



NZ TRANSPORT AGENCY
WAKA KOTAHI

land transport road

casualties comparison of all territorial authorities



graphs

Information for year ended December 2009

Purpose of this publication

New Zealand Transport Agency (NZTA) annually publishes comparative information on the safety of New Zealand roads. The information in this publication has been collected through the Crash Analysis System (CAS) which is an integrated system providing tools to analyse crash data and related data. It has a mapping capability integrated with a querying and reporting capability.

The information held within CAS includes precise location, which allows the importance of location to be determined (for example, in "black-spot" analysis) and also allows a comparison between local authorities.

Data/Graphs

Because of the volume of information data and graphs have been published in separate documents, both available from the same website.

Enquiries and Feedback

We are keen to receive your feedback and happy to deal with any enquiries regarding the data.

In the first instance we recommend that you contact the following road safety and CAS experts at your nearest NZTA office:

Auckland Chris Hewitt 09 969 9801

Hamilton Andrew McKillop 07 958 7856

Wellington James King 04 931 8917

Christchurch Geoff Holland 03 964 2845

Alternatively, please contact the Performance Measurement team at NZTA's national office in Wellington; ph 04 894 5400, or email data@nzta.govt.nz

Index

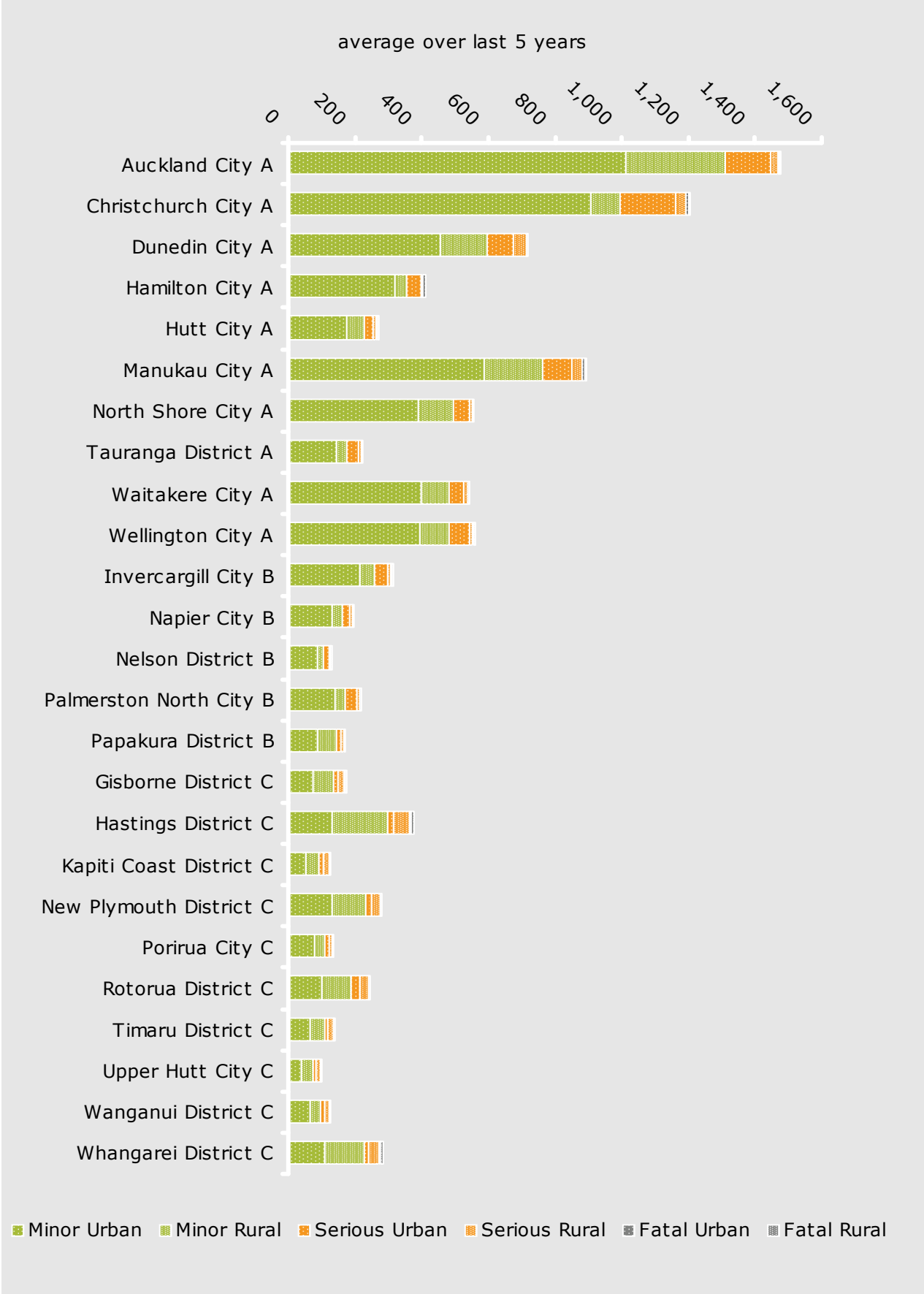
Section	Page
Purpose of this publication	2
Enquiries and feedback	2
Glossary	5
Casualties by severity and road type	6-9
Urban casualties by mode	10-13
Rural casualties by mode	14-17
Casualties by age group	18-21
Casualties by gender and road type	22-25
Casualties by ethnic origin	26-29

Glossary

Term	Definition
Casualty	A person who is injured as the result of a crash (includes fatality)
Ethnic origin	Ethnic origins used are Asia, Europe, NZ Maori, Pacific Island and 'other'
Factor groups	Crash causing factors are classed as; driver error, alcohol, speed, vehicle factors, road factors, weather and other road users
Fatal crash	Crash that results in a death
Licence type	Refers to the class of licence held by each driver involved in a crash. Licence classes can be categorised as; full, endorsed (restricted, learner, overseas) and unendorsed (forbidden, disqualified, expired, never licenced, unknown, wrong class)
Minor crash	Crash resulting in a minor injury (which may or may not result in hospitalisation)
Mode	Categorisation of persons/vehicles involved in a crash. Categories used are; car/van drivers, car/van passengers, heavy vehicles, motor cyclists, cyclists, pedestrians and others
Movement group	The cause of crashes are categorised as; crossing/turning, rear end/obstruction, pedestrian vs vehicle, loss of control on bend, loss of control on straight, over taking and miscellaneous
Peer group	NZTA developed groups for the purpose of comparing road safety performance within territorial authority boundaries. They are:
Peer group A	Major urban areas with some rural areas on the outskirts. (Population > 97,500 and/or rural crashes less than 30 percent)
Peer group B	Major urban areas with some rural areas on the outskirts. (Population 40,000-97,500 and/or rural crashes less than 35 percent)
Peer group C	Large provincial towns and hinterland. (Population 35,000-75,000 and/or rural crashes less than 55 percent)
Peer group D	Provincial towns and hinterland. (Population 20,000-75,000 and/or rural crashes greater than 55 percent)
Peer group E	Small provincial towns, low traffic volumes. (Population less than 20,000 and/or rural crashes greater than 55 percent)
Road surface	Surface of road at location of crash - either sealed or unsealed
Road type	Type of road at location of crash - either urban or rural
Rural	Rural is defined as an area with a speed limit of more than 70km/h
Serious crash	Crash which results in serious injury (which typically results in hospitalisation)
Severity	The nature of injury resulting from a crash may be categorised as minor, serious or fatal
Urban	Urban is defined as an area with a speed limit up to 70km/h

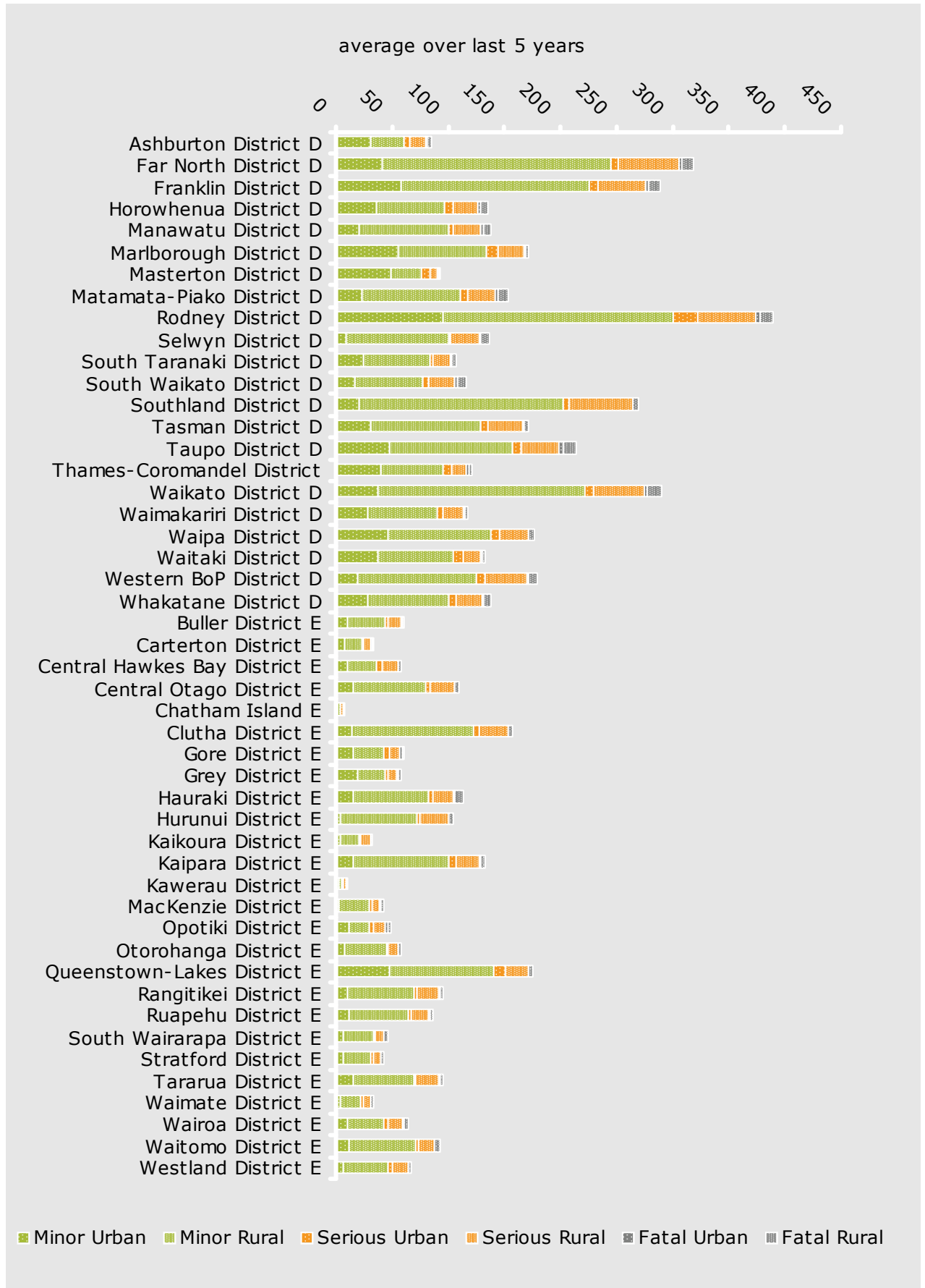
Casualties by severity and road type (#)

