Young Drivers
(15 to 24 years old)
Road Safety Report
2005 to 2009
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Introduction and general information

This road safety report is an example of information supplied by the NZ Transport Agency to assist with implementing the Safer Journeys road safety strategy. Safer Journeys contains a long-term, multi-agency commitment to achieving a safe road system, which is increasingly free of death and serious injury in New Zealand, and which refuses to accept that any road death is inevitable.

The NZ Transport Agency also has responsibility for promoting safety and sustainability in land transport, among a variety of other functions.

In particular Safer Journeys has identified the safety of Young Drivers as a high priority for increased effort in the period 2010-2020. Young Drivers' lack of maturity, their inexperience and stage of brain development are correlated with risk taking, loss of control, speeding, alcohol use, and ultimately the highest rates of death and serious injury on our roads. The 15-24 age group comprises 14.5 percent of the population – yet in 2008 they were involved in 37% of all fatal crashes. Safer Journeys aims to reduce New Zealand’s road fatality rate for young drivers from 21 per 100,000 population to a rate similar to Australia: 13 per 100,000 population.

This report helps identify road safety issues associated with Young Drivers aged between 15 and 24 years old (‘the drivers’) by presenting tables or graphs of:

- numbers and trends in reported crashes and casualties
- characteristics and types of crashes and casualties
- factors contributing to crashes
- characteristics of crashes on council authority roads

The information is intended to assist road controlling authorities, the New Zealand Police and others in evaluating the safety performance of Young Drivers on the road network. Comparison with Older Drivers (aged 70 years and over) and All Drivers in the country is included.

Researchers, students, and organisations with an interest in road safety will also find the information useful.

Source of crash information

This report uses data from the NZ Transport Agency’s crash database. This database includes all crashes involving injury for which Police reports have been completed and forwarded to the NZ Transport Agency. Mostly five-year data (2005 to 2009) has been used, but 10-year data (2000 to 2009) has been used to analyse trends.
The Young Drivers data was selected on the basis of the crashes involving a driver aged between 15 years and 24 years of age inclusive, similarly the Older Driver data was selected for crashes involving a driver aged 70 years or more.

Non-injury data is not readily accessible as information about the drivers is not currently entered into the database.

**Comparison groups**

Traffic crash patterns and features for an area can depend on the traffic and roading characteristics of that area. The most useful comparisons are made with other areas or authorities with similar characteristics, rather than with the whole country. For young drivers the data is compared with all drivers (inclusive of the young drivers) and with older drivers.

**Definitions of urban and rural**

Data has been separated for urban and rural (open) roads through this report because each has a distinctly different pattern of crashes. In this report urban roads are defined as all those with a speed limit of 70 km/h or less, however it should be noted that some locations which have been speed limit zoned might be more appropriately defined as rural but are included in urban zones.

**Definition of statistically significant**

A number of graphs include a comparison between the road controlling authority, all New Zealand and a similar peer group. These graphs can include an indication as to whether the difference is statistically significant. For the purposes of this report statistically significant means that a difference of this size is unlikely to be due to chance. Significance is noted at the 5% level (P < 0.05), this means that the observed result would occur by chance in only 1 in 20 similar situations.
Road user compliance data

The Ministry of Transport collects information on road user compliance with traffic law. This information includes speed surveys, occupant restraint use surveys and cycle helmet use surveys. Information about these surveys is available on Ministry of Transport web site.

The appropriate web addresses are as follows:

Speed Surveys  http://www.transport.govt.nz/research/SpeedSurveys/
Safety belts  http://www.transport.govt.nz/research/safetybeltstatistics/

The information is also distributed quarterly in the Ministry of Transport publication Road safety progress.

The Ministry of Transport also conducts public attitude surveys. These have been undertaken annually since 1994. They evaluate attitudes to road safety issues, primarily alcohol-impaired driving and speed. Surveys are carried out in May and June of each year by trained interviewers who conduct interviews with respondents in their homes. The sample is chosen to be representative of the New Zealand adult population, and includes men and women aged 15 and over from towns, cities and rural areas throughout New Zealand.

The results of these surveys are available from:

http://www.transport.govt.nz/research/PublicAttitudesToRoadSafety-Survey/

General explanatory notes

1. Crash and casualty information in this report generally includes data for both council roads and state highways. Some tables and charts can separate this information, however figures 8.1–8.26 provide information for council roads only.

3. Traffic flows are based on Road Asset Maintenance and Management (RAMM) data from December 2009. As different road controlling authorities update flow data in RAMM at different times some data will be more up to date than other data, hence caution should be exercised when comparing traffic flow based crash rates in one authority with those of other authorities particularly as the traffic flow data (VKT) used in the calculations can not be considered definitive. Comparisons should be considered as indicative only.

4. With four to five categories of road for each council authority, some categories will only have short lengths of road. This may cause significant variation in the calculated crash and casualty rates.

5. The crash numbers include all those within the road controlling authority. The crash numbers used in the crash rate section can, however, vary slightly from the remainder of the document as only ‘on road’ crashes can be used. These are crashes on roads that have traffic volume information recorded. Crashes that occurred in car parks, reserves, beaches etc. are excluded.

6. The severity of a crash is determined as the most severely injured casualty in the crash. Injury severity is classified as fatal, serious, or minor as follows:
   - **Fatal**: Injuries that result in death within 30 days of a crash.
   - **Serious**: Fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock necessitating medical treatment, and any injury involving removal to and detention in hospital.
   - **Minor**: Injuries which are not serious but which require first aid, or cause discomfort or pain to the person injured, eg sprains and bruises.

7. Ethnicity of road users involved in crashes can now be recorded on traffic crash reports, although some reports may not include this data. Figures 3.25 and 3.26 shows the ethnicity of casualties, where known. Ethnicity is divided into five different groups. Only data for 2005 to 2009 is available. The graph includes all casualties irrespective of culpability.
   - **NOTE**: Ethnicity data should be treated with caution as the data can be considered subjective and incomplete.
8. For the licence status grouping in Figures 3.27 and 3.28 the ‘no/wrong licence’ group includes drivers who have never held a licence or have an expired or wrong class licence. This graph includes all drivers irrespective of injury or culpability.

9. See appendix for detailed descriptions of:
   • crash movement types and crash movement groupings (for Figures 4.1–4.4)
   • grouping of factors contributing to crashes (for Figures 5.1–5.14)
Crash Rates and Costs
Crash reporting rates

The ratio of ‘reported serious injuries’ can be assessed by comparing seriously injured casualty numbers from Police crash reports to hospital admissions, given that a serious injury is generally one requiring hospital attention.

Figure 1.1 below indicates the serious injury reporting rate for each region.

