

# briefing notes road safety issues

## Hastings District

This report details aspects of Hastings District’s traffic crash data. We begin by looking at how the district measures up regarding those areas of high concern prioritised in Safer Journeys (NZ’s Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in Hastings District for 2009. Then we present more detailed analysis of local road safety issues based upon reported crash data and trends for the 2005–2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

The issues chosen for this report are drawn from the most common crash types, those that appear over-represented when Hastings District is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

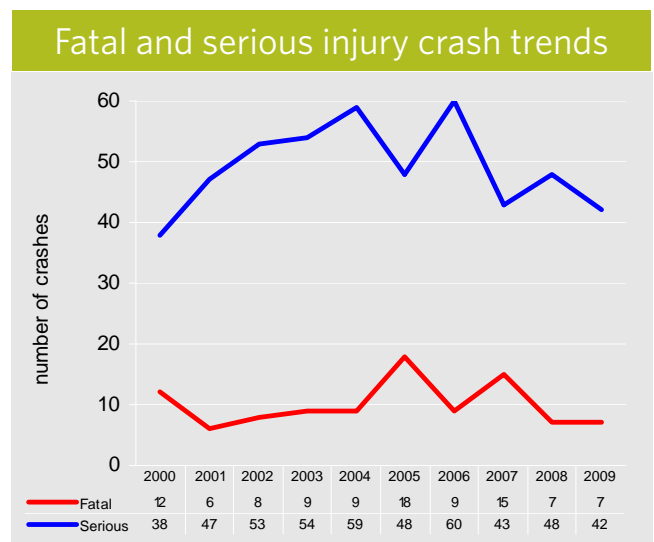
2009 road trauma	
Casualties	Hastings District
Death	8
Serious injury	48
Minor injury	287
<b>Total casualties</b>	<b>343</b>

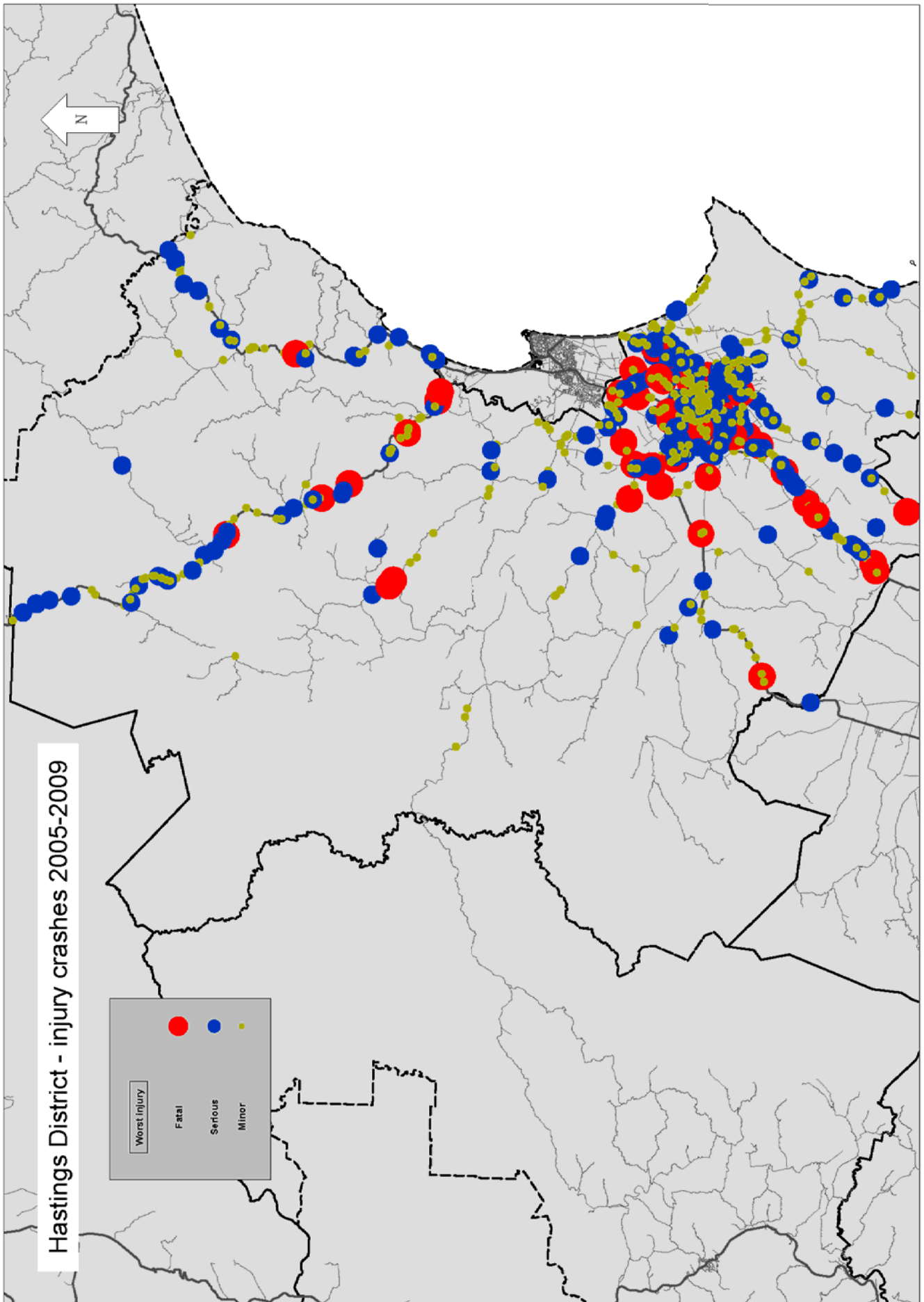
Crashes	Hastings District
Fatal crashes	7
Serious injury crashes	42
Minor injury crashes	201
<b>Total injury crashes</b>	<b>250</b>
Non-injury crashes	508 reported