Peer groups A, B & C



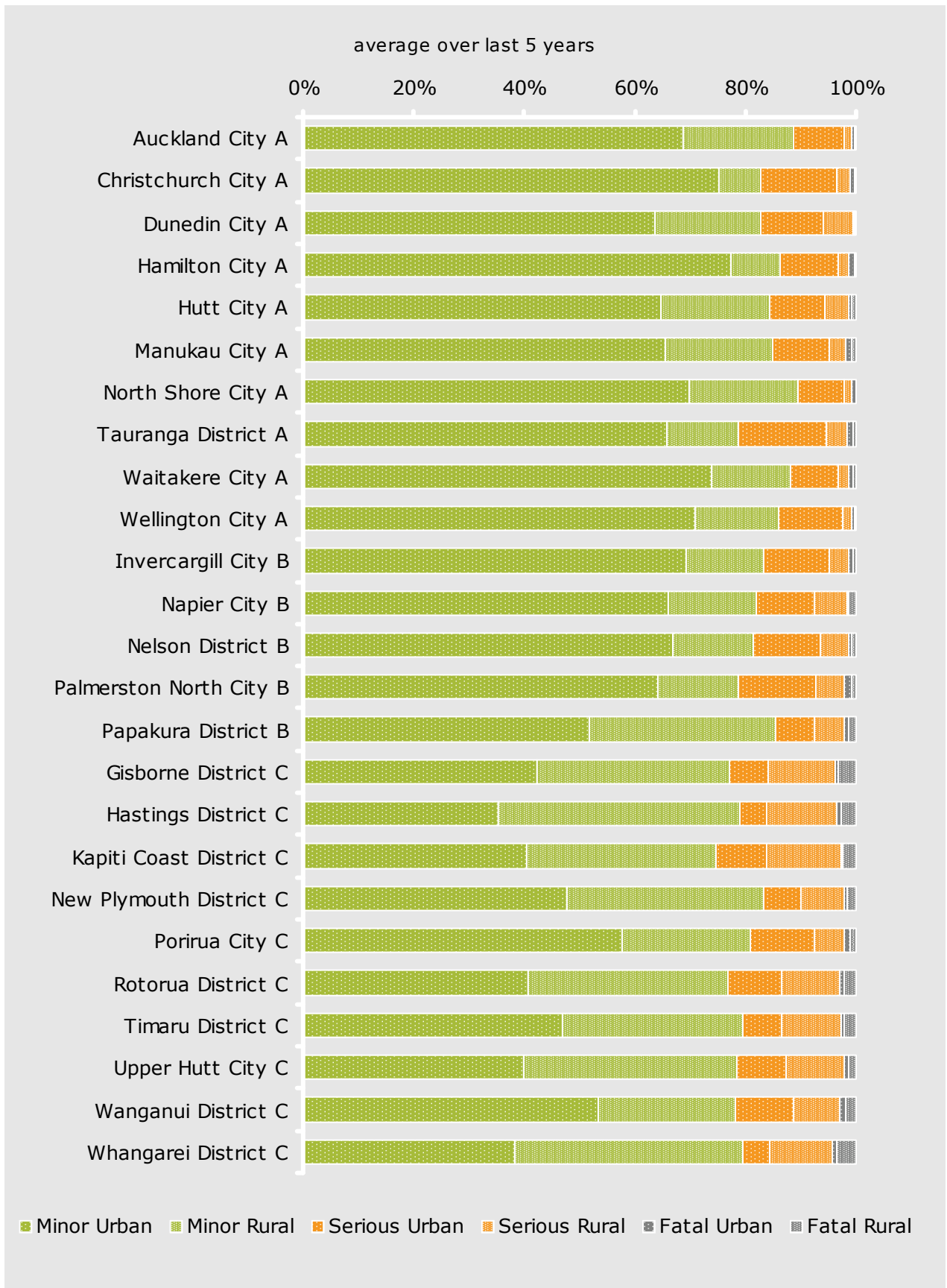
Casualties by severity and road type (#)

Peer groups D & E



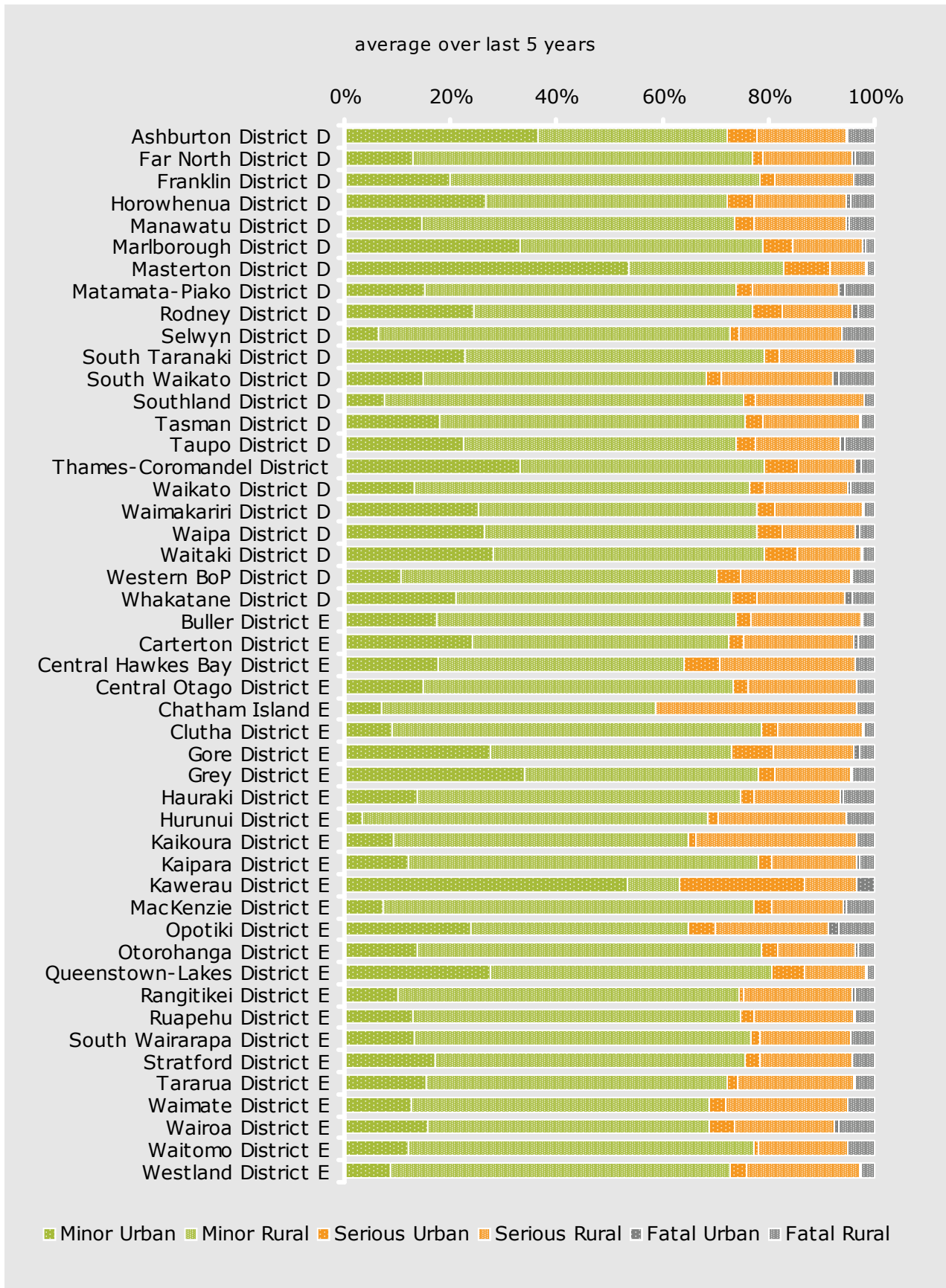
Casualties by severity and road type (%)

Peer groups A, B & C



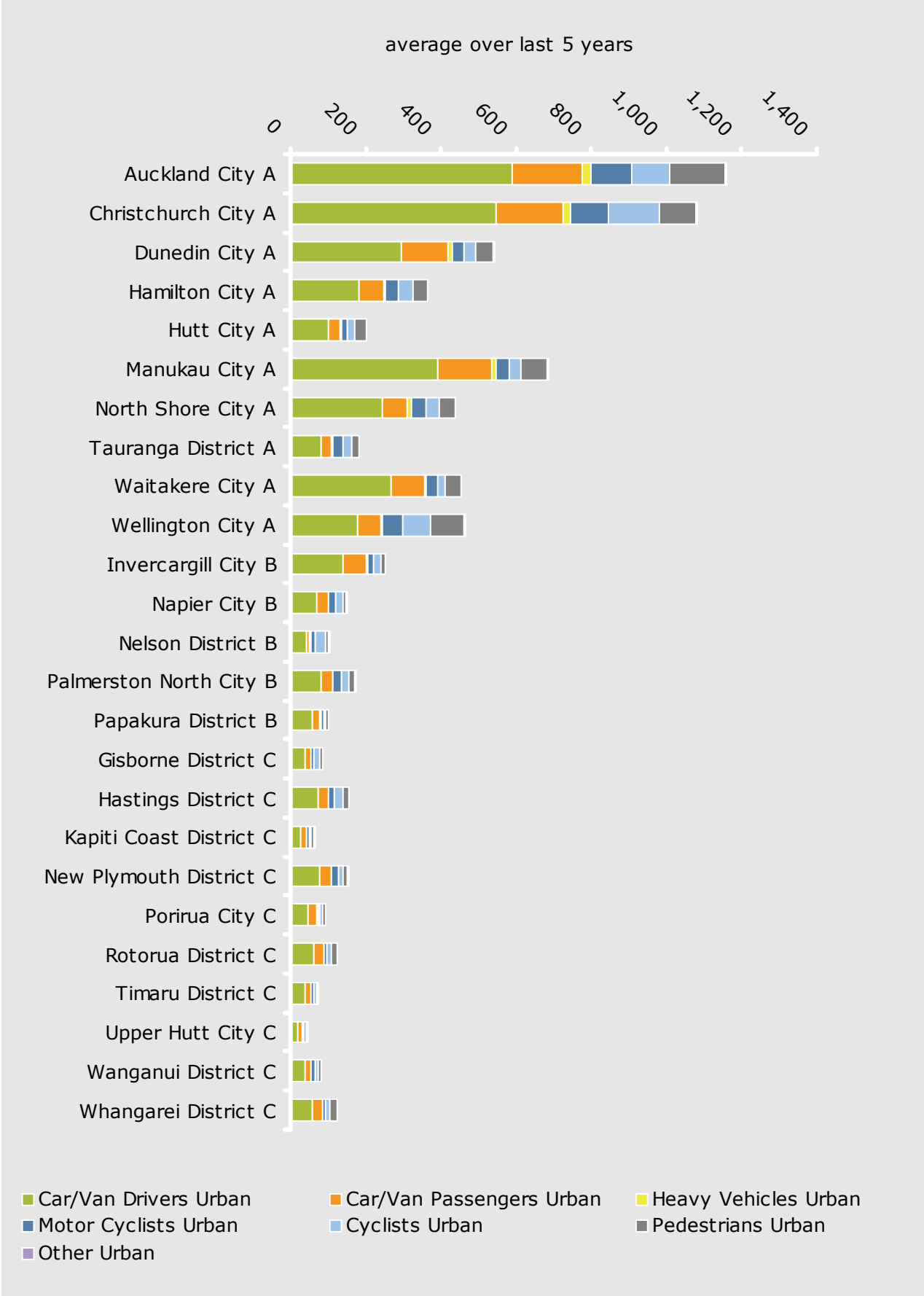
Casualties by severity and road type (%)