**Figure 1.1 Reporting rate serious injuries to hospital admissions**

<table>
<thead>
<tr>
<th>Region</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northland</td>
<td>30%</td>
<td>28%</td>
<td>34%</td>
<td>38%</td>
<td>27%</td>
</tr>
<tr>
<td>Auckland</td>
<td>17%</td>
<td>20%</td>
<td>16%</td>
<td>18%</td>
<td>18%</td>
</tr>
<tr>
<td>Waikato</td>
<td>40%</td>
<td>38%</td>
<td>50%</td>
<td>47%</td>
<td>40%</td>
</tr>
<tr>
<td>Bay of Plenty</td>
<td>32%</td>
<td>37%</td>
<td>38%</td>
<td>29%</td>
<td>27%</td>
</tr>
<tr>
<td>Gisborne</td>
<td>32%</td>
<td>26%</td>
<td>31%</td>
<td>28%</td>
<td>27%</td>
</tr>
<tr>
<td>Hawkes Bay</td>
<td>80%</td>
<td>75%</td>
<td>59%</td>
<td>68%</td>
<td>42%</td>
</tr>
<tr>
<td>Taranaki</td>
<td>55%</td>
<td>65%</td>
<td>79%</td>
<td>41%</td>
<td>36%</td>
</tr>
<tr>
<td>Manawatu-Wanganui</td>
<td>38%</td>
<td>34%</td>
<td>35%</td>
<td>36%</td>
<td>31%</td>
</tr>
<tr>
<td>Wellington</td>
<td>68%</td>
<td>61%</td>
<td>74%</td>
<td>55%</td>
<td>48%</td>
</tr>
<tr>
<td>Nelson-Marlborough</td>
<td>44%</td>
<td>52%</td>
<td>54%</td>
<td>50%</td>
<td>39%</td>
</tr>
<tr>
<td>West Coast</td>
<td>53%</td>
<td>55%</td>
<td>59%</td>
<td>53%</td>
<td>54%</td>
</tr>
<tr>
<td>Canterbury</td>
<td>47%</td>
<td>42%</td>
<td>49%</td>
<td>45%</td>
<td>43%</td>
</tr>
<tr>
<td>Otago</td>
<td>99%</td>
<td>85%</td>
<td>77%</td>
<td>69%</td>
<td>39%</td>
</tr>
<tr>
<td>Southland</td>
<td>78%</td>
<td>103%</td>
<td>73%</td>
<td>53%</td>
<td>39%</td>
</tr>
<tr>
<td><strong>New Zealand</strong></td>
<td>36%</td>
<td>35%</td>
<td>37%</td>
<td>35%</td>
<td>33%</td>
</tr>
</tbody>
</table>

This is the ratio of the number of persons with serious injuries in reported crashes divided by the number of persons admitted to hospital with serious injuries.

These variations in reporting rates need to be considered when viewing the trends in crashes and casualties shown in this report.

**Note: These values should be considered indicative only.**
### Figure 1.2 Crashes per 100 million vehicle kilometres travelled

<table>
<thead>
<tr>
<th></th>
<th>Council roads</th>
<th>State Highways</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Urban</td>
<td>Rural</td>
</tr>
<tr>
<td>Young Drivers</td>
<td>37</td>
<td>29</td>
</tr>
<tr>
<td>All NZ</td>
<td>37</td>
<td>29</td>
</tr>
<tr>
<td>Older Drivers</td>
<td>37</td>
<td>29</td>
</tr>
</tbody>
</table>

### Figure 1.3 Casualties per 100 million vehicle kilometres travelled

<table>
<thead>
<tr>
<th></th>
<th>Council roads</th>
<th>State Highways</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Urban</td>
<td>Rural</td>
</tr>
<tr>
<td>Young Drivers</td>
<td>46</td>
<td>42</td>
</tr>
<tr>
<td>All NZ</td>
<td>46</td>
<td>42</td>
</tr>
<tr>
<td>Older Drivers</td>
<td>46</td>
<td>42</td>
</tr>
</tbody>
</table>

**Warning:** These two tables can be ignored for the Young Drivers and Older Drivers as there is no reliable data as to distances travelled by specific drivers.
Figure 1.4 Peer group crash and casualty rates

<table>
<thead>
<tr>
<th>Region name</th>
<th>Council roads</th>
<th>State Highways</th>
<th>Council roads</th>
<th>State Highways</th>
<th>Crashes per 100 million vehicle kilometres travelled</th>
<th>Casualties per 100 million vehicle kilometres travelled</th>
<th>2009 Population</th>
<th>% of rural crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auckland</td>
<td>23</td>
<td>33</td>
<td>29</td>
<td>40</td>
<td>14</td>
<td>29</td>
<td>42</td>
<td>19</td>
</tr>
<tr>
<td>Bay of Plenty</td>
<td>16</td>
<td>28</td>
<td>29</td>
<td>17</td>
<td>17</td>
<td>22</td>
<td>35</td>
<td>24</td>
</tr>
<tr>
<td>Gisborne</td>
<td>27</td>
<td>31</td>
<td>21</td>
<td>28</td>
<td>28</td>
<td>38</td>
<td>41</td>
<td>38</td>
</tr>
<tr>
<td>Hawkes Bay</td>
<td>32</td>
<td>46</td>
<td>30</td>
<td>37</td>
<td>24</td>
<td>44</td>
<td>57</td>
<td>48</td>
</tr>
<tr>
<td>Manawatu Wanganui</td>
<td>27</td>
<td>39</td>
<td>25</td>
<td>31</td>
<td>18</td>
<td>38</td>
<td>47</td>
<td>42</td>
</tr>
<tr>
<td>Nelson Marlborough</td>
<td>25</td>
<td>39</td>
<td>23</td>
<td>22</td>
<td>20</td>
<td>33</td>
<td>47</td>
<td>27</td>
</tr>
<tr>
<td>Southland</td>
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<td>71</td>
<td>32</td>
<td>57</td>
<td>24</td>
<td>138</td>
<td>102</td>
<td>77</td>
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<td>32</td>
<td>14</td>
<td>34</td>
<td>49</td>
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<td>24</td>
<td>14</td>
<td>67</td>
<td>51</td>
<td>31</td>
</tr>
<tr>
<td>Chathams</td>
<td>1109</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>91</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Northland</td>
<td>26</td>
<td>34</td>
<td>34</td>
<td>20</td>
<td>22</td>
<td>39</td>
<td>43</td>
<td>49</td>
</tr>
<tr>
<td>Otago</td>
<td>47</td>
<td>73</td>
<td>43</td>
<td>47</td>
<td>21</td>
<td>69</td>
<td>103</td>
<td>65</td>
</tr>
<tr>
<td>Taranaki</td>
<td>28</td>
<td>45</td>
<td>31</td>
<td>30</td>
<td>22</td>
<td>39</td>
<td>58</td>
<td>45</td>
</tr>
<tr>
<td>Waikato</td>
<td>32</td>
<td>40</td>
<td>29</td>
<td>22</td>
<td>19</td>
<td>45</td>
<td>50</td>
<td>39</td>
</tr>
<tr>
<td>West Coast</td>
<td>38</td>
<td>35</td>
<td>24</td>
<td>20</td>
<td>22</td>
<td>55</td>
<td>48</td>
<td>38</td>
</tr>
</tbody>
</table>

