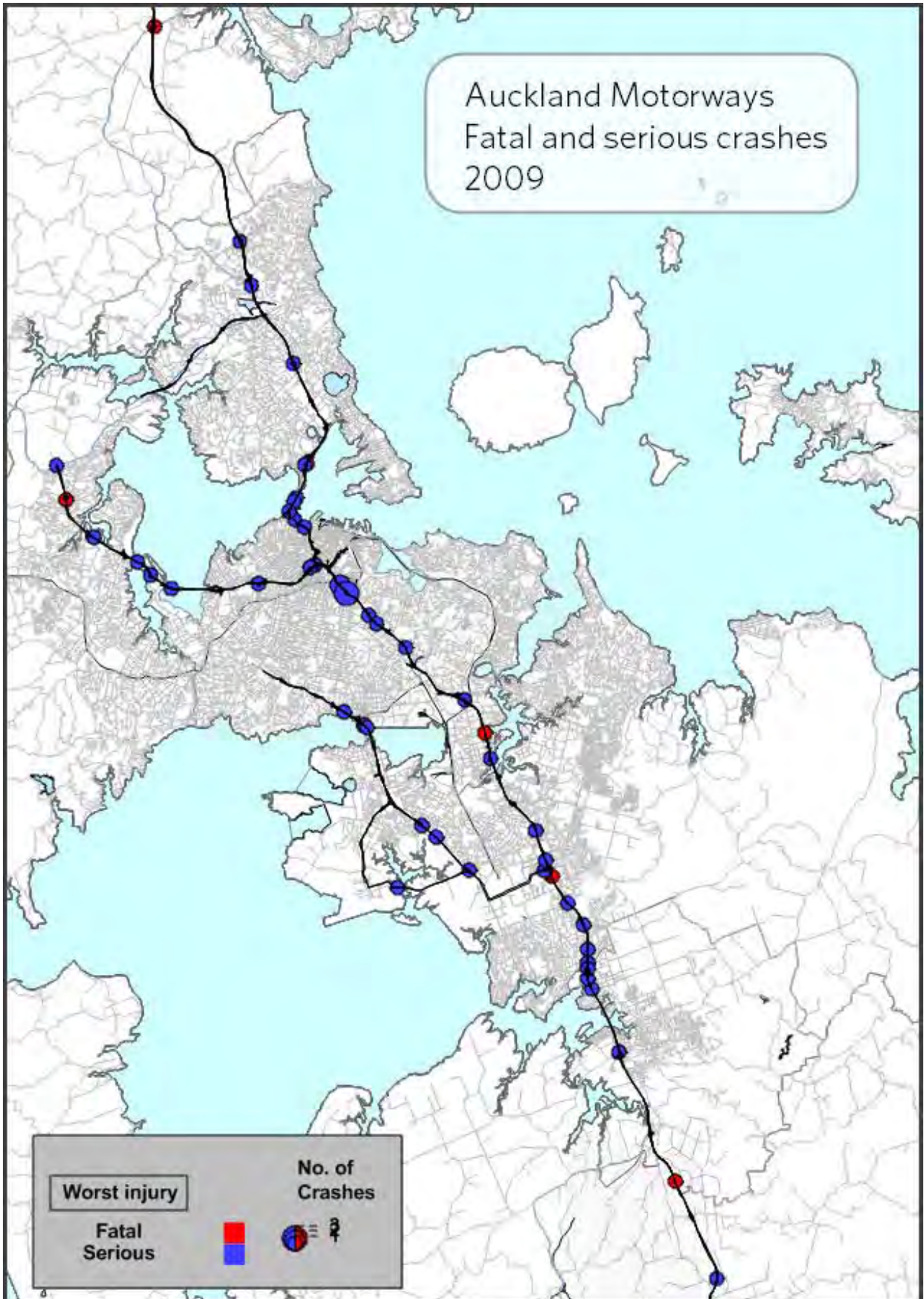
Injury crashes by State Highway 2005 to 2009

State Highway	Injury crashes	Non-injury crashes
SH 1N	240	491
SH 2	40	57
SH 16	219	342
SH 17	210	472
SH 18	46	115
SH 22	61	79

Further information about the 822 injury and 1574 non-injury crashes on Auckland State Highways 2005 to 2009:

- 62 deaths, 226 serious injuries and 937 minor injuries
- Worst month December, best September
- Worst day Saturday, best Tuesday
- 32 percent on wet roads
- 30 percent at night
- 32 percent at intersections
- 1309 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes: 15 to 19 years (19 percent of at fault drivers)
- Social cost of crashes in 2009 \$96.6m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Auckland Motorways overview

In 2009, on Auckland Motorways there were 510 injury crashes and 1791 non-injury crashes.

The table below shows the number of injuries resulting from the 510 injury crashes by rural or urban areas. (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	6	49	538	593
Urban	0	7	76	83
Total	6	56	614	676

Fatal and serious crashes on the motorway have not shown a downward trend over the decade. On the other hand minor injury crashes rose to around 2005 and then levelled out.

Fatal and serious alcohol related crashes are found at a much higher level than motorways outside this region 32 percent vs. 22 percent.

Crash trends on Auckland Motorways				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	9	28	308	345
2001	5	36	414	455
2002	6	60	366	432
2003	6	46	465	517
2004	8	36	478	522
2005	4	42	511	557
2006	9	41	450	500
2007	4	40	485	529
2008	5	26	500	531
2009	6	43	461	510

Crash characteristics 2005 to 2009		
Crash type or contributory cause	Percentage of fatal and serious crashes of this type or contributory cause	Percentage of all injury crashes of this type or contributory cause
Alcohol	32	12
Rear end crashes	23	53
Night time crashes	51	36
Head on or loss of control on Straight roads	26	36
At an intersection (mainly ramp)	25	20
Incorrect lane or position	18	34

Further information about the 2627 injury and 9729 non-injury crashes on Auckland Motorways 2005 to 2009:

- 31 deaths, 240 serious injuries and 3258 minor injuries
- Worst month May, best January
- Worst day Friday, best Sunday
- 79 percent of crashes occurred on weekdays
- 26 percent on wet roads
- 30 percent at night
- 82 percent involved multiple parties in a crash
- 23 percent at intersections
- 22 percent of crashes involved a roadside object being struck
- 3317 roadside objects struck *
- Most common object struck, guard rail
- Most represented five year age group in at fault drivers in injury crashes: 20 to 24 years (19 percent of at fault drivers)
- Social cost of crashes in 2009 - \$156m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.

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