Peer groups D & E



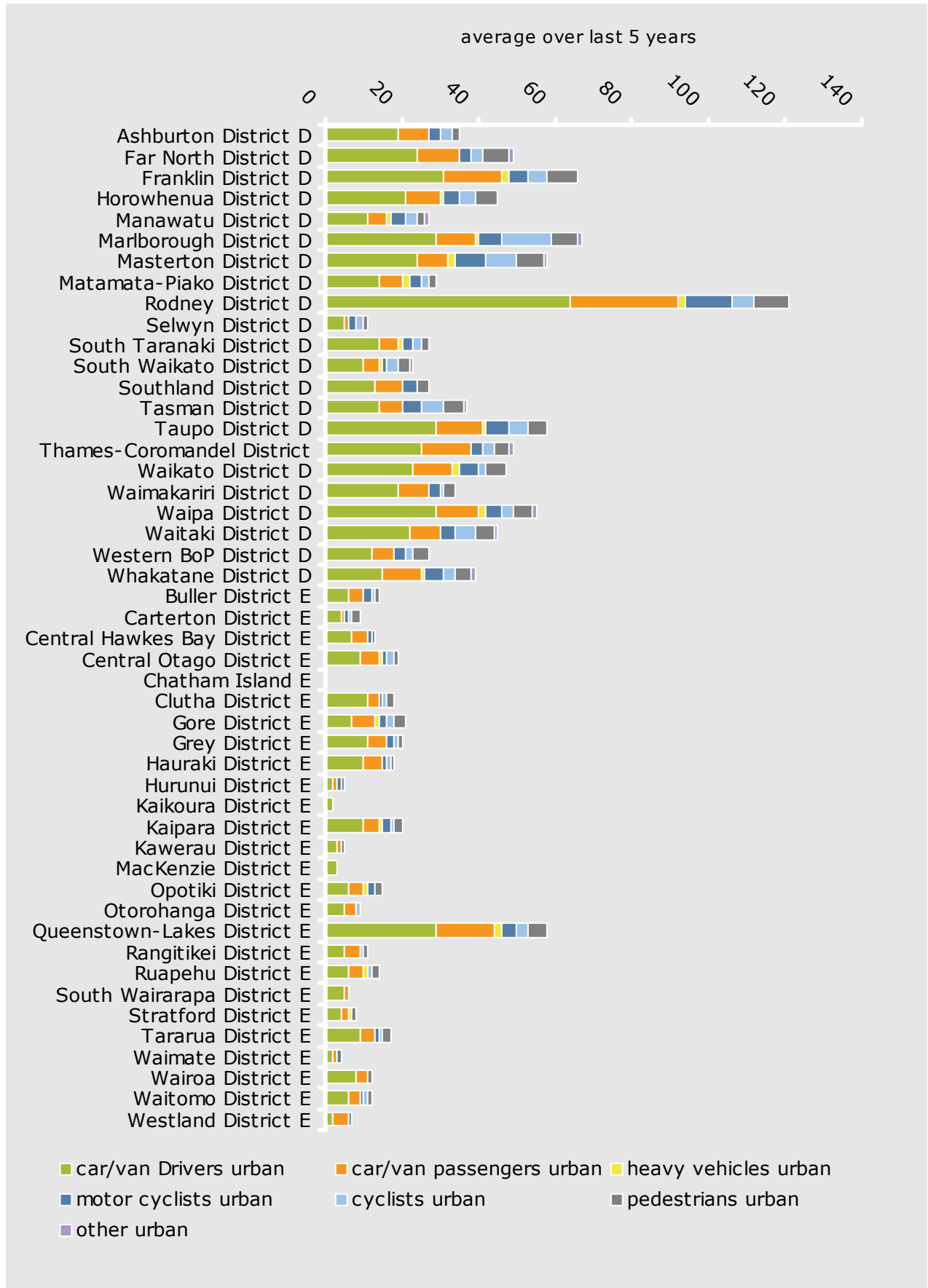
Urban casualties by mode (#)

Peer groups A, B & C



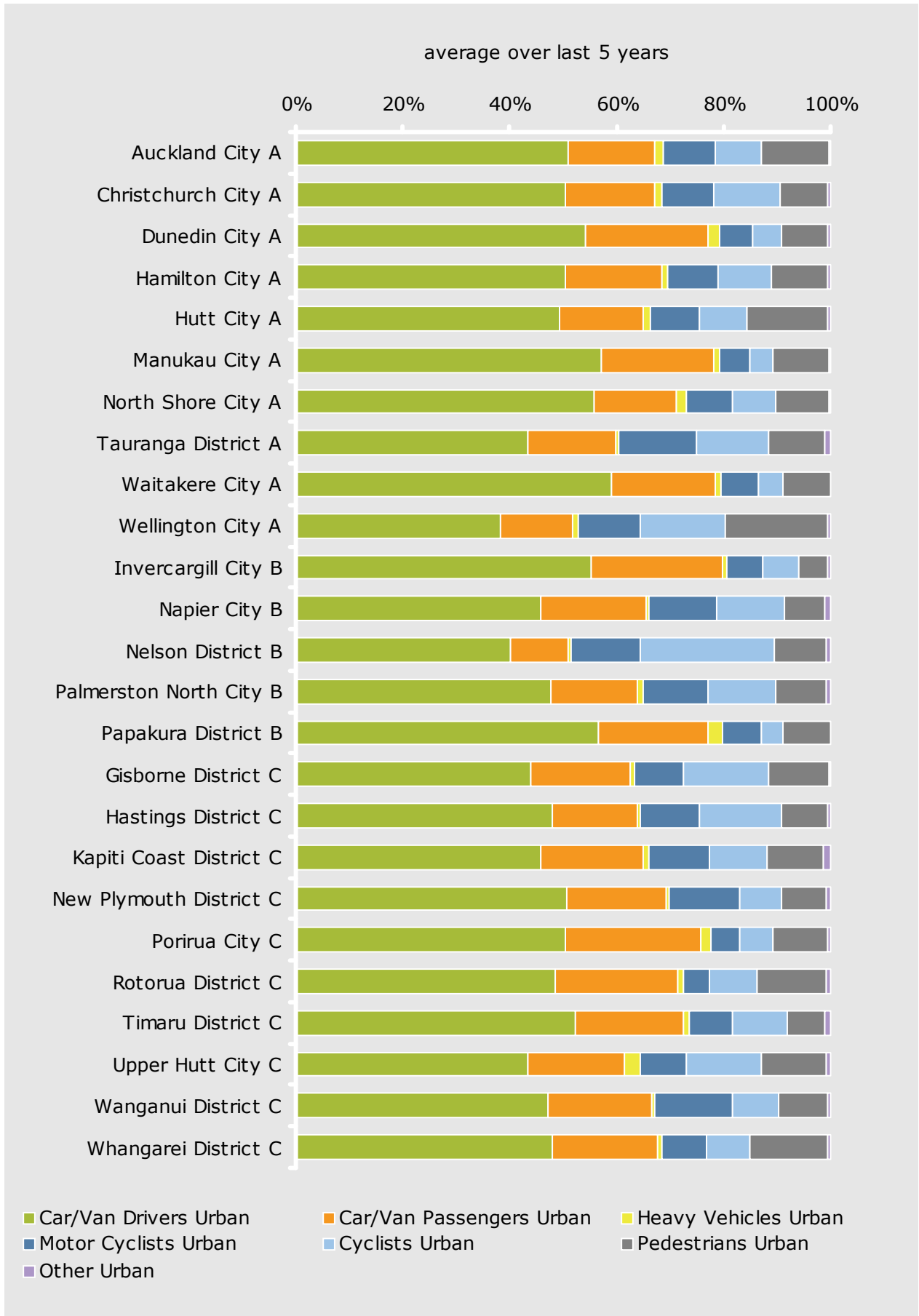
Urban casualties by mode (#)

Peer groups D & E



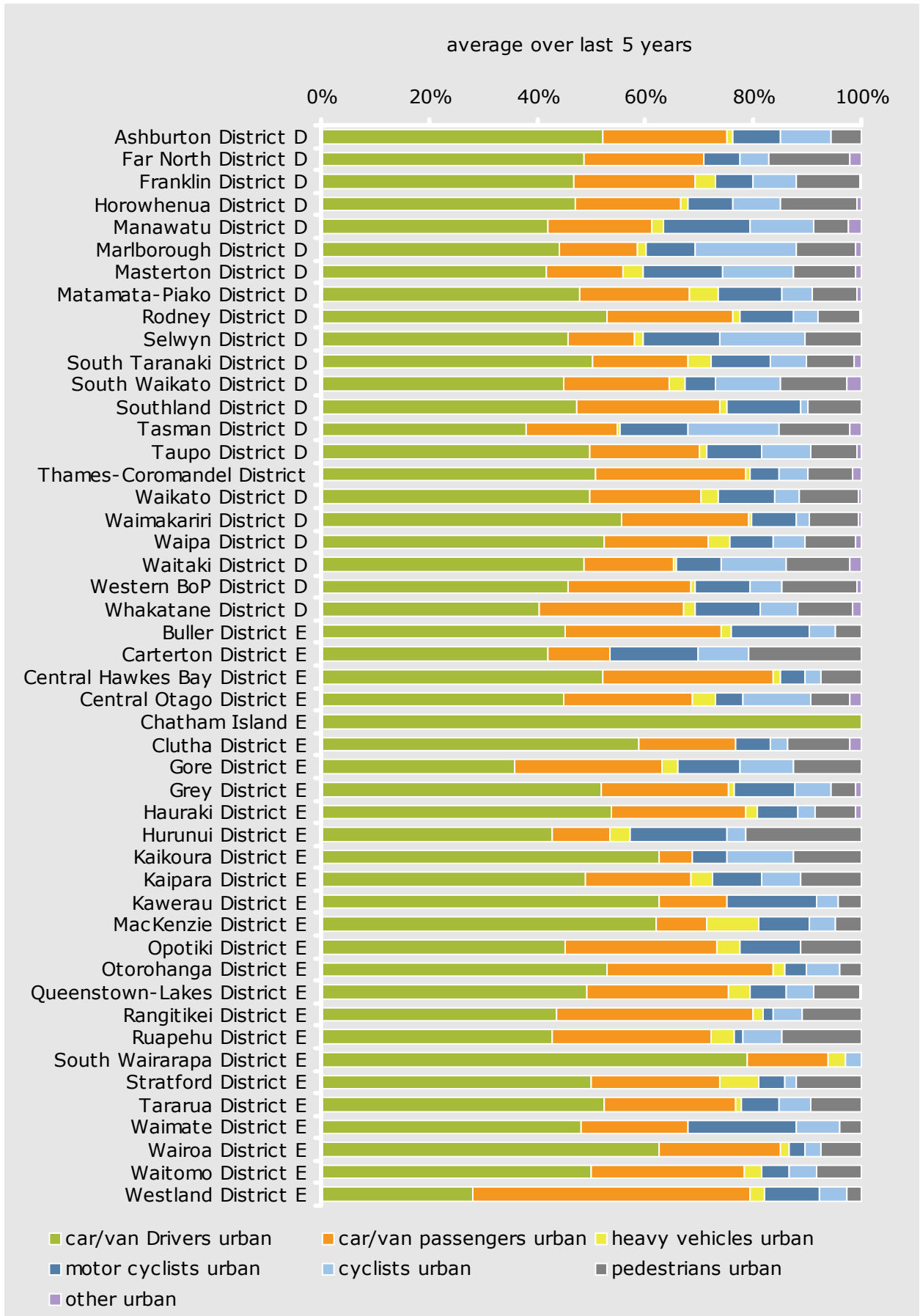
Urban casualties by mode (%)