All New Zealand  | 26  | 38  | 29  | 28  | 18  | 36  | 48  | 42  | 38  | 26  | 4331000 | 41 |

N/A : Denotes that data for vehicle kilometres travelled (VKT) is not available or inappropriate for some categories.
Crashes and casualties per 100 million VKT are based on five years of reported injury on-road crash data (2005-2009) and December 2009 VKT estimates.
Crashes and casualties per 10,000 population are based on five-year average crash data (2005-2009) and Statistics NZ 2009 population estimates.
Figure 1.5 Crashes per 100 million vehicle-kilometres travelled - urban council roads

Crash Rates and Costs
Figure 1.6 Crashes per 100 million vehicle-kilometres travelled - rural council roads
Figure 1.7 Crashes per 100 million vehicle kilometres travelled - urban state highways

Crash Rates and Costs
Figure 1.8 Crashes per 100 million vehicle-kilometres travelled - rural state highways

Crashes per 100 million vkt

- Chathams
- Gisborne
- Hawkes Bay
- Southland
- Northland
- West Coast
- Taranaki
- Otago
- Nelson Marlborough
- Waikato
- All New Zealand
- Manawatu Wanganui
- Bay of Plenty
- Canterbury
- Greater Wellington
- Auckland
Figure 1.9 Crashes per 10,000 people
Young Drivers

Figure 1.10 Casualties per 10,000 people
Young Drivers
The social costs of a road crash and the associated injuries include a number of different elements:

- Loss of life and life quality
- Loss of output due to temporary incapacitation
- Medical costs
- Legal costs
- Property damage costs

The average value of a loss of life due to a road crash is estimated by the amount of money the New Zealand population would be willing to pay for a safety improvement that would result in the expected avoidance of one premature death. This is the willingness to pay based value of statistical life or VOSL. The VOSL was established at $2 million in 1991. This has been indexed to the average hourly earnings (ordinary time) to express the value in current dollars. The updated VOSL is $3.5 million (in June 2009 dollars). Based on several international and New Zealand studies on VOSL, the average loss of life quality for permanent impairments due to a serious and a minor injury were estimated to be 10% and 0.4% of the VOSL respectively.

Crash rates can vary due to reporting rates. These are adjusted on a regional basis in this report by comparing with hospitalisation rates.

The other social cost components are estimated based on a number of studies conducted during the early to mid-1990s and are updated for price changes by indexing to an appropriate price index.


The average social cost per reported crash (in June 2009 dollars) are estimated at:

- Rural fatal crash $4,260,000
- Rural serious crash $820,000
- Rural minor crash $91,000
- Urban fatal crash $3,775,000
- Urban serious crash $699,000
- Urban minor crash $82,000

These values include an allowance for non-reported injury crashes, and the totals in Fig. 1.11 also include an allowance for non-injury crashes.
Crash Counts
### Figure 2.1: Crash numbers and severity 2005 to 2009 - whole Region

<table>
<thead>
<tr>
<th>Year</th>
<th>All NZ</th>
<th>Fatal crashes</th>
<th>Serious crashes</th>
<th>Minor crashes</th>
<th>Total injury crashes</th>
<th>Non-injury crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td></td>
<td>142</td>
<td>818</td>
<td>3593</td>
<td>4553</td>
<td>n/a</td>
</tr>
<tr>
<td>2006</td>
<td></td>
<td>121</td>
<td>826</td>
<td>3802</td>
<td>4749</td>
<td>n/a</td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td>127</td>
<td>824</td>
<td>4103</td>
<td>5054</td>
<td>n/a</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td>124</td>
<td>801</td>
<td>3808</td>
<td>4733</td>
<td>n/a</td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td>112</td>
<td>756</td>
<td>3632</td>
<td>4500</td>
<td>n/a</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>626</td>
<td>4025</td>
<td>18938</td>
<td>23589</td>
<td>100%</td>
</tr>
<tr>
<td>%</td>
<td></td>
<td>3%</td>
<td>17%</td>
<td>80%</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

### Figure 2.2: Crash numbers and severity 2005 to 2009 - urban roads

<table>
<thead>
<tr>
<th>Year</th>
<th>All NZ</th>
<th>Fatal crashes</th>
<th>Serious crashes</th>
<th>Minor crashes</th>
<th>Total injury crashes</th>
<th>Non-injury crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td></td>
<td>35</td>
<td>415</td>
<td>2231</td>
<td>2684</td>
<td>n/a</td>
</tr>
<tr>
<td>2006</td>
<td></td>
<td>41</td>
<td>454</td>
<td>2350</td>
<td>2845</td>
<td>n/a</td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td>33</td>
<td>443</td>
<td>2598</td>
<td>3074</td>
<td>n/a</td>
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<tr>
<td>2008</td>
<td></td>
<td>38</td>
<td>410</td>
<td>2435</td>
<td>2883</td>
<td>n/a</td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td>34</td>
<td>391</td>
<td>2359</td>
<td>2784</td>
<td>n/a</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>181</td>
<td>2116</td>
<td>11973</td>
<td>14270</td>
<td>100%</td>
</tr>
<tr>
<td>%</td>
<td></td>
<td>1%</td>
<td>15%</td>
<td>84%</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

### Figure 2.3: Crash numbers and severity 2005 to 2009 - rural roads

<table>
<thead>
<tr>
<th>Year</th>
<th>All NZ</th>
<th>Fatal crashes</th>
<th>Serious crashes</th>
<th>Minor crashes</th>
<th>Total injury crashes</th>
<th>Non-injury crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td></td>
<td>107</td>
<td>400</td>
<td>1362</td>
<td>1869</td>
<td>n/a</td>
</tr>
<tr>
<td>2006</td>
<td></td>
<td>80</td>
<td>372</td>
<td>1452</td>
<td>1904</td>
<td>n/a</td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td>94</td>
<td>381</td>
<td>1505</td>
<td>1980</td>
<td>n/a</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td>86</td>
<td>391</td>
<td>1537</td>
<td>1850</td>
<td>n/a</td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td>78</td>
<td>365</td>
<td>1273</td>
<td>1716</td>
<td>n/a</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>445</td>
<td>1909</td>
<td>6965</td>
<td>9319</td>
<td>100%</td>
</tr>
<tr>
<td>%</td>
<td></td>
<td>5%</td>
<td>22%</td>
<td>72%</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