2009 - social cost of crashes	
Local roads	\$ 54.08M
State highways	\$ 35.20M
<b>Total</b>	<b>\$ 89.28M</b>

NOTE: The estimated social cost includes loss of life or quality of life, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Local road safety issues	
Hastings District	
Loss of control on rural roads	
Intersections	
Alcohol	
Vulnerable road users; - cyclists - motorcyclists	
Young drivers	





# 2020 Safer Journeys

**“A safe road system increasingly free of death and serious injury”**

Safer Journeys is New Zealand’s Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

## Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

## Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver 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

## Hastings District

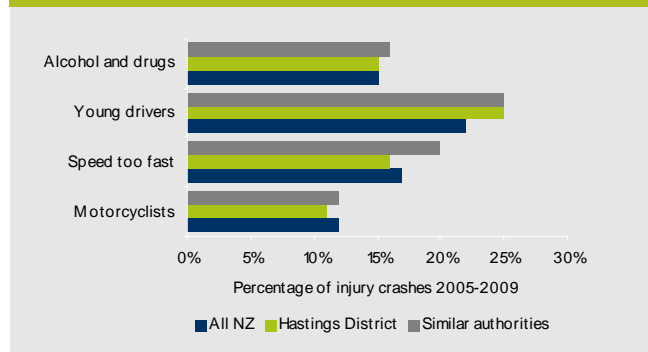
Presented below is a brief look at Hastings District’s position on Safer Journeys’ areas of high concern compared to similar authorities’ averages and the all-NZ averages (sample period 2005-2009).

## Restraints

According to 2009 survey results, restraint use rate in Hastings District are 98 and 93 percent for front seat and rear seat respectively; while corresponding national rates are 95 and 87 percent.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

## Safer Journeys’ areas of high concern



## Alcohol and drugs

In Hastings District, alcohol was recorded in 15 percent of injury crashes in the last five years, resulting in 19 deaths, 58 serious injuries and 177 minor injuries. Alcohol-related crashes were proportionally lower than in similar authorities.

## Young drivers

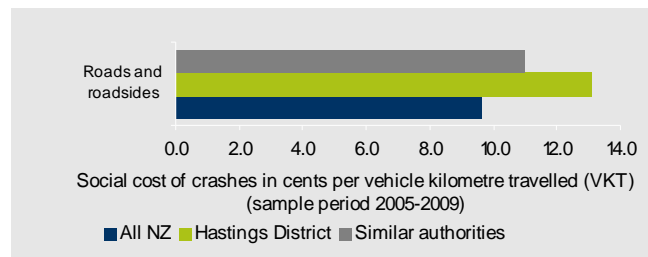
In Hastings District, young drivers aged 15-19 years were involved in 25 percent of all injury crashes during the last five year period, resulting in 20 deaths, 89 serious injuries and 419 minor injuries. This was proportionally similar compared to similar authorities, however the numbers are high in the district.

## Speed too fast

Speed too fast was recorded in 16 percent of injury crashes in Hastings District in the last five years, resulting in 19 deaths, 64 serious injuries and 219 minor injuries. Speed as a factor in crashes was lower compared to similar authorities, however numbers are still high in the district.

## Motorcyclists

In Hastings District, motorcyclists were involved in 11 percent of all injury crashes during the last five year period, resulting in 7 death, 64 serious injuries and 104 minor injuries. This was proportionally lower than in similar authorities, however the numbers are high and latest trend is upwards.



## Roads and roadsides

In Hastings District, there were on average 35 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes is 19 percent higher than the similar authority average (see the graph above).

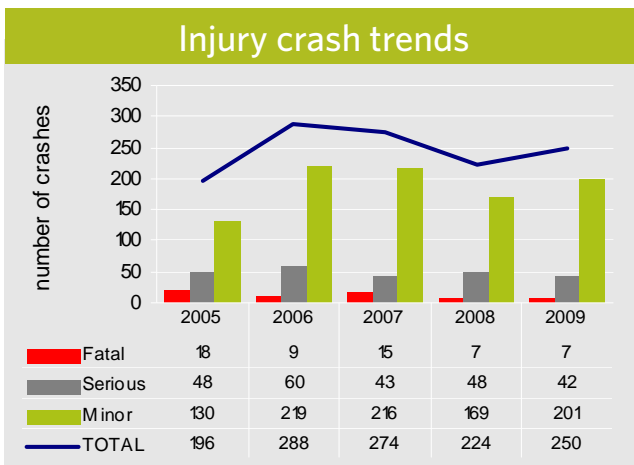
## Overview 2009

In 2009 in Hastings District, 251 injury crashes resulting in 343 casualties and 508 non-injury crashes were reported by the New Zealand Police. Twenty-four percent of all injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