Peer groups A, B & C



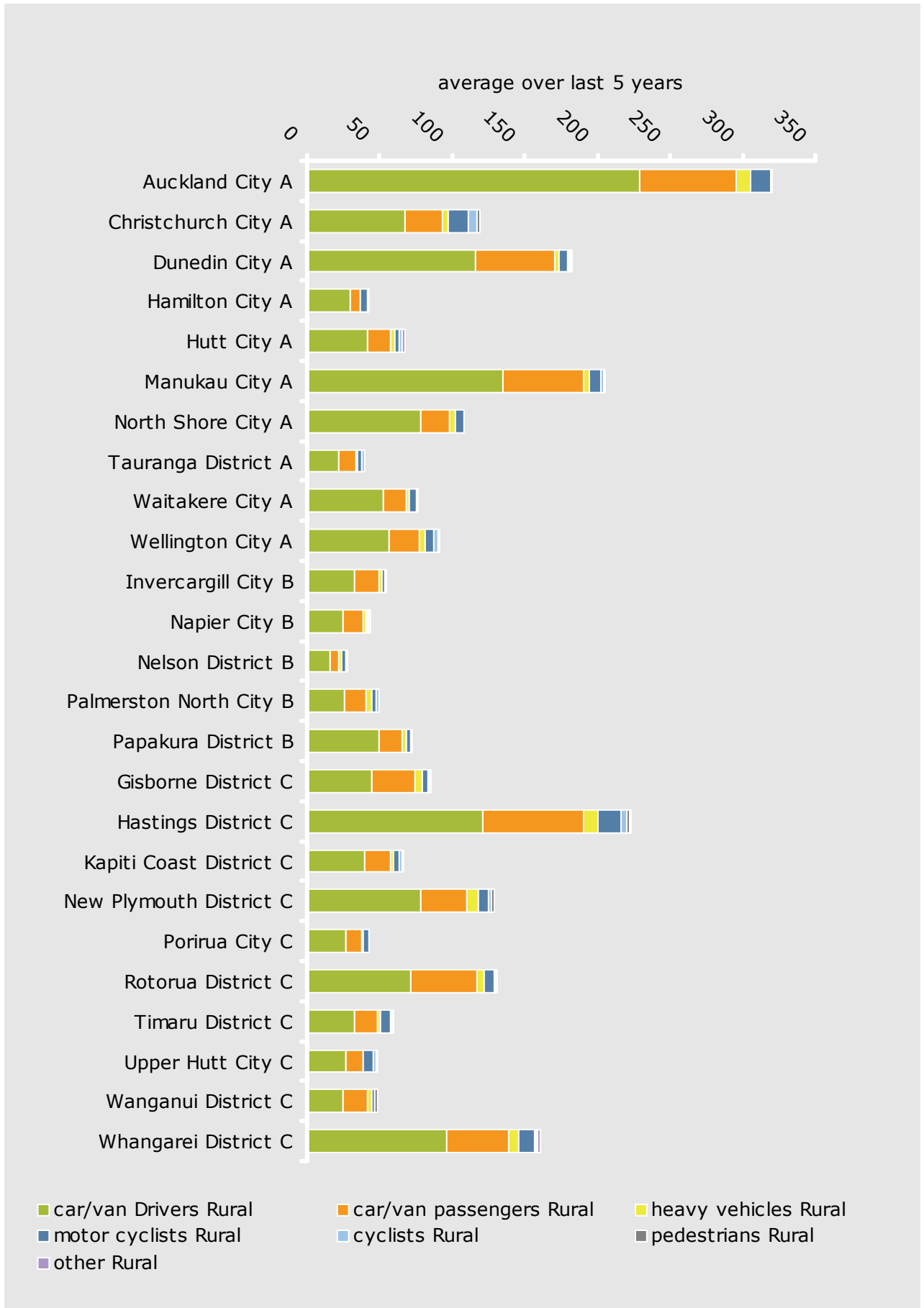
Urban casualties by mode (%)

Peer groups D & E



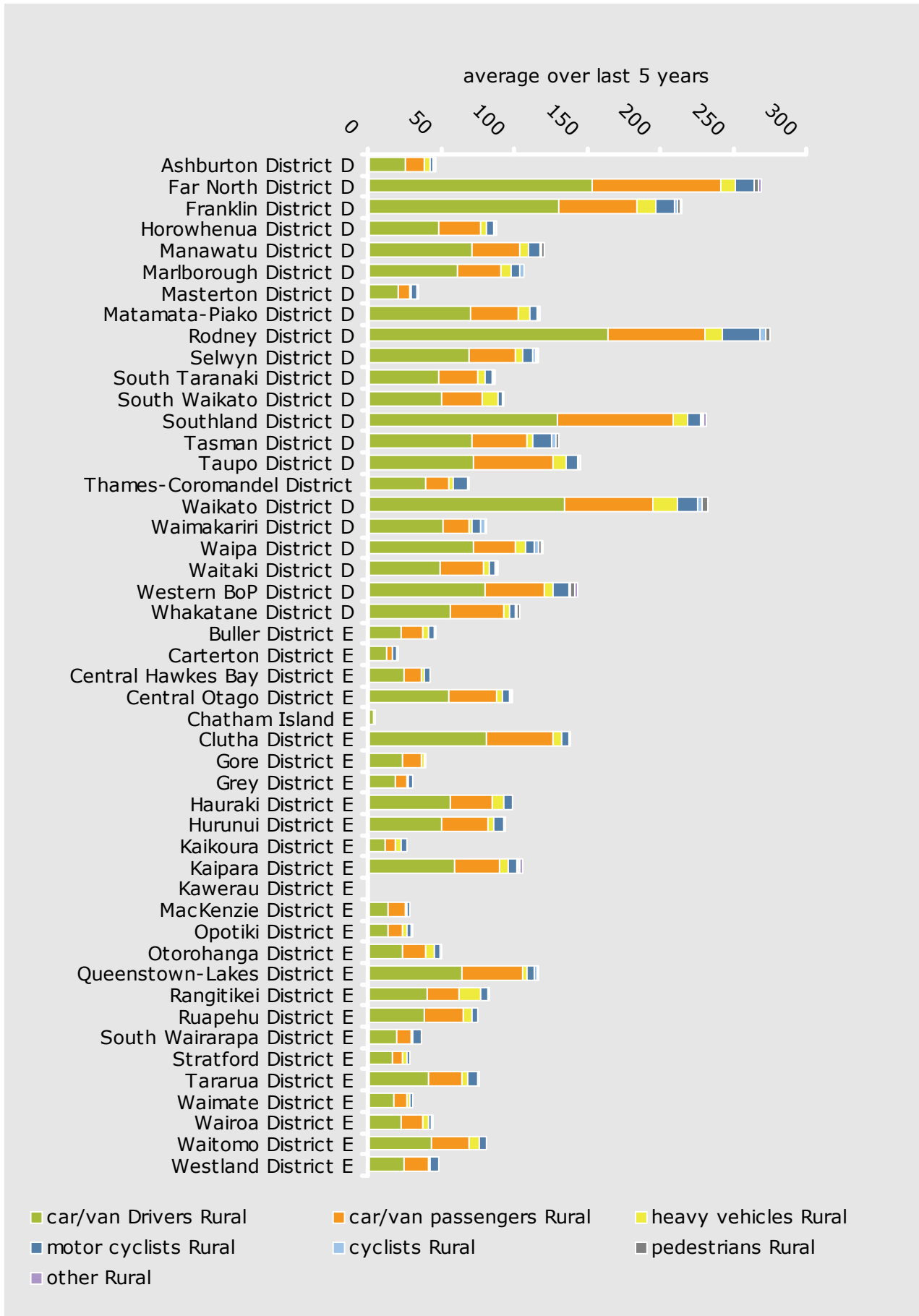
Rural casualties by mode (#)

Peer groups A, B & C



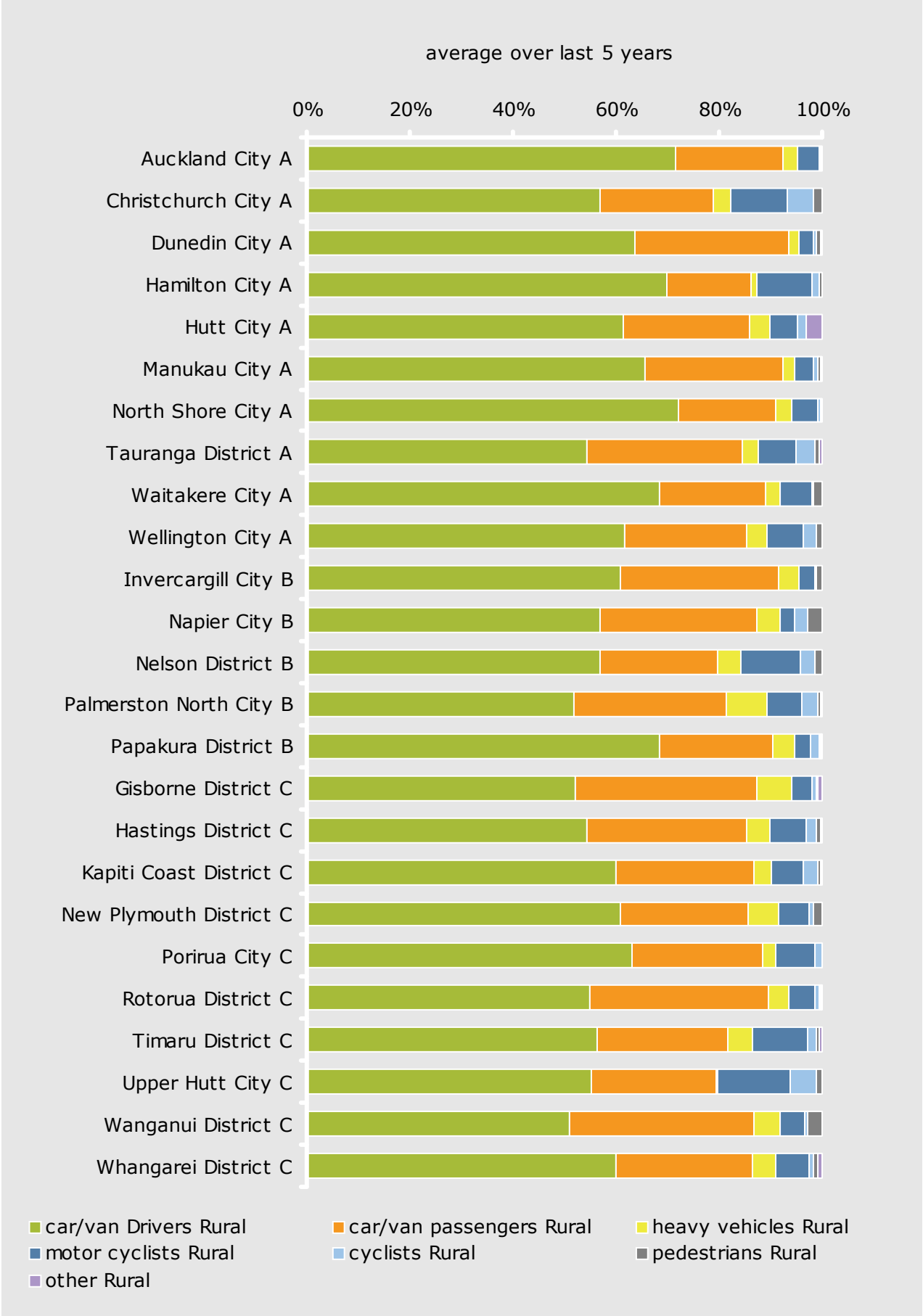
Rural casualties by mode (#)