### Figure 2.4: Casualty numbers and severity 2005 to 2009 - whole Region

<table>
<thead>
<tr>
<th>Year</th>
<th>All NZ</th>
<th>Fatal casualties</th>
<th>Serious casualties</th>
<th>Minor casualties</th>
<th>Total casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td></td>
<td>176</td>
<td>1059</td>
<td>5397</td>
<td>6632</td>
</tr>
<tr>
<td>2006</td>
<td></td>
<td>138</td>
<td>1069</td>
<td>5704</td>
<td>6911</td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td>150</td>
<td>1092</td>
<td>6080</td>
<td>7322</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td>141</td>
<td>1025</td>
<td>5510</td>
<td>6676</td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td>141</td>
<td>973</td>
<td>5293</td>
<td>6398</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>737</td>
<td>5218</td>
<td>27984</td>
<td>33939</td>
</tr>
<tr>
<td>%</td>
<td></td>
<td>2%</td>
<td>15%</td>
<td>82%</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Figure 2.5: Casualty numbers and severity 2005 to 2009 - urban roads

<table>
<thead>
<tr>
<th>Year</th>
<th>All NZ</th>
<th>Fatal casualties</th>
<th>Serious casualties</th>
<th>Minor casualties</th>
<th>Total casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td></td>
<td>39</td>
<td>493</td>
<td>3132</td>
<td>3664</td>
</tr>
<tr>
<td>2006</td>
<td></td>
<td>44</td>
<td>532</td>
<td>3335</td>
<td>3911</td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td>33</td>
<td>538</td>
<td>3648</td>
<td>4219</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td>41</td>
<td>478</td>
<td>3290</td>
<td>3809</td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td>38</td>
<td>458</td>
<td>3198</td>
<td>3694</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>195</td>
<td>2499</td>
<td>16603</td>
<td>39297</td>
</tr>
<tr>
<td>%</td>
<td></td>
<td>1%</td>
<td>13%</td>
<td>86%</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Figure 2.6: Casualty numbers and severity 2005 to 2009 - rural roads

<table>
<thead>
<tr>
<th>Year</th>
<th>All NZ</th>
<th>Fatal casualties</th>
<th>Serious casualties</th>
<th>Minor casualties</th>
<th>Total casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td></td>
<td>137</td>
<td>566</td>
<td>2265</td>
<td>2968</td>
</tr>
<tr>
<td>2006</td>
<td></td>
<td>94</td>
<td>537</td>
<td>2369</td>
<td>3000</td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td>117</td>
<td>554</td>
<td>2432</td>
<td>3103</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td>100</td>
<td>547</td>
<td>2220</td>
<td>2867</td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td>94</td>
<td>515</td>
<td>2095</td>
<td>2704</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>542</td>
<td>2719</td>
<td>11381</td>
<td>14642</td>
</tr>
<tr>
<td>%</td>
<td></td>
<td>4%</td>
<td>19%</td>
<td>78%</td>
<td>100%</td>
</tr>
</tbody>
</table>
Figure 2.7 Number of injury crashes
Young Drivers all roads (urban & rural)

Figure 2.8 Number of casualties
Young Drivers all roads (urban & rural)
Figure 2.9 Number of injury crashes
Young Drivers - urban

Figure 2.10 Number of casualties
Young Drivers - urban
Figure 2.11 Number of injury crashes
Young Drivers - rural

Figure 2.12 Number of casualties
Young Drivers - rural
Figure 2.13 Severity ratio - urban
Young Drivers

Note: This graph depicts the percentage of serious injury crashes (including those which resulted in death) to all injury crashes.

Figure 2.14 Severity ratio - rural
Young Drivers

Note: This graph depicts the percentage of serious injury crashes (including those which resulted in death) to all injury crashes.
Road User Statistics
Figure 3.1 Road user casualties - urban
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of casualties is shown against the data points.
* Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

Figure 3.2 Road user casualties - rural
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of casualties is shown against the data points.
* Denotes statistically significant difference between Local Authority and National or Peer Group Proportions
Figure 3.3 Male/female casualties - urban
Young Drivers

Figure 3.4 Male/female casualties - rural
Young Drivers

Note: This graph shows the number of male and female road users injured.
Figure 3.5 Male casualties by age
Young Drivers (2005-2009)

Figure 3.6 Female casualties by age
Young Drivers (2005-2009)
Figure 3.7 Car/van driver casualties
Young Drivers

% of all casualties

Note: While the graph plots percentages, the number of casualties is shown against the data points

- Dr 70 plus
- Dr 15-24
- All NZ

Year

2000 2001 2002 2003 2004 2005 2006 2007 2008 2009

Figure 3.8 Car/van driver casualties
Young Drivers

No. of casualties

Note: Dotted line represents the ten year trend line

Year

2000 2001 2002 2003 2004 2005 2006 2007 2008 2009
Figure 3.9 Car/van passenger casualties
Young Drivers

Figure 3.10 Car/van passenger casualties
Young Drivers

Note: While the graph plots percentages, the number of casualties is shown against the data points.

Note: Dotted line represents the ten year trend line.
Figure 3.11 Heavy vehicle casualties
Young Drivers

Note: While the graph plots percentages, the number of casualties is shown against the data points.

Figure 3.12 Heavy vehicle casualties
Young Drivers

Note: Dotted line represents the ten year trend line
Figure 3.15 Pedestrian casualties
Young Drivers

Note: While the graph plots percentages, the number of casualties is shown against the data points.

Figure 3.16 Pedestrian casualties
Young Drivers

Note: Dotted line represents the ten year trend line.
Figure 3.17 Cyclist casualties
Young Drivers

Note: While the graph plots percentages, the number of casualties is shown against the data points.

Figure 3.18 Cyclist casualties
Young Drivers

Note: Dotted line represents the ten year trend line
Figure 3.19 Car/van driver casualty age
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of casualties is shown against the data points. The population line shows the age distribution for the TLA being analysed.

Figure 3.20 Car/van passenger casualty age
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of casualties is shown against the data points. The population line shows the age distribution for the TLA being analysed.
Figure 3.21 Heavy vehicle casualty age
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of casualties is shown against the data points. The population line shows the age distribution for the TLA being analysed.

Figure 3.22 Motorcyclist casualty age
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of casualties is shown against the data points. The population line shows the age distribution for the TLA being analysed.
Figure 3.23 Pedestrian casualty age
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of casualties is shown against the data points. The population line shows the age distribution for the TLA being analysed.

Figure 3.24 Cyclist casualty age
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of casualties is shown against the data points. The population line shows the age distribution for the TLA being analysed.
Figure 3.25 Casualty ethnicity - urban
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of crashes is shown against the data points.
*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

Figure 3.26 Casualty ethnicity - rural
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of crashes is shown against the data points.
*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions
**Figure 3.27 Licence status - urban**

Young Drivers

Note: This graph shows drivers by licence status as % of all drivers involved in injury crashes.