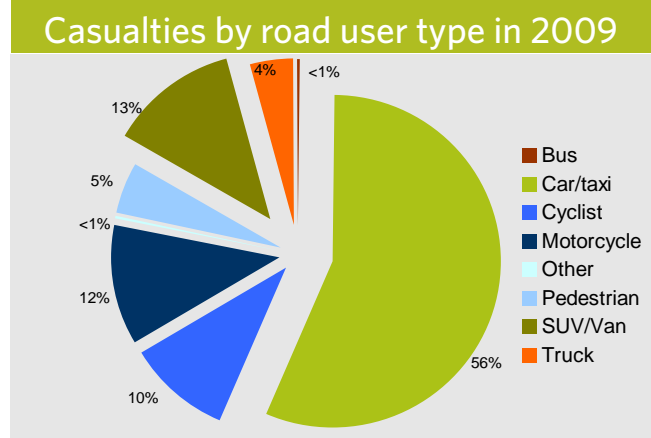
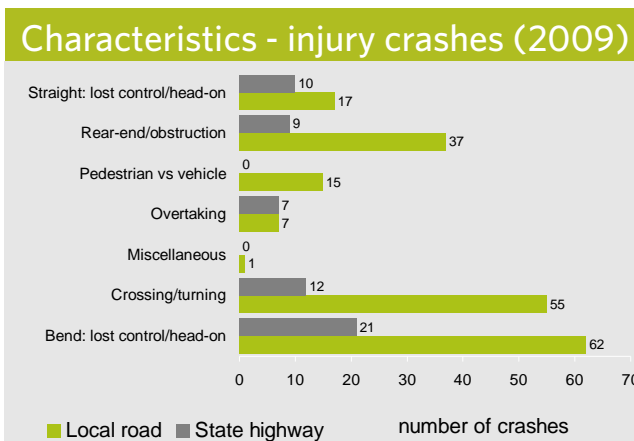
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	8	48	287	343
Local roads vs state highways				
Local roads	3	28	213	244
State highways	5	20	74	99
Rural vs urban roads				
Rural <sup>1</sup>	7	32	148	187
Urban	1	16	139	156

<sup>1</sup> Rural- an area with a speed limit of 80km/h or more

The latest five year data shows an upward trend in the total number of injury crashes, while fatal and serious injury crashes show downward trends.



In 2009 nearly half of injury crashes involved a driver losing control of their vehicle and over a quarter involved a crossing or turning movement.



Over half the casualties were drivers or passengers of cars and over a quarter were vulnerable road users (pedestrians, cyclists and motorcyclists).

In 2009 in Hastings District, young drivers aged 15 to 19 years inclusive were at fault drivers in 21 percent of injury crashes and older drivers, 70 years of age and over, in 6 percent.

Further information about injury crashes in the district during 2009 on:

### Local roads

- Total number of injury crashes: 191
- Worst month: February (13 percent)
- Worst day of week: Saturday (17 percent)
- Wet road crashes: 20 percent
- Night time crashes: 31 percent
- Failed to give way/stop: 28 percent
- Alcohol over limit: 16 percent
- Too fast for conditions: 14 percent
- Pedestrian factors (injury crashes): 8 percent
- Crashes at intersection: 40 percent
- Road factors: 7 percent
- At fault male driver: 63 percent
- At fault driver held full NZ licence : 52 percent

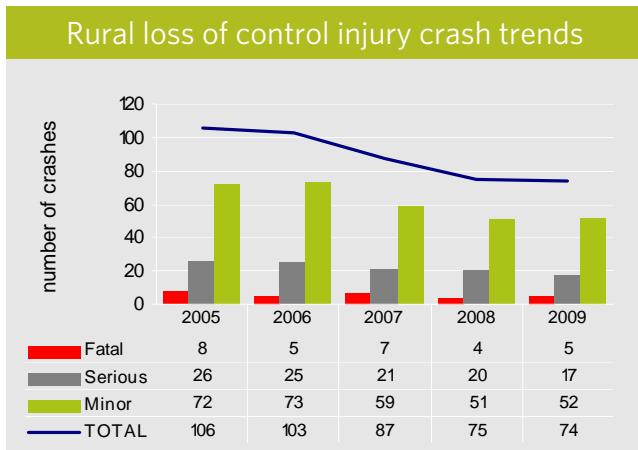
### State highways

- Total number of injury crashes: 59
- Worst month: January (15 percent)
- Worst day of week: Friday (24 percent)
- Wet road crashes: 14 percent
- Night time crashes: 37 percent
- Alcohol over limit: 14 percent
- Failed to give way/stop : 20 percent
- Too fast for conditions: 20 percent
- Fatigue: 10 percent
- Crashes at intersection: 41 percent
- Road factors: 17 percent
- At fault male driver: 61 percent
- At fault driver held full NZ licence: 59 percent

## Rural loss of control

During the most recent five year period (2005-2009) 33 percent of injury crashes in Hastings District occurred due to loss of control on rural roads. These crashes resulted in 35 deaths, 170 serious injuries and 495 minor injuries. There were further 600 non-injury crashes reported.