Peer groups D & E



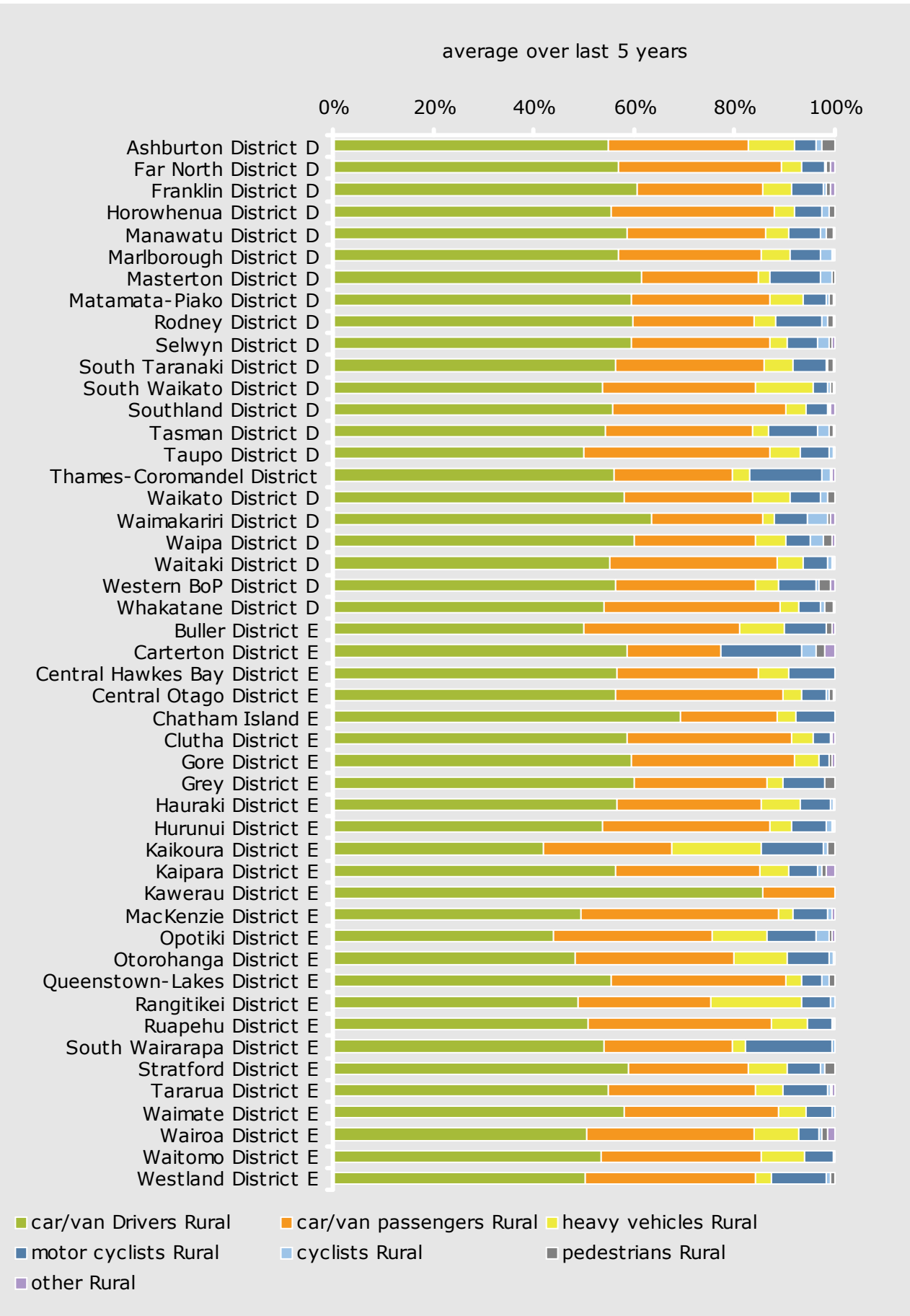
Rural casualties by mode (%)

Peer groups A, B & C



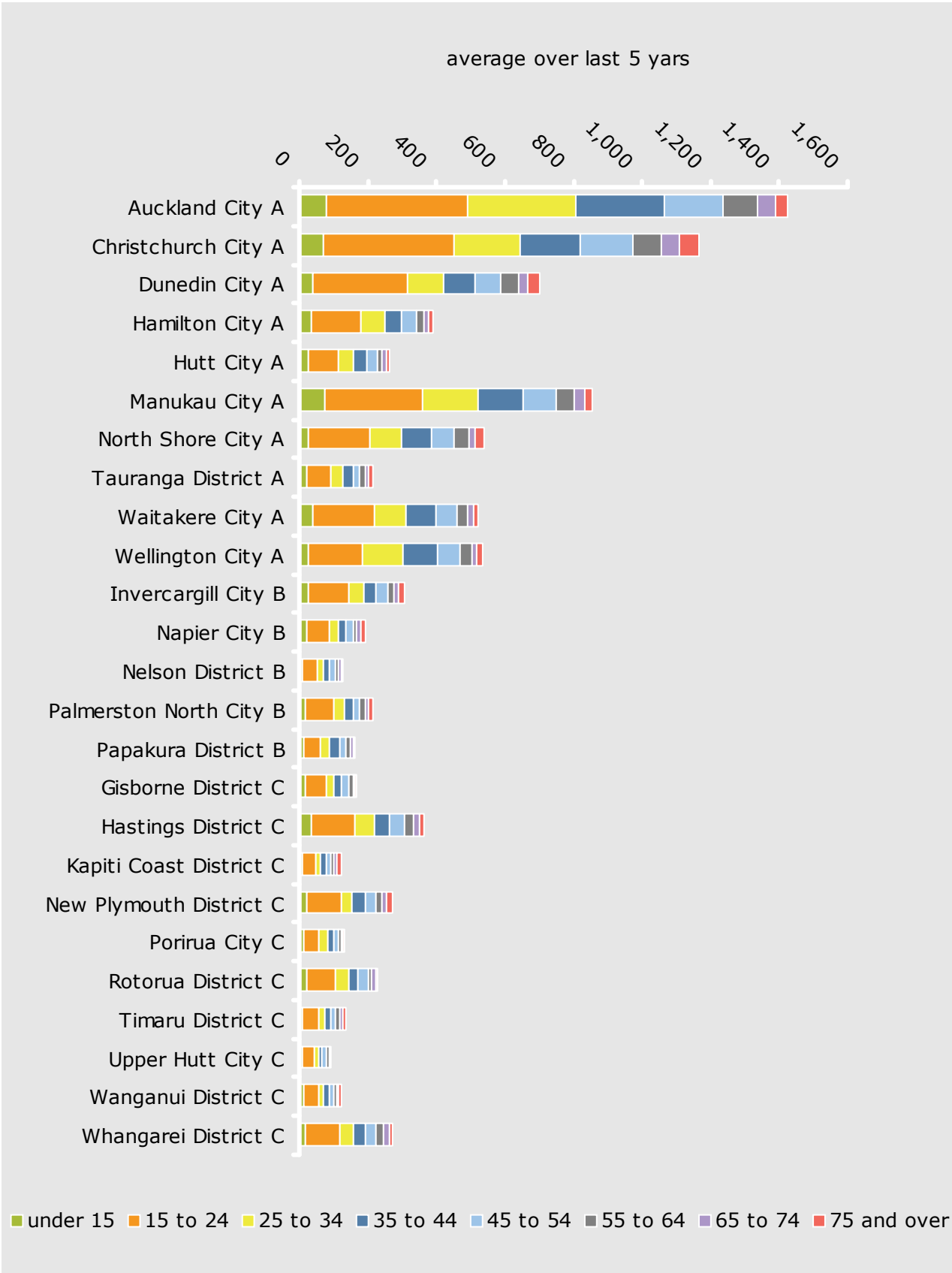
Rural casualties by mode (%)

Peer groups D & E



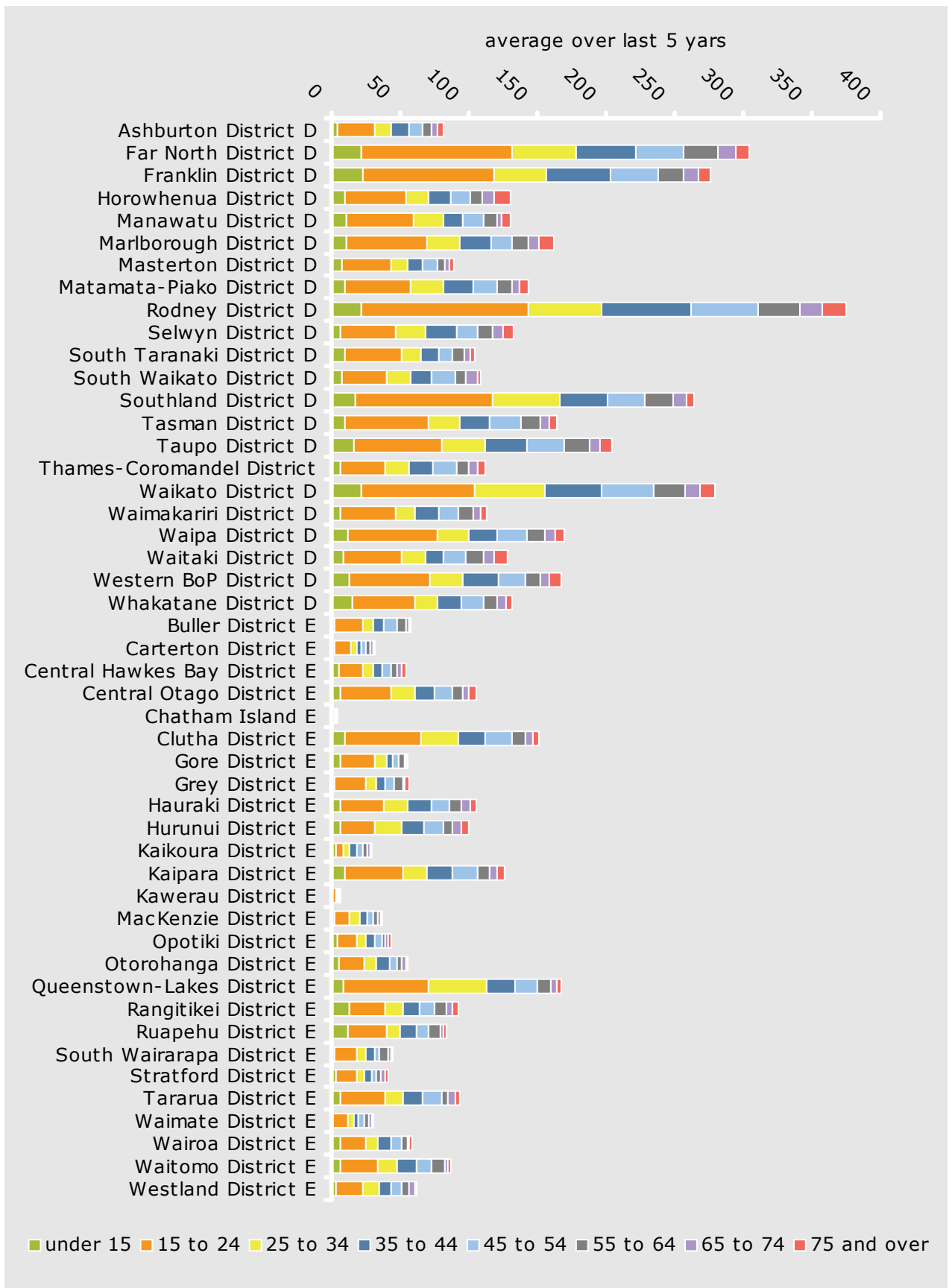
All casualties by age group (#)