- Learner/Restricted
- No/Wrong Licence
- Forbidden/Disqualified
- Full Licence
- Unknown
- Overseas

**Figure 3.28 Licence status - rural**

Young Drivers

Note: This graph shows drivers by licence status as % of all drivers involved in injury crashes.

- Learner/Restricted
- No/Wrong Licence
- Forbidden/Disqualified
- Full Licence
- Unknown
- Overseas
Crash Type Statistics
Figure 4.1 Crash movement type - urban
Young Drivers (2005-2009)

- Overtaking
- Pedestrian vs vehicle
- Crossing / Turning
- Rear end / obstruction
- Bend -lost control/head on
- Straight -lost control/head on
- Miscellaneous

% of urban crashes

Note: While the graph plots percentages, the number of crashes is shown against the data points.
*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

Figure 4.2 Crash movement type - rural
Young Drivers roads (2005-2009)

- Overtaking
- Pedestrian vs vehicle
- Crossing / Turning
- Rear end / obstruction
- Bend -lost control/head on
- Straight -lost control/head on
- Miscellaneous

% of rural crashes

Note: While the graph plots percentages, the number of crashes is shown against the data points.
*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions
Figure 4.3 Crash movement type - trends
Young Drivers - urban roads

No. of crashes

Year

Figure 4.4 Crash movement type - trends
Young Drivers - rural roads

No. of crashes

Year

Crash Type Statistics
Figure 4.5 Failed to give way / stop
Young Drivers - urban roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Figure 4.6 Bend - lost control / head - on
Young Drivers - rural roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.
Crash Factor Statistics
**Figure 5.1 Contributing factors - urban Young Drivers (2005-2009)**

- **Weather**: 438
- **Road factors**: 1179
- **Vehicle factors**: 478
- **Cyclist factors**: 270
- **Pedestrian factors**: 372
- **Disabled/old/ill**: 26
- **Fatigue**: 465
- **Poor judgement**: 2127
- **Poor observation**: 6460
- **Poor handling**: 2266
- **Incorrect lanes/position**: 1453
- **Over-taking**: 300
- **Failed to keep left**: 357
- **Failed to g.w./stop**: 2779
- **Too fast**: 461
- **Alcohol involved**: 2484

**Note:** While the graph plots percentages, the number of crashes is shown against the data points. *Denotes statistically significant difference between Local Authority and National or Peer Group Proportions.

**Figure 5.2 Contributing factors - rural Young Drivers (2005-2009)**

- **Weather**: 443
- **Road factors**: 1387
- **Vehicle factors**: 557
- **Cyclist factors**: 23
- **Pedestrian factors**: 41
- **Disabled/old/ill**: 21
- **Fatigue**: 195
- **Poor judgement**: 2555
- **Poor observation**: 3076
- **Poor handling**: 1171
- **Incorrect lanes/position**: 871
- **Over-taking**: 302
- **Failed to keep left**: 553
- **Failed to g.w./stop**: 871
- **Too fast**: 2655
- **Alcohol involved**: 1541

**Note:** While the graph plots percentages, the number of casualties is shown against the data points. *Denotes statistically significant difference between Local Authority and National or Peer Group Proportions.
Figure 5.5 Contributing factor trends
Young Drivers - urban roads

Figure 5.6 Contributing factor trends
Young Drivers - urban roads
Figure 5.7 Alcohol involved trend
Young Drivers - urban roads

% of urban crashes involving alcohol

Year

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Dr 70 plus  Dr 15-24  All NZ

Figure 5.8 Speed involved trend
Young Drivers - urban roads

% of urban crashes involving speed

Year

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Dr 70 plus  Dr 15-24  All NZ
Figure 5.9 Contributing factor trends
Young Drivers - rural roads

Figure 5.10 Contributing factor trends
Young Drivers - rural roads
Figure 5.11 Contributing factor trends
Young Drivers - rural roads

Year
No. of rural crashes

Vehicle factors Incorrect lanes/position Poor observation Over-taking

Figure 5.12 Contributing factor trends
Young Drivers - rural roads

Year
No. of rural crashes

Weather Disabled/old/ill Pedestrian factors Cyclist factors
Figure 5.13 Alcohol involved trend
Young Drivers - rural roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Figure 5.14 Speed involved trend
Young Drivers - rural roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.
Environmental Statistics
Figure 6.1 Crashes not on state highways
Young Drivers - urban roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

- Dr 70 plus
- Dr 15-24
- All NZ

Figure 6.2 Crashes not on state highways
Young Drivers - rural roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

- Dr 70 plus
- Dr 15-24
- All NZ
Figure 6.3 Intersection crashes
Young Drivers - urban roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Figure 6.4 Intersection crashes
Young Drivers - rural roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.
Figure 6.5 Wet road crashes
Young Drivers - urban roads

<table>
<thead>
<tr>
<th>Year</th>
<th>% of urban crashes on wet roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>570</td>
</tr>
<tr>
<td>2001</td>
<td>647</td>
</tr>
<tr>
<td>2002</td>
<td>676</td>
</tr>
<tr>
<td>2003</td>
<td>684</td>
</tr>
<tr>
<td>2004</td>
<td>588</td>
</tr>
<tr>
<td>2005</td>
<td>662</td>
</tr>
<tr>
<td>2006</td>
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<td>2007</td>
<td>686</td>
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<tr>
<td>2008</td>
<td>676</td>
</tr>
<tr>
<td>2009</td>
<td>635</td>
</tr>
</tbody>
</table>

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Figure 6.6 Wet road crashes
Young Drivers - rural roads

<table>
<thead>
<tr>
<th>Year</th>
<th>% of rural crashes on wet roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>506</td>
</tr>
<tr>
<td>2001</td>
<td>519</td>
</tr>
<tr>
<td>2002</td>
<td>557</td>
</tr>
<tr>
<td>2003</td>
<td>627</td>
</tr>
<tr>
<td>2004</td>
<td>546</td>
</tr>
<tr>
<td>2005</td>
<td>605</td>
</tr>
<tr>
<td>2006</td>
<td>605</td>
</tr>
<tr>
<td>2007</td>
<td>574</td>
</tr>
<tr>
<td>2008</td>
<td>506</td>
</tr>
<tr>
<td>2009</td>
<td>540</td>
</tr>
</tbody>
</table>

Note: While the graph plots percentages, the number of crashes is shown against the data points.
Figure 6.7 Crashes in darkness
Young Drivers - urban roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Figure 6.8 Crashes in darkness
Young Drivers - rural roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.
Figure 6.9 Unsealed road crashes
Young Drivers - rural roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Figure 6.10 Icy road crashes
Young Drivers - rural roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.
Figure 6.11 Collisions with objects
Young Drivers - urban roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Figure 6.12 Collisions with objects
Young Drivers - rural roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.
**Figure 6.13 Objects struck - urban**