The latest five year data for rural loss of control crashes show a downward trend in the total number of injury crashes.



Three-quarters of loss of control crashes on rural roads occurred at bends (73 percent). The following table shows a breakdown of the general environ of all rural loss of control crashes (1045 crashes) in the district 2005-2009.

Rural loss of control 2005-2009		
Loss of control	Local roads	State highways
At bend	400 crashes	366 crashes
Straight road	148 crashes	131 crashes

Although just under half of rural loss of control crashes occurred on state highways (47 percent), these state highway crashes account for three-quarters of the total fatalities for this crash type.

Most crashes at bends involved a driver losing control of their vehicle, then running off the road or perhaps colliding with another vehicle. Eighty percent of all crashes struck roadside objects. The three most common roadside hazards struck during these crashes in the district were *fences* (30 percent), *ditches* (23 percent) and *cliff banks* (14 percent). Hitting these objects can result in more serious injuries than would otherwise be sustained.

The following table shows that the majority of these crashes were single vehicle crashes (86%). Alcohol contributed for 20 percent, speed too fast for conditions to 30 percent of these injury crashes and 19 percent of all crashes were related to road factors.

Rural loss of control crashes	
Crash characteristics	Percentage occurrence
Single vehicle	86%
Alcohol (injury crashes)	20%
Too fast for the conditions (injury crashes)	30%
Road factors	19%
Poor handling (injury crashes)	42%
Wet road	36%
Night time	43%

Further information about all rural loss of control crashes in Hastings District 2005-2009 on:

### Local roads

- 14 deaths, 70 serious injuries and 253 minor injuries
- Worst month: December (59 crashes)
- Worst day of week: Saturday (108 crashes)
- Wet road: 30 percent
- Night time: 48 percent
- Crashes at intersection: 16 percent
- Alcohol over limit (injury crashes): 28 percent
- Most common injury crash factor: too fast (36 percent) and poor handling (40 percent)
- Road factor: 14 percent
- At fault male driver (injury crashes): 72 percent
- 40 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): 15 to 24 years (47 percent)

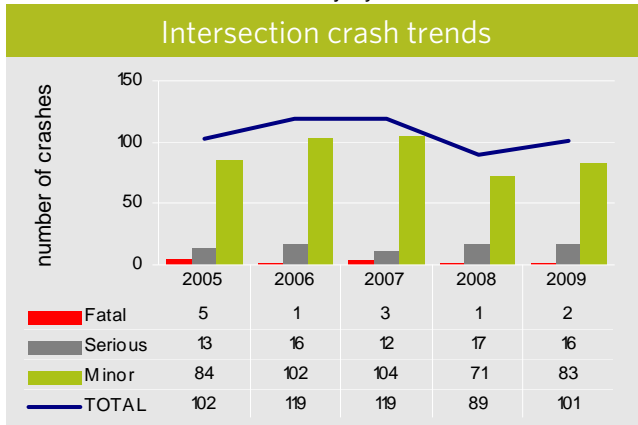
### State highways

- 21 deaths, 100 serious injuries and 242 minor injuries
- Worst month: December (59 crashes)
- Worst day of week: Sunday (92 crashes)
- Wet road: 43 percent
- Night time: 38 percent
- Crashes at intersection: 10 percent
- Alcohol over limit (injury crashes): 11 percent
- Most common injury crash factor: poor handling (45 percent) and too fast (25 percent)
- Road factor: 24 percent
- At fault male driver (injury crashes): 68 percent
- 31 percent of drivers at fault (injury crashes) were either on restricted or learner licence

# Intersections

During the most recent five year period (2005-2009) 40 percent of all injury crashes in Hastings District occurred at intersections. These crashes resulted in 16 deaths, 91 serious injuries and 624 minor injuries. There were a further 1164 non-injury crashes reported.

The latest five year data shows a slight downward trend the number of intersection injury crashes.



Most of these crashes occurred at urban intersections (75 percent). Only 16 percent of intersection crashes occurred on state highways, however they account for 31 percent of the fatalities and 21 percent of all serious injuries at intersections in the last five years.

	Local urban	Local rural	SH urban	SH rural
Intersection crashes	71%	13%	4%	12%

The table below shows the locations of intersections with a high number of crashes in the Hastings District 2005-2009.

Intersection name	Total crashes 2005 - 2009	Injury crashes 2005 - 2009	Total crashes in 2009
SH 50 / SH 50A	30	12	2
Nelson St North / St Aubyn St West	29	9	7
SH50A Maraekakaho / York Road	22	9	6
Pakowhai Road / Elwood Road	20	9	4
St Aubyn St East / Willowpark Road North	18	8	4
SH 2/Napier Road	13	8	2
Pakowhai Road / Farndon Road	14	7	1
Havelock Road/St Georges Road	13	7	1

Junction Type	Rural	Urban
T-junction	242	493
Crossroad	78	504
Roundabout	67	236
Driveway	9	34
Y-junction	23	5
Multi-junction	2	1

Crashes at T-junctions and crossroads in urban areas are the most common types of intersection crashes, followed by crashes at roundabouts in the district 2005-2009.