Peer groups A, B & C



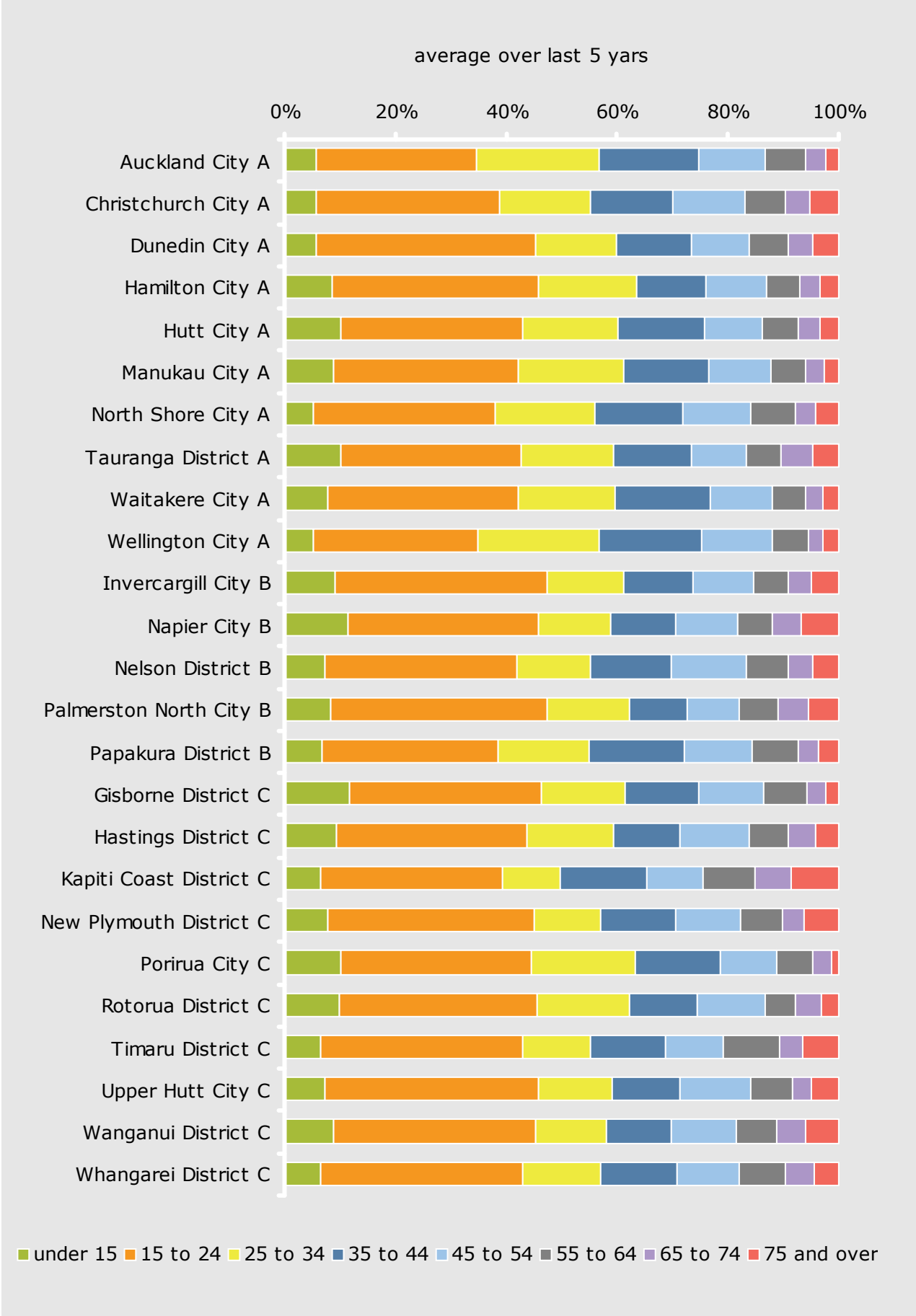
All casualties by age group (#)

Peer groups D & E



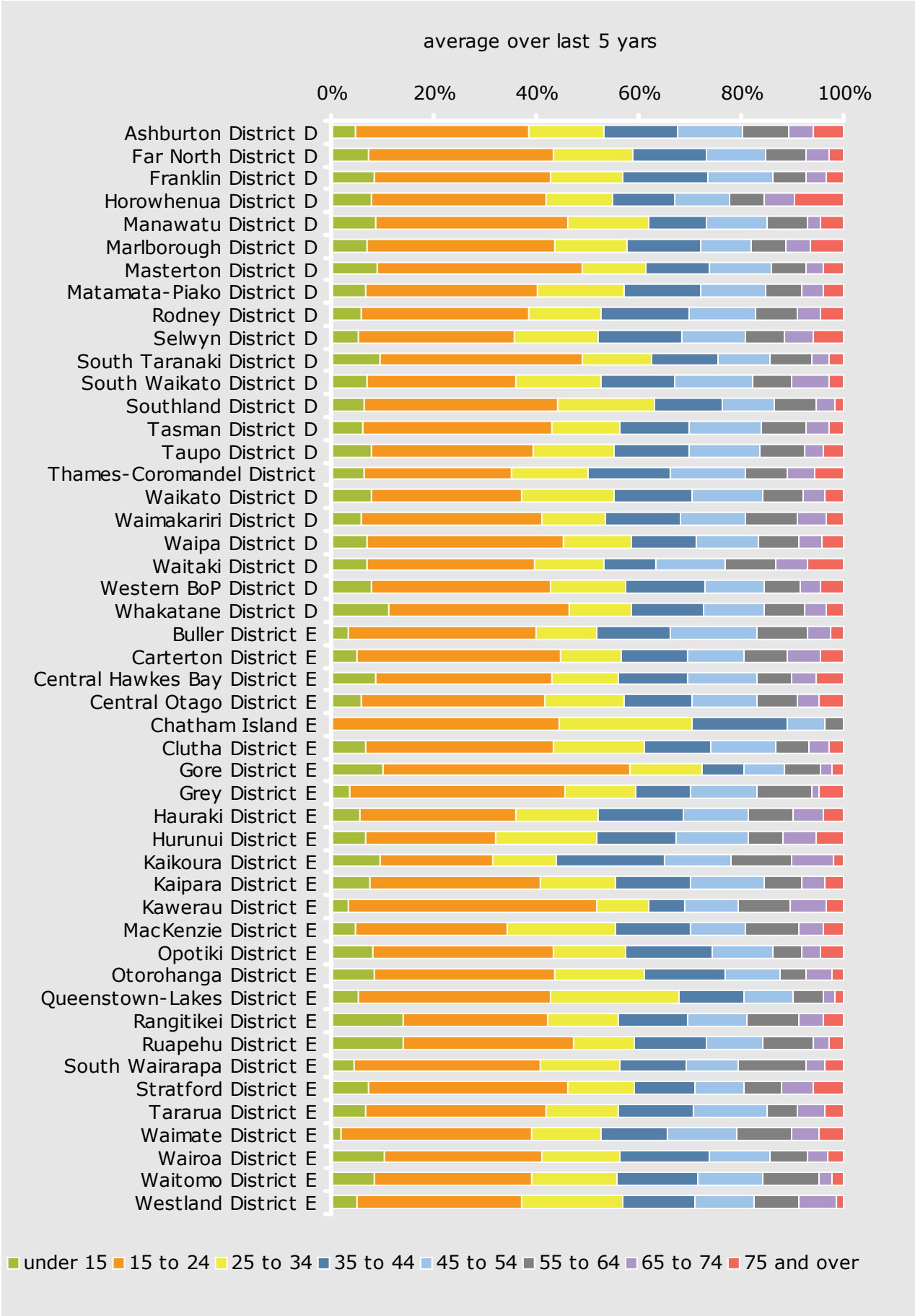
All casualties by age group (%)

Peer groups A, B & C



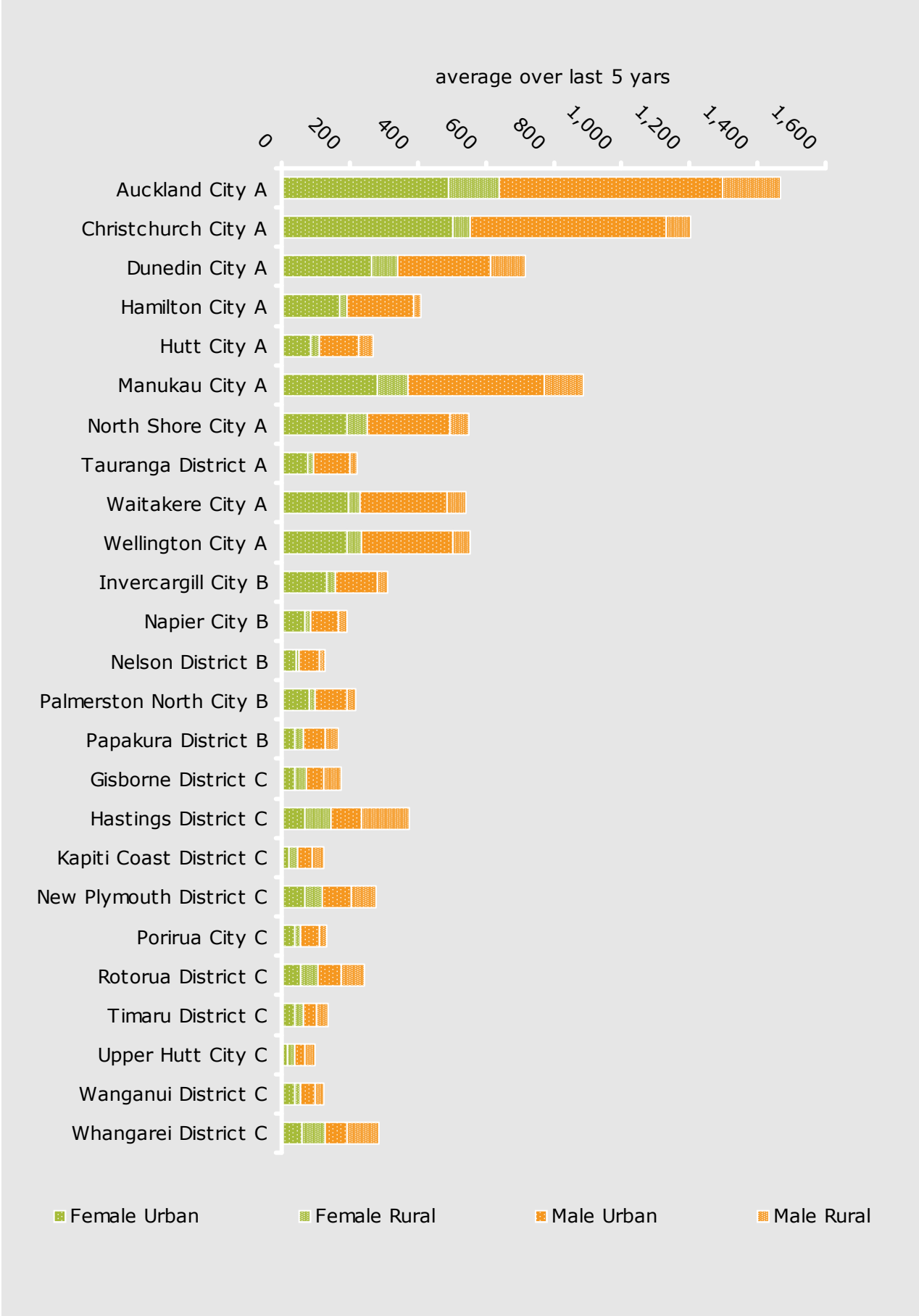
All casualties by age group (%)