Young Drivers (2005-2009)

- Ditch: 135
- Trees: 781
- Roadworks: 12
- Poles: 1078
- Other: 36
- Parked vehicle: 336
- Island/sign/kerb: 792
- Guardrail: 137
- Fence/building: 1152
- Over bank: 180
- Cliff/bank: 333
- Bridge: 42
- Animals: 11

% of urban crashes

Note: While the graph plots percentages, the number of crashes is shown against the data points.
*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

---

**Figure 6.14 Objects struck - rural**

Young Drivers (2005-2009)

- Ditch: 1192
- Trees: 782
- Roadworks: 15
- Poles: 679
- Other: 350
- Parked vehicle: 100
- Island/sign/kerb: 291
- Guardrail: 544
- Fence/building: 1490
- Over bank: 500
- Cliff/bank: 1215
- Bridge: 160
- Animals: 14

% of rural crashes

Note: While the graph plots percentages, the number of crashes is shown against the data points.
*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions
Date and Time Statistics
Figure 7.1 Time pattern over average week
Young Drivers (2005-2009)
Figure 7.2 Day of week (6 a.m. to 6 a.m.)
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of crashes is shown against the data points.
*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

Figure 7.3 Month of year
Young Drivers (2005-2009)

Note: While the graph plots percentages, the number of crashes is shown against the data points.
*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions
Local Road Statistics
Figure 8.1 Number of injury crashes
Young Drivers - council roads (urban & rural)

Figure 8.2 Number of casualties
Young Drivers - council roads (urban & rural)
**Figure 8.3 Number of injury crashes**

*Young Drivers - urban council roads*

```
<table>
<thead>
<tr>
<th>Year</th>
<th>No. of crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>61</td>
</tr>
<tr>
<td>2001</td>
<td>64</td>
</tr>
<tr>
<td>2002</td>
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<td>2007</td>
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<tr>
<td>2008</td>
<td>105</td>
</tr>
<tr>
<td>2009</td>
<td>99</td>
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</table>
```

Legend:
- Minor
- Serious
- Fatal

**Figure 8.4 Number of casualties**

*Young Drivers - urban council roads*

```
<table>
<thead>
<tr>
<th>Year</th>
<th>No. of casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
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<tr>
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<td>2008</td>
<td>122</td>
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<tr>
<td>2009</td>
<td>125</td>
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</tbody>
</table>
```

Legend:
- Minor
- Serious
- Fatal
Figure 8.5 Number of injury crashes
Young Drivers - rural council roads

Figure 8.6 Number of casualties
Young Drivers - rural council roads
**Figure 8.7 Crash movement type - urban**
Young Drivers council roads (2005-2009)

<table>
<thead>
<tr>
<th>Category</th>
<th>All NZ LR</th>
<th>Dr 15-24 LR</th>
<th>Dr 70 plus LR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overtaking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian vs vehicle</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crossing / Turning</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear end / obstruction</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bend -lost control/head on</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Straight -lost control/head on</td>
<td></td>
<td></td>
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<tr>
<td>Miscellaneous</td>
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</tbody>
</table>

**Figure 8.8 Crash movement type - rural**
Young Drivers council roads (2005-2009)

<table>
<thead>
<tr>
<th>Category</th>
<th>All NZ LR</th>
<th>Dr 15-24 LR</th>
<th>Dr 70 plus LR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overtaking</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian vs vehicle</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Crossing / Turning</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear end / obstruction</td>
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<td></td>
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</tr>
<tr>
<td>Bend -lost control/head on</td>
<td></td>
<td></td>
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<tr>
<td>Straight -lost control/head on</td>
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</tr>
<tr>
<td>Miscellaneous</td>
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</tbody>
</table>

Note: While the graph plots percentages, the number of crashes is shown against the data points.

*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions.
Figure 8.9 Crash movement type - Trends
Young Drivers - urban council roads

Figure 8.10 Crash movement type - Trends
Young Drivers - rural council roads
Figure 8.12 Bend - lost control / head - on
Young Drivers - rural council roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

---

Figure 8.11 Failed to give way/stop
Young Drivers - urban council roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.
Figure 8.13 Contributing factors - urban
Young Drivers council roads (2005-2009)

<table>
<thead>
<tr>
<th>Factor</th>
<th>All NZ LR</th>
<th>Dr 15-24 LR</th>
<th>Dr 70 plus LR</th>
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</thead>
<tbody>
<tr>
<td>Weather</td>
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<td></td>
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</tr>
<tr>
<td>Road factors</td>
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<td></td>
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<td>Vehicle factors</td>
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</tr>
<tr>
<td>Cyclist factors</td>
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<td></td>
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</tr>
<tr>
<td>Pedestrian factors</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disabled/old/ill</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatigue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poor judgement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poor observation</td>
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<td></td>
<td></td>
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<tr>
<td>Poor handling</td>
<td></td>
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<tr>
<td>Incorrect lanes/position</td>
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<td></td>
</tr>
<tr>
<td>Over-taking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Failed to keep left</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Failed to g.w./stop</td>
<td></td>
<td></td>
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<tr>
<td>Too fast</td>
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<tr>
<td>Alcohol involved</td>
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Note: While the graph plots percentages, the number of crashes is shown against the data points.

*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

---

Figure 8.14 Contributing factors - rural
Young Drivers council roads (2005-2009)

<table>
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<tr>
<th>Factor</th>
<th>All NZ LR</th>
<th>Dr 15-24 LR</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Weather</td>
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<tr>
<td>Road factors</td>
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<td></td>
<td></td>
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<tr>
<td>Vehicle factors</td>
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<tr>
<td>Cyclist factors</td>
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</tr>
<tr>
<td>Pedestrian factors</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Disabled/old/ill</td>
<td></td>
<td></td>
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<tr>
<td>Fatigue</td>
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<td></td>
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<tr>
<td>Poor judgement</td>
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<tr>
<td>Poor observation</td>
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<tr>
<td>Poor handling</td>
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</tr>
<tr>
<td>Incorrect lanes/position</td>
<td></td>
<td></td>
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<tr>
<td>Over-taking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Failed to keep left</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Failed to g.w./stop</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Too fast</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Alcohol involved</td>
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</table>

Note: While the graph plots percentages, the number of casualties is shown against the data points.