Further information about all crashes at intersections in Hastings District 2005-2009 on:

## Local roads

- 11 deaths, 72 serious injuries and 491 minor injuries
- Worst month: June (142 crashes)
- Worst day of week: Friday (237 crashes)
- Wet road: 19 percent
- Night time: 28 percent
- Alcohol over limit (injury crashes): 14 percent
- Most common injury crash factor: failed to give way/stop (60 percent) followed by poor observation (55 percent)
- At fault male driver (injury crashes): 64 percent
- 35 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common at fault drivers' age group (injury crashes): all age groups, though a significant predominance in 15 to 19 year olds (24 percent)

## State highways

- 5 deaths, 19 serious injuries and 133 minor injuries
- Worst month: April (37 crashes)
- Worst day of week: Friday (57 crashes)
- Wet road: 22 percent
- Night time: 27 percent
- Alcohol over limit (injury crashes): 5 percent
- Most common injury crash factor: poor observation (61 percent) and failed to give way/stop (51 percent)
- At fault male driver (injury crashes): 59 percent
- 31 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old (22 percent)

## Alcohol

Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver's blood alcohol level rises. A driver over the NZ legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

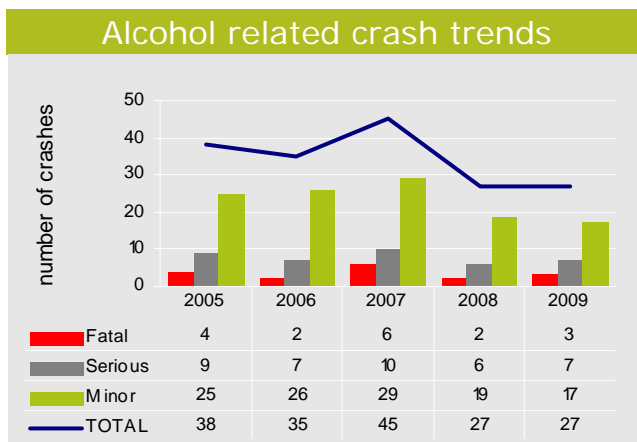
During 2009, alcohol-affected drivers contributed to 31 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

### Hastings District

During the last five year period (2005-2009) 15 percent of all injury crashes in Hastings District were alcohol related which is lower than the latest five year average for similar authorities (17 percent) and equal to the national average. Last year 16 percent of all injury crashes in the district recorded alcohol as a contributing factor.

There were 182 injury and 305 non-injury alcohol related crashes reported during the last five years. These crashes have resulted in 19 deaths, 58 serious and 179 minor injuries.

The latest five year data shows a downward trend in the total number of alcohol related injury crashes.



Over a quarter (26 percent) of alcohol-related injury crashes show drivers driving too fast for conditions. Most occurred after sunset (74 percent), on local roads (83 percent) and involved male drivers being at fault (77 percent).

Just over half of at fault drivers held a learner licence, a restricted licence or have never been licensed or were disqualified (55 percent).

Young drivers (15-19 year olds) constituted a quarter of at fault drivers (25 percent), in fact drivers under 25 years of age account for nearly half (44 percent) of at fault drivers in alcohol-related injury crashes in the Hastings District 2005-2009.

## Alcohol and speed

Speed too fast for conditions was a contributing factor in 23 percent of the 182 alcohol related injury crashes in the district 2005-2009, resulting in 7 deaths, 13 serious injuries and 42 minor injuries. Speed itself has been a factor in 16 percent of all injury crashes in the district in the last five years.

Eighty-eight percent of the crashes where alcohol and speed were both contributing factors occurred on local roads (83 percent) and mostly in dark conditions (79 percent). Three-quarters of these were loss of control at bend type crashes (75 percent). Half of at fault drivers in these injury crashes were males under 24 years of age.

Further information about alcohol related crashes in Hastings District 2005-2009 on:

### Local roads

- 14 deaths, 45 serious injuries and 144 minor injuries
- Worst month: November (51 crashes)
- Worst day of week: Saturday (103 crashes)
- Wet road: 19 percent
- Night time: 76 percent
- Intersection: 39 percent
- Excessive speed: 29 percent
- Most common injury crash factor: too fast (29 percent) followed by poor observation (24 percent)
- At fault male driver (injury crashes): 79 percent
- 58 percent of drivers at fault (injury crashes) were either on restricted, learner, disqualified or never licensed
- Most common at fault drivers' age group (injury crashes): 15 to 24 years old (48 percent)

### State highways

- 5 deaths, 13 serious injuries and 35 minor injuries
- Worst months: April and June (11 crashes each)
- Worst day of week: Saturday (23 crashes)
- Wet road: 19 percent
- Night time: 68 percent
- Intersection: 25 percent
- Excessive speed: 17 percent
- Most common injury crash factor: poor handling(36 percent) followed by poor observation (25 percent)
- At fault male driver (injury crashes): 67 percent
- 44 percent of drivers at fault (injury crashes) were either on restricted or learner license
- Most common at fault drivers' age group (injury crashes): 20 to 24 (19 percent) and 30 to 39 years old (33 percent)