Peer groups D & E



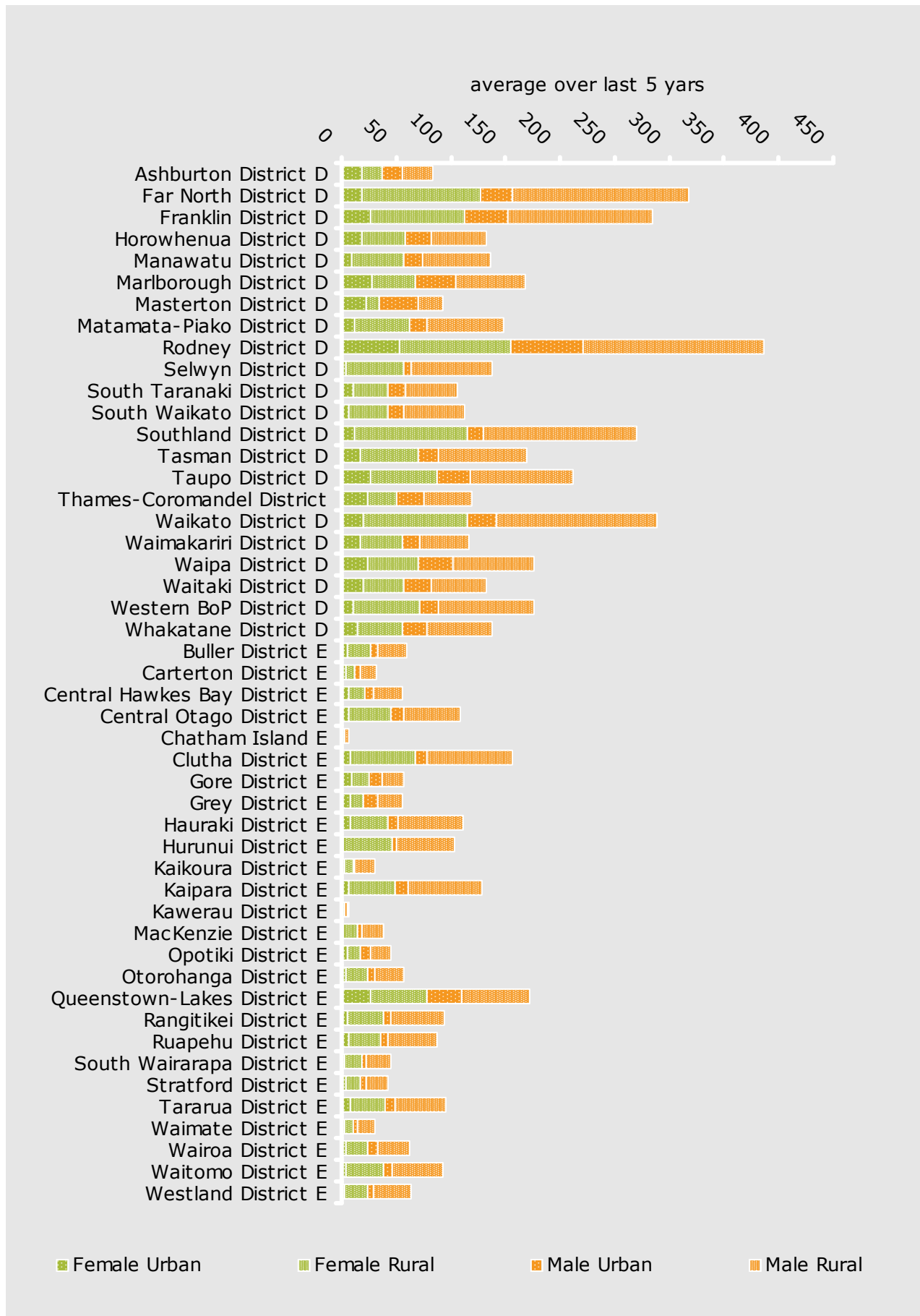
Casualties by gender and road type (#)

Peer groups A, B & C



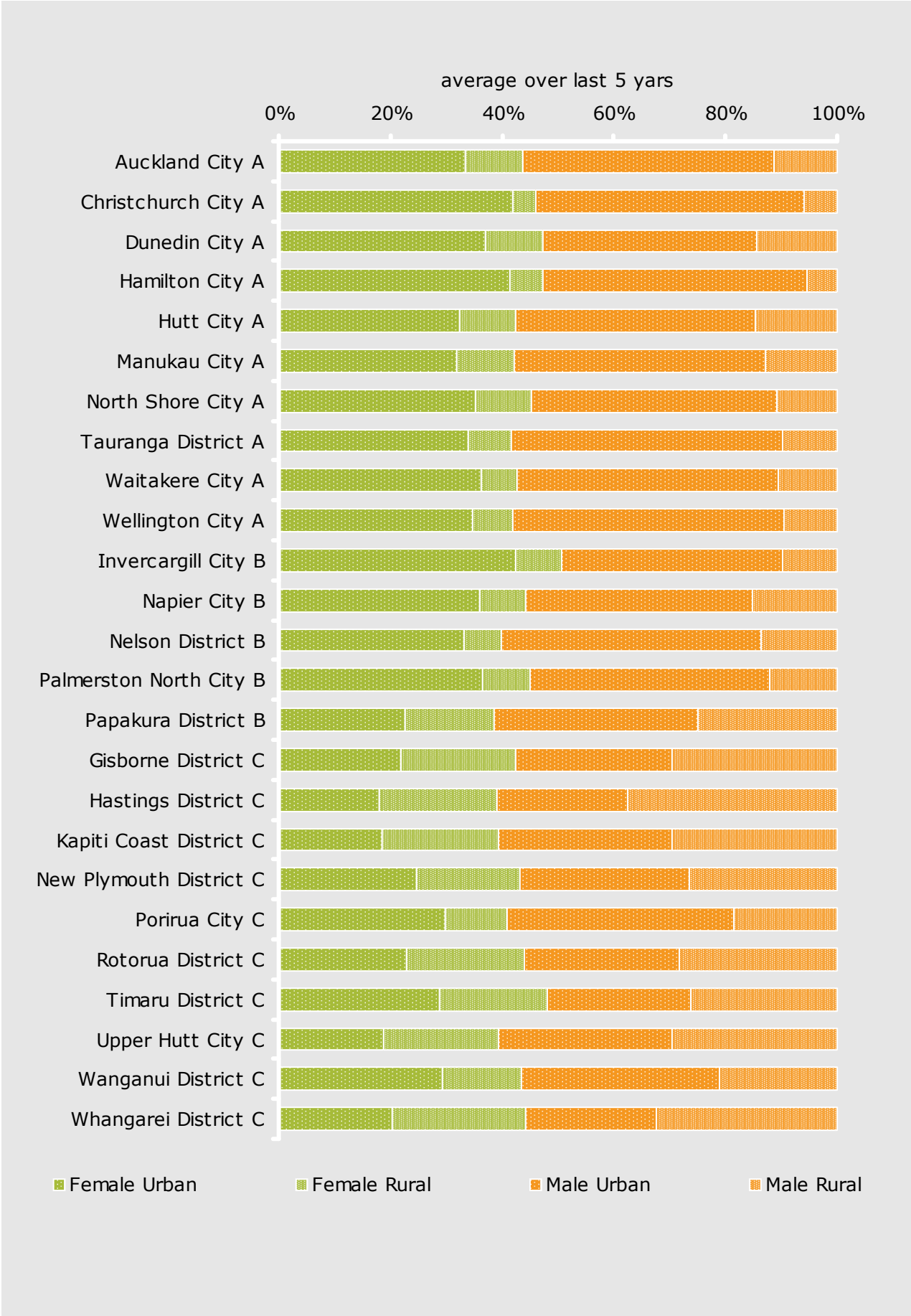
Casualties by gender and road type (#)

Peer groups D & E



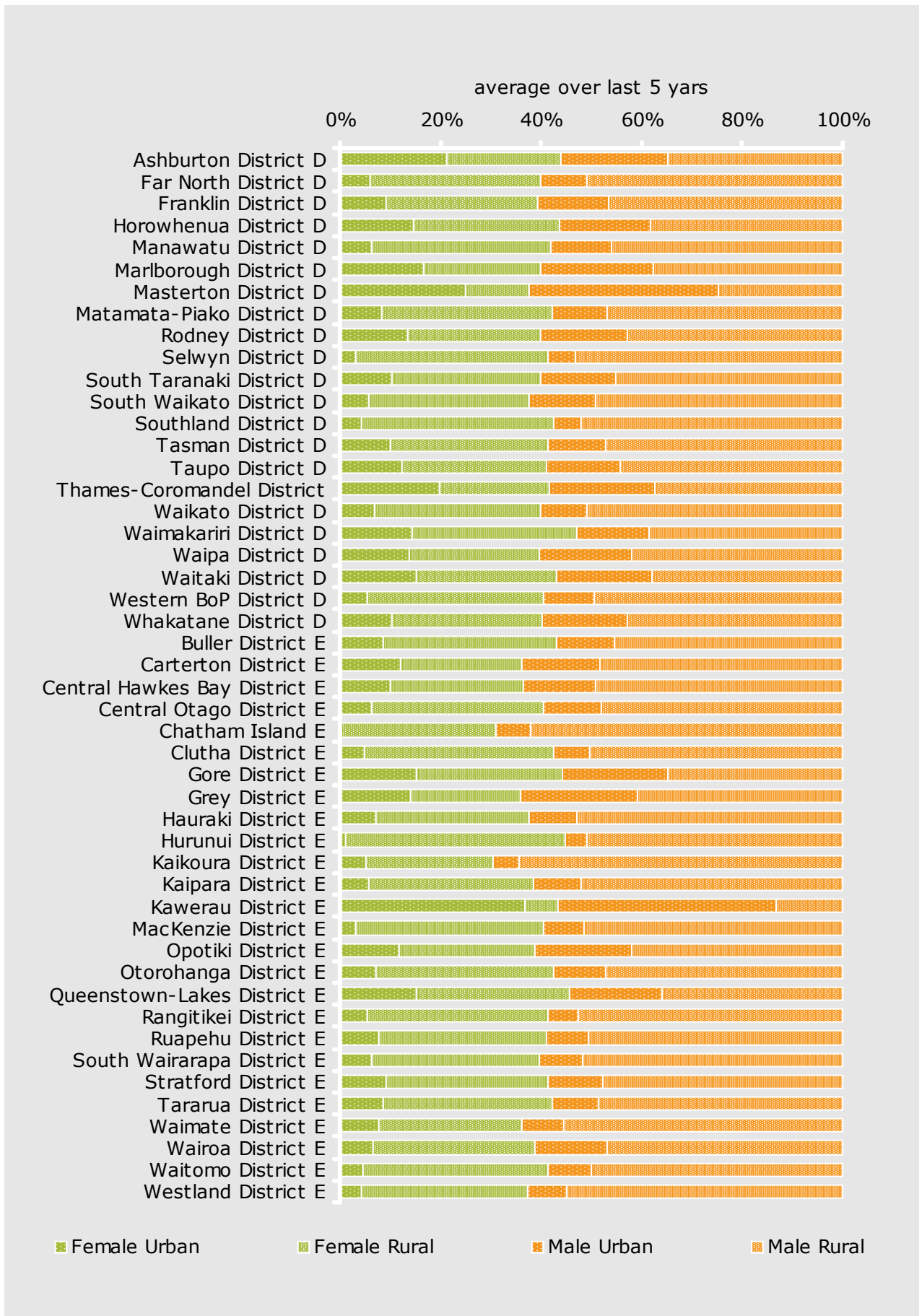
Casualties by gender and road type (%)