*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions
Figure 8.15 Intersection crashes
Young Drivers - urban council roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Figure 8.16 Intersection crashes
Young Drivers - rural council roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.
Figure 8.17 Wet road crashes
Young Drivers - urban council roads

% urban crashes on wet roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

- Dr 70 plus LR
- Dr 15-24 LR
- All NZ LR

Figure 8.18 Wet road crashes
Young Drivers - rural council roads

% of rural crashes on wet roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

- Dr 70 plus LR
- Dr 15-24 LR
- All NZ LR
Figure 8.19 Crashes in darkness
Young Drivers - urban council roads

Figure 8.20 Crashes in darkness
Young Drivers - rural council roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.
Figure 8.21 Crashes on unsealed roads
Young Drivers - rural council roads

% rural crashes on unsealed roads

2000 2001 2002 2003 2004 2005 2006 2007 2008 2009
Year

Note: While the graph plots percentages, the number of crashes is shown against the data points.

- Dr 70 plus LR
- Dr 15-24 LR
- All NZ LR

Figure 8.22 Icy road crashes
Young Drivers - rural council roads

% rural crashes on icy roads

2000 2001 2002 2003 2004 2005 2006 2007 2008 2009
Year

Note: While the graph plots percentages, the number of crashes is shown against the data points.

- Dr 70 plus LR
- Dr 15-24 LR
- All NZ LR
Figure 8.23 Collisions with objects
Young Drivers - urban council roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Dr 70 plus LR  Dr 15-24 LR  All NZ LR

Figure 8.24 Collisions with objects
Young Drivers - rural council roads

Note: While the graph plots percentages, the number of crashes is shown against the data points.

Dr 70 plus LR  Dr 15-24 LR  All NZ LR
Figure 8.25 Objects struck - urban
Young Drivers council roads (2005-2009)

Figure 8.26 Objects struck - rural
Young Drivers council roads (2005-2009)

Note: While the graph plots percentages, the number of crashes is shown against the data points.
*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions
• Groupings of crash types
• Grouping of contributing factors
• General factor list
• General movement types
Explanatory notes for the appendix

1. Each traffic crash report has a diagram and a description of what happened. These are used to classify the movements the vehicles were making when they crashed eg 'collided with parked vehicle', or 'lost control while overtaking'. In this report, crash types are grouped into seven categories. The following page shows the types of crashes which are included in each group.

2. Traffic crash reports also include information on why the crash occurred, or on factors contributing to the crash. In this report the hundreds of contributing factor codes used by New Zealand Transport Agency have been condensed into 16 groups for practical reasons. Lists of the factor groups used in this report, and of all the contributing factors used by New Zealand Transport Agency, are shown on the following pages.

3. Note that in the year 2000 there were some minor changes to the contributing factor groups. The most significant change was that 'inattention' was grouped with 'inadequate check' to form 'poor observation'. This allowed a more accurate assessment of 'fatigue' as a contributing factor, as it now has its own grouping.

4. The factor group 'poor handling' includes factor codes that were only introduced in 1998. This could explain why there may have been a sudden change at this time.

5. The coding of the factors contributing to a crash is subjective. Therefore analysis using contributing factor groups needs to be interpreted with caution. Also, to effectively target safety or enforcement campaigns more analysis of the specific contributing factors involved may be needed.

6. It should be noted that a traffic crash generally has more than one contributing factor. Therefore, adding the number of crashes on graphs showing the number of crashes with a given factor or factor group will be greater than the total number of crashes in the city or district.
Groupings of crash types

Overtaking

Straight - Lost control / Head on

Bend - Lost control / Head on

Rear end / Obstruction

Crossing / Turning

Pedestrian vs Vehicle

Miscellaneous

Appendix
### Groupings of contributing factors

<table>
<thead>
<tr>
<th>Factor group</th>
<th>Factor codes included</th>
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<td>Alcohol involved</td>
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<tr>
<td></td>
<td>103 – 109</td>
</tr>
<tr>
<td>Too fast</td>
<td>110 – 119</td>
</tr>
<tr>
<td></td>
<td>430 – 432</td>
</tr>
<tr>
<td>Failed to give way or stop</td>
<td>300 – 314</td>
</tr>
<tr>
<td></td>
<td>320 – 328</td>
</tr>
<tr>
<td>Failed to keep left</td>
<td>120 – 128</td>
</tr>
<tr>
<td></td>
<td>205</td>
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<td>Overtaking</td>
<td>150 – 161</td>
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<td>170 – 183</td>
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<td>440 – 448</td>
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<td>137 – 149</td>
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<td>420 – 429</td>
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<td>Poor observation</td>
<td>330 – 360</td>
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<td>370 – 379</td>
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<td>Poor judgement</td>
<td>380 – 387</td>
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<tr>
<td>Fatigue</td>
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</tr>
<tr>
<td>Disabled, old age or illness</td>
<td>500 – 507</td>
</tr>
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<td>Pedestrian factors</td>
<td>700 – 731</td>
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<td>Any factor coded against a cyclist</td>
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<tr>
<td>Vehicle factors</td>
<td>136, 600 – 699</td>
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<tr>
<td>Road factors</td>
<td>135, 800 – 899</td>
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<tr>
<td>Weather</td>
<td>900 – 909</td>
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</table>

Note:

The following factor codes are not included as they do not fit adequately into any of the above groupings: 102, 106, 190–198, 433, 434, 510–534 and 910–999.
<table>
<thead>
<tr>
<th>TYPE</th>
<th>A</th>
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<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>O</th>
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<td><strong>OVERTAKING AND LANE CHANGE</strong></td>
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<td>A</td>
<td></td>
<td>PULLING OUT OR CHANGING LANE TO RIGHT</td>
<td>HEAD ON</td>
<td>CUTTING IN OR CHANGING LANE TO LEFT</td>
<td>LOST CONTROL (OVERTAKING VEHICLE)</td>
<td>SIDE ROAD</td>
<td>LOST CONTROL (OVERTAKEN VEHICLE)</td>
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<td>OFF ROADWAY TO LEFT</td>
<td>OFF ROADWAY TO RIGHT</td>
<td>MISSED INTERSECTION OR END OF ROAD</td>
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</tr>
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<td></td>
<td>PARKED VEHICLE</td>
<td>CRASH OR BROKEN DOWN</td>
<td>NON VEHICULAR OBSTRUCTIONS (INCLUDING ANIMALS)</td>
<td>WORKMAN VEHICLE</td>
<td>OPENING DOOR</td>
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<td>CROSS TRAFFIC</td>
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<td>SIGNALS</td>
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<td>LEFT TURN SIDE SIDE SWIPE</td>
<td>STOPPED OR TURNING FROM LEFT SIDE</td>
<td>NEAR CENTRE LINE</td>
<td>OVERCHASING VEHICLE</td>
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<td>TWO TURNING</td>
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<tr>
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<td>&quot;U&quot; TURN</td>
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<td>ENTERTING ON LEAVING FROM SAME SIDE</td>
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<td>REVERSING ALONG ROAD</td>
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<td>LEFT TURN LEFT SIDE</td>
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<td>LEFT TURN RIGHT SIDE</td>
<td>RIGHT TURN LEFT SIDE</td>
<td>MANOEUVRING VEHICLE</td>
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<td>P</td>
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<td>WALKING WITH TRAFFIC</td>
<td>WALKING FACING TRAFFIC</td>
<td>CHILD PLAYING (INCLUDING TRICYCLE)</td>
<td>ATTENDING TO VEHICLE</td>
<td>ENTERTING OR LEAVING VEHICLE</td>
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<td>MISCELLANEOUS</td>
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</table>