## Vulnerable road users

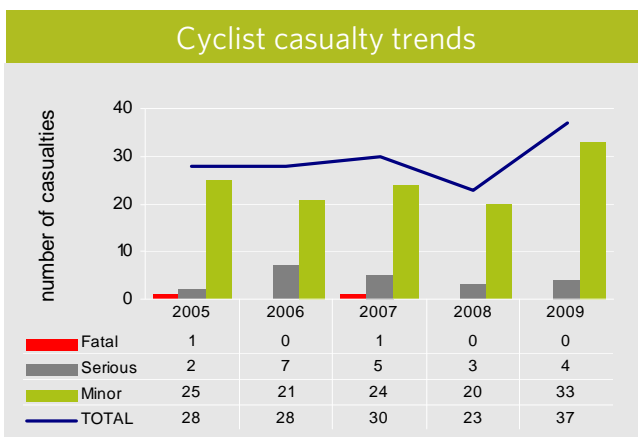
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are defined as pedestrians, cyclists and motorcyclists.

In Hastings District, vulnerable road users were involved in 27 percent of all injury crashes in 2005-2009 accounting for 21 percent of all casualties, 23 percent of all deaths and 31 percent of all serious injuries over the five year period.

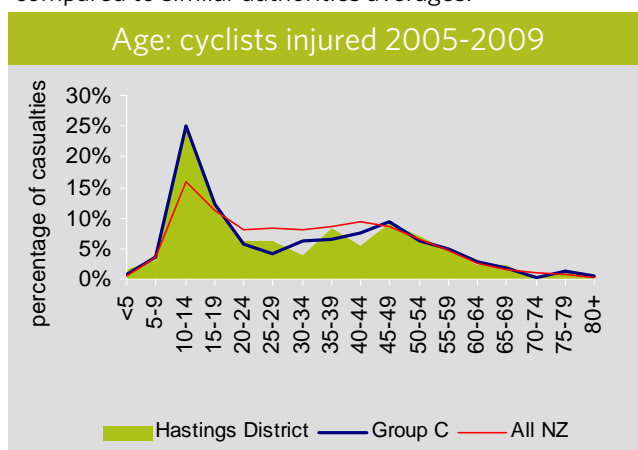
## Cyclists

Injury crashes involving cyclists in Hastings District accounted for 10 percent of all injury crashes during the last 5 years, resulting in 2 deaths, 21 serious injuries and 123 minor injuries.

The latest five year data shows a upward trend in the total number of casualties involved in cyclist crashes.



Over a third (37 percent) of those cyclists injured were in the 10-19 year age group, which was the same when compared to similar authorities averages.



Most crashes involving cyclists occurred on urban local roads (83 percent), the majority at intersections (59 percent ) and mostly during daylight hours (88 percent).

The high crash locations or routes for cyclist injuries in the district are listed in the following table.

Location / route	Number of cyclist injury crashes
Porter Drive / Te Aute Road	4
St Aubyn St East / Willowpark Road North	3
Southampton St West / Southland Road	3
St Aubyn St West / Grays Road	3
Tomoana Road / Frederick St	3
Tomoana Road / Heretaunga St West	3
Heretaunga St East / Willowpark Road North	2
Omahu Road Route	10
Porter Drive Route	6
Intersections on main routes through Hastings town centre	

The scenarios for crashes involving cyclists were many and varied. The most common scenarios for cyclist injury crashes in Hastings District 2005-2009 were:

- at crossroad both vehicles travelling straight through collide: 23 percent
- a vehicle or cyclist merging from a side road collides with the other vehicle: 17 percent
- a vehicle or cyclist turning right across an oncoming vehicle: 7 percent

Further information about crashes involving cyclists in Hastings District 2005-2009 on:

### Local roads

- 21 serious injuries and 114 minor injuries
- Worst month: February (22 crashes)
- Worst day of week: Friday (30 crashes)
- Most common injury crash factors: poor observation (66 percent) followed by failed to give way/stop (53 percent)
- Wet road crashes: 9 percent
- Night time crashes: 12 percent
- Alcohol over limit (injury crashes): 6 percent
- Crashes at intersection: 60 percent
- Male cyclist injured: 77 percent

### State highways

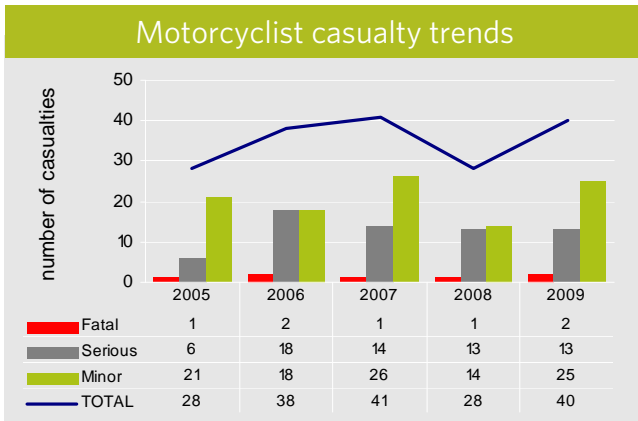
- 2 deaths and 9 minor injuries
- Worst month: January (3 crashes)
- Worst day of week: Monday (3 crashes)
- Most common injury crash factors: poor observation (90 percent) followed by incorrect lane/position (40 percent)
- Wet road crashes: nil
- Night time crashes: 17 percent
- Alcohol over limit (injury crashes): nil
- Crashes at intersection: 50 percent
- Male cyclist injured: 80 percent