Peer groups A, B & C



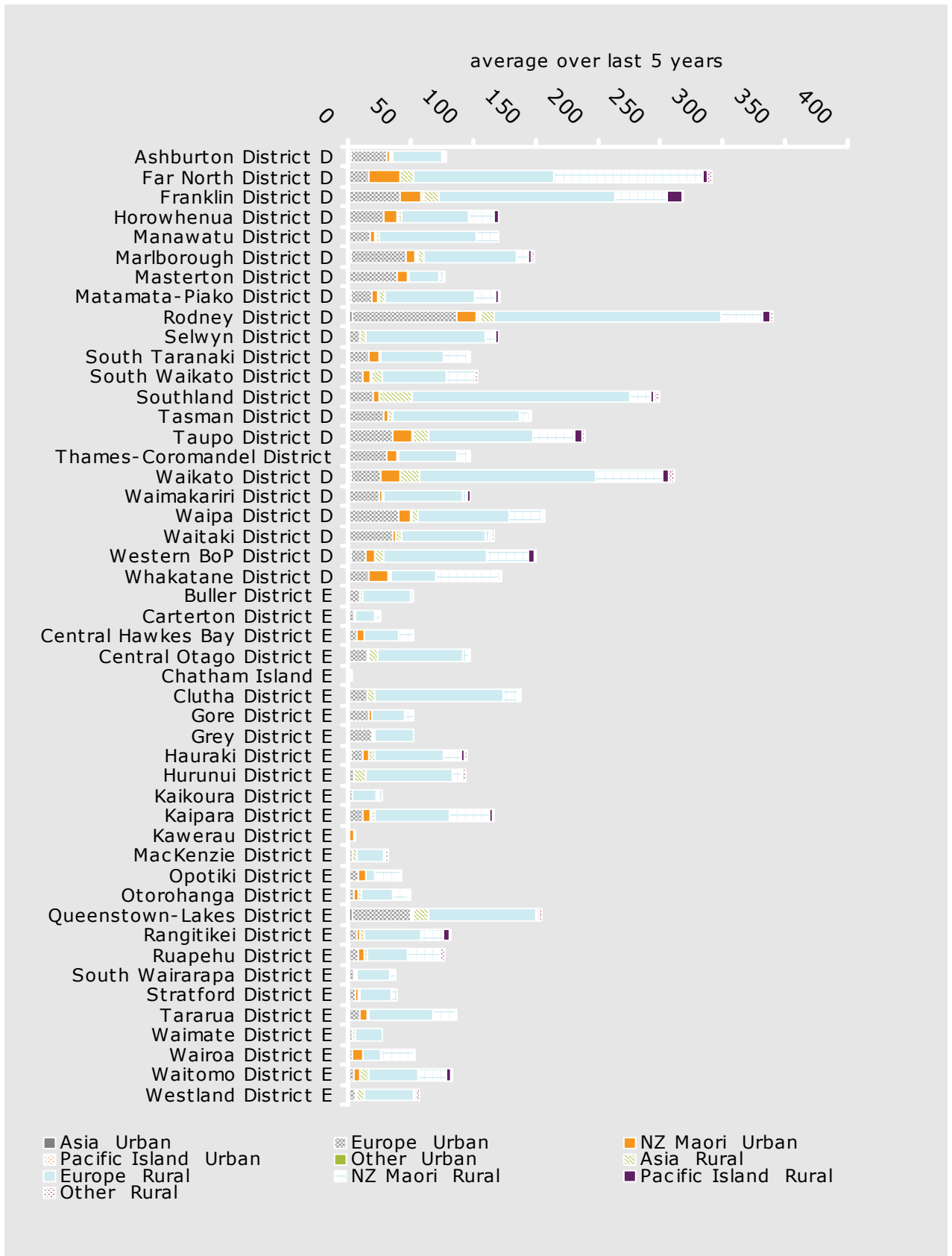
Casualties by gender and road type (%)

Peer groups D & E



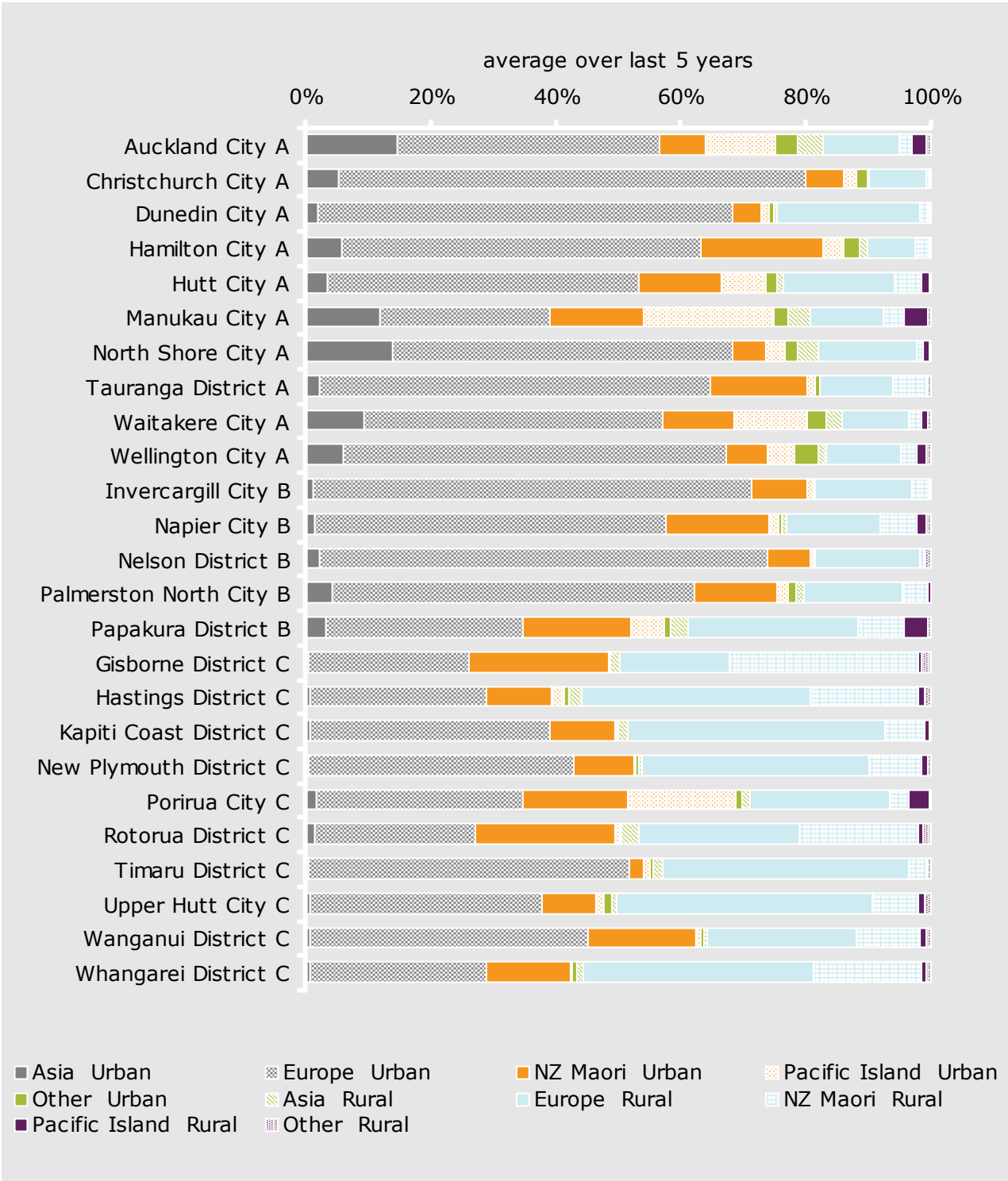
Casualties by ethnic origin (#)

Peer groups D & E



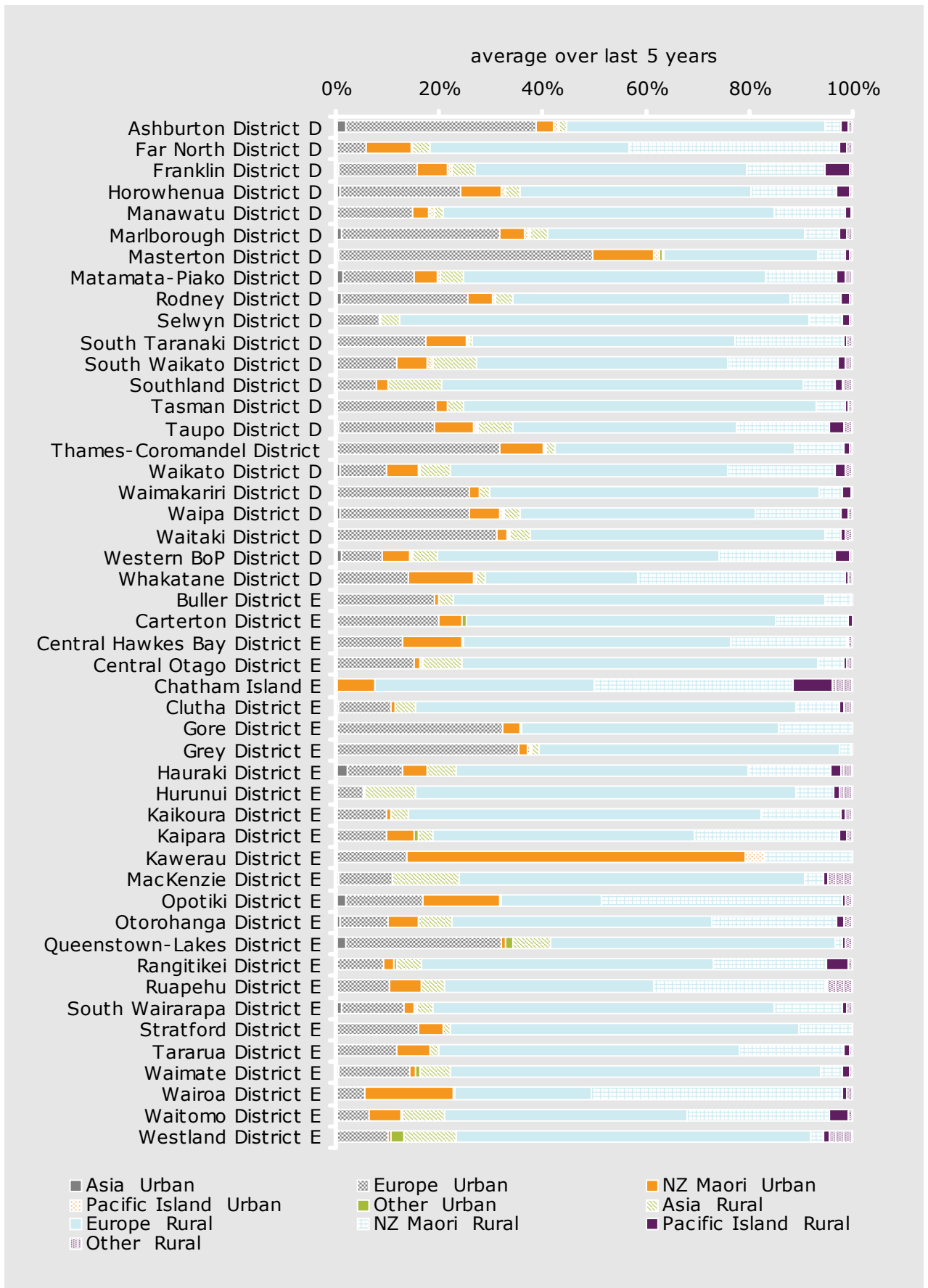
Casualties by ethnic origin (%)

Peer groups A, B & C



Casualties by ethnic origin (%)

Peer groups D & E



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