# Motorcyclists

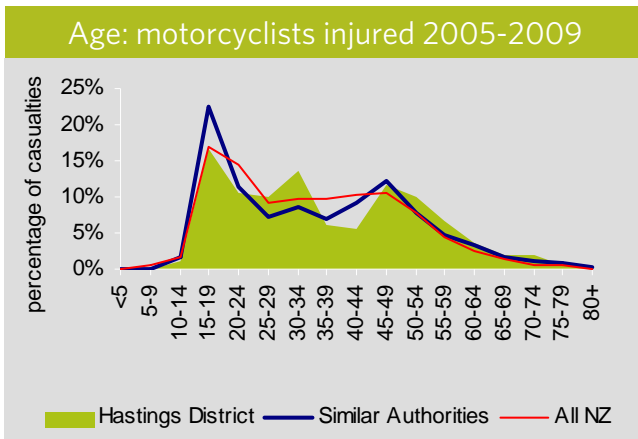
Injury crashes involving motorcycles represent 12 percent of all injury crashes in Hastings District during the last five year period, resulting in 7 deaths, 64 serious injuries and 104 minor injuries.

The latest five year data shows an upward trend in the total number of casualties involved in motorcyclist crashes.



Just over half of motorcycle crashes in the district occurred on local urban roads (53 percent). Two-fifths of crashes involving motorcyclists happened at intersections (39 percent). A quarter are reported as single party motorcycle crashes (25 percent).

Just over a quarter of injured motorcyclists were in the age group 15-24 years (27 percent), this is lower when compared to the similar authorities average of 32 percent. At 14 percent, the age group 30-34 years is higher when compared to similar authorities (10 percent).



The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in Hastings District 2005-2009 were:

- loss of control: 43 percent
- a vehicle turning right across an oncoming straight through vehicle: 11 percent
- a vehicle turning right from a side road or driveway across a vehicle travelling straight through: 11 percent

Location / route	Number of motorcyclist injury crashes
East Road / Clifton Road	3
Karamu Road North / Jervois St	2
Omahu Road / Nottingley Road	2
SH 2 / Napier Road	2
SH 50A / Heathcote Road	2
Te Aute Road / Porter Drive	2
Havelock Road / St Georges Road	1
Flaxmere Avenue / SH 50A	1
Heretaunga St West / Lovedale Road	1
Middle Road route	13
Omahu Road route	6
Napier Road route	5

The high crash locations or routes for motorcyclist involved crashes in the district are listed above.

Further information about motorcyclist injury crashes in Hastings District between 2005-2009 on:

## Local roads

- 4 deaths, 44 serious injuries and 79 minor injuries
- Worst month: May (18 crashes)
- Worst day of week: Saturday (26 crashes)
- Alcohol over limit (injury crashes): 13 percent
- Most common injury crash factors: failed to give way/stop (38 percent) and too fast for conditions (12 percent)
- Wet road crashes: 12 percent
- Night time crashes: 22 percent
- Crashes at intersection: 43 percent
- Male motorcyclist injured: 88 percent

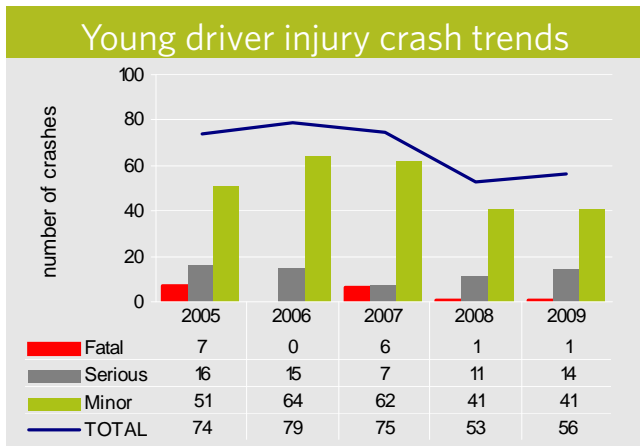
## State highways

- 3 deaths, 20 serious injuries and 25 minor injuries
- Worst month: March (7 crashes)
- Worst day of week: Saturday (12 crashes)
- Alcohol over limit (injury crashes): 6 percent
- Most common injury crash factors: too fast for conditions (18 percent) and failure to give way/stop (15 percent)
- Wet road crashes: 7 percent
- Night time crashes: 18 percent
- Crashes at intersection: 27 percent
- Male motorcyclist injured: 84 percent

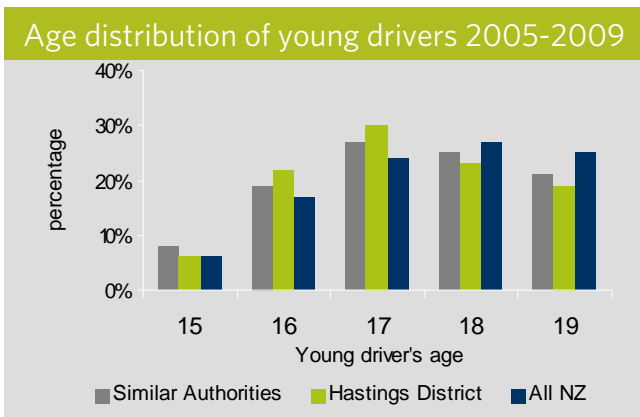
## Young drivers

During the most recent five year period (2005-2009) in Hastings District, 25 percent of all injury crashes involved young drivers, aged 15-19 years. These crashes resulted in 20 deaths, 89 serious injuries and 420 minor injuries.

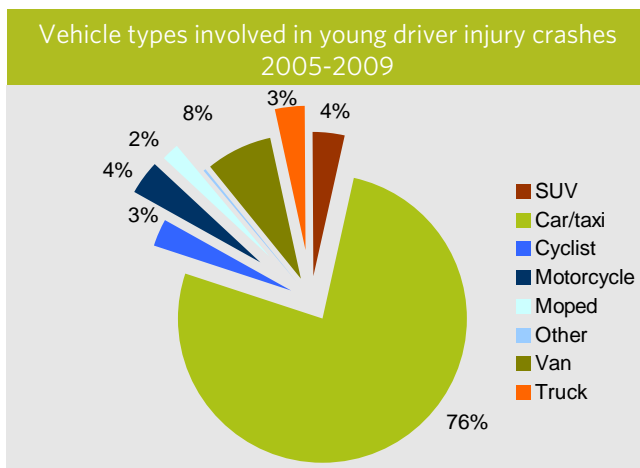
The latest five year data shows a downward trend in the total number of these crashes.



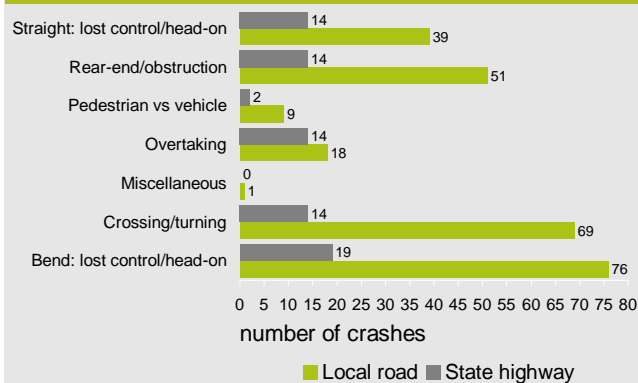
The age distribution of young drivers involved in injury crashes is shown below. Eighty-three percent of these injury crashes show young drivers were at fault or part-fault.



The types of vehicles involved in injury crashes involving young drivers are shown below; three-quarters were cars. Two-fifths of these crashes were single vehicle crashes.



### Characteristics of young driver injury crashes



The chart above shows the general characteristics of injury crashes involving young drivers. The most common general crash movement involves a driver losing control of their vehicle (47 percent):

- loss of control at bends: 25 percent
- loss of control on a straight road: 14 percent
- loss of control head-on collision: 4 percent
- loss of control overtaking: 4 percent

Further information about injury crashes involving young drivers in Hastings District 2005-2009 on:

#### Local roads

- 10 death, 63 serious injuries and 319 minor injuries
- Worst month: May (38 crashes)
- Worst day of week: Saturday (52 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 40 percent
- Alcohol over limit (injury crashes): 19 percent
- Speed too fast (injury crashes): 26 percent
- Most common injury crash factors: poor observation (40 percent) followed by failure to give way/stop (28 percent)
- At fault driver held learner NZ licence (injury crashes): 20 percent
- At fault driver held restricted NZ licence (injury crashes): 41 percent

#### State highways

- 10 deaths, 26 serious injuries and 101 minor injuries
- Worst month: July (11 crashes)
- Worst days of week: Wednesday and Friday (15 crashes each)
- Wet road crashes: 24 percent
- Night time crashes: 46 percent
- Alcohol over limit (injury crashes): 8 percent
- Speed too fast (injury crashes): 17 percent
- Most common injury crash factors: poor handling (38 percent) followed by failure to give way/stop (18 percent)
- At fault driver held learner NZ licence (injury crashes): 19 percent
- At fault driver held restricted NZ licence (injury crashes): 37 percent

## Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either Hastings District Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

## Contacts

### NZ Transport Agency

#### Napier Regional Office

Dunvegan House, L3  
215 Hastings Street  
PO Box 972  
Napier 4140

Tel 06 974 5520

Fax 06 974 5529

<http://www.nzta.govt.nz>

#### Performance Information / Senior Engineer CAS

James King (04 931 8917)

#### Senior Engineer

Colin Goble (06 974 5522)

### Hastings District Council

Jag Pannu (06 878 0500) Roading Manager

### RoadSafe Hawke's Bay

Linda Anderson (06 835 2633)

### New Zealand Police

Road Policing Manager  
Eastern DHQ-NA  
PO Box 245, Napier  
Tel 06 831 0700