* = Movement applies for left and right hand bends, curves or turns

For use with crash data from CAS (Version 2.8 May 2010)
FACTORS PROBABLY CONTRIBUTING TO CRASHES (Version 1.8–2 November 2009)

DRIVER CONTROL

100 Alcohol or drugs
101 Alcohol suspected
102 Alcohol test below limit
103 Alcohol test above limit or test refused
104 Alcohol test result unknown
105 Intoxicated non-driver (pedestrian / cyclist / passenger)
106 (MOT) only dead driver not suspect, tested neg
107
108 Drugs suspected
109 Drugs proven

110 Too fast for conditions
111 Cornering
112 On straight
113 Too fast for the road at intersection
114 Approaching railway crossing
115 When passing stationary school bus
116 At temporary speed limit
117 At crash or emergency

120 Failed to keep left
121 Swung wide on bend
122 Swung wide at intersection
123 Cutting corner on bend
124 Cutting corner at intersection
125 On straight section
126 Vehicle crossed raised median
127 Driving or riding abreast (cyclists more than 2 abreast)
128 Wandering or wobbling
129 Too far left / right

130 Lost control
131 When turning
132 Under heavy braking
133 Under heavy acceleration
134 When returning to seal from unsealed shoulder
135 Due to road conditions (requires road series code)
136 Due to vehicle fault (requires vehicle series code)
137 Avoiding another vehicle, pedestrian, party or obstacle on roadway
138 On unsealed road
139 End of seal

140 Failed to signal in time
141 When moving to left, pulling over to left
142 When turning left
143 When pulling out or moving to the right
144 When turning right
145 Incorrect Signal

150 Overtaking
151 Overtaking line of traffic or queue
152 Deliberately in the face of oncoming traffic
153 Failed to notice oncoming traffic
154 Misjudged speed or distance of oncoming traffic
155 At no passing line
156 With insufficient visibility
157 At an intersection without due care
158 When left without due care
159 Cut in after overtaking
160 Vehicle signalling right turn
161 Without care at a pedestrian crossing

170 Wrong lane or turned from wrong position
171 Turned right from incorrect lane
172 Turned left from incorrect lane
173 Travelled straight ahead from turning lane or flush median
174 Turned right from left side of road
175 Turned left from near centre line
176 Turned into incorrect lane
177 Weaving or cut in on multi-lane roads
178 Merged left to avoid slow vehicle
179 Long vehicle tracked outside lane

180 In line of traffic
181 Following too closely
182 Travelling unnecessarily slowly
183 Motorist crowded cyclist
184 Incorrect merging /diverging manoeuvre

190 Sudden action
191 Braked
192 Turned left
193 Turned right
194 Swepted to avoid pedestrian
195 Sweved to avoid animal
196 Sweved to avoid crash or broken down vehicle
197 Sweved to avoid vehicle
198 Sweved to avoid object or for unknown reason
199 Avoiding approaching emergency vehicle

200 Forbidden movements
201 Wrong way in one way street, motorway or roundabout
202 When turning or U turning contrary to a sign
203 Contrary to ‘in’ or “out” only driveway sign
204 Driving or riding in wrong direction
205 On incorrect side of island or median
206 Contrary to ‘no entry’ sign
207 In Car Park
208 Motor vehicle in cycle lane
209 Bus / Transit lane
210 Cyclist riding on ped-xing / ped signals

VEHICLE CONFLICTS

300 Failed to give way
301 At Stop sign
302 At Give Way sign
303 When turning to non-turning traffic
304 When deemed turning by markings, not geometry
305 When turning left, to opposing right traffic
306 To pedestrian on a crossing
307 When turning at signals to pedestrians
308 When entering roadway from driveway
309 To traffic approaching or crossing from the right
310 Failed to give way to one lane bridge / road
311 Failed to give way to pedestrian on footpath or verge
312 Entering roadway not from driveway or intersection
313 To emergency vehicle
314 Driver waved through

320 Did not stop
321 At stop sign
322 At steady red light
323 At steady red arrow
324 At steady amber light
325 At steady amber arrow
326 At flashing red lights (Rail Xing, Fire Xtn etc)
327 For police or flag person
328 For school patrol / kea crossing

330 Inattentive: failed to notice
331 Vehicle slowing, stopping or stationary in front
332 Bend in road
333 Indication of vehicle in front
334 Traffic lights
335 Intersection or its Stop / Give Way control
336 Other regulatory sign / markings
337 Warning sign
338 Direction, information signs / markings
339 Road works signs
340 Lane use arrows / markings/
341 Obstructions on Roadway

350 Attention diverted by:
351 Passengers
352 Scenery or persons outside vehicle
353 Other traffic
354 Animal or insect in vehicle
355 Trying to find intersection, house number, destination
356 Advertising or signs
357 Emotionally upset /road rage
358 Cigarette, radio, heater, AC, glove box, obj under drivers feet/pedals etc
359 Cell phone
360
361 Navigation device
362 CB radio/ non cell comms device
363 Driver dazzled

370 Did not see or look for another party until too late
371 Behind when reversing / manoeuvring
372 Behind when changing lanes position or direction (includes U-turns)
373 Behind when pulling out from parked position
374 Behind when opening door or leaving vehicle
375 When required to give way to traffic from another direction
376 Contrary to required to give way to pedestrians. When visibility obstructed by other vehicles
377 When visibility limited by roadside features
378 When first in queue on receiving green light

380 Misjudged speed, distance, size or position of:
381 Other vehicle coming from behind or alongside
382 Other vehicle coming from another direction with right of way
383 Pedestrian movement or intention
384 Towed vehicle, or while towing a vehicle
385 Size or position of fixed object or obstacle
386 Of own vehicle
387 Misjudged intentions of another party

GENERAL DRIVER

400 Inexperience
401 In driving fast, complex or heavy traffic
402 New driver showed inexperience
403 Driving unfamiliar vehicle
404 Overseas / migrant driver fails to adjust to NZ road rules and road conditions
405 Driver under instruction
406 At towing trailer / other vehicle
407 Driver over-reacted
408 Unsupervised cyclist

410 Fatigue (drowsy, tired, fell asleep)
411 Eating while driving
412 Lack of sleep
413 Exhaust fumes
414 Worked long hours before driving
415 Exceeded driving hours

420 Incorrect use of vehicle controls
421 Started in gear
422 Stalled engine
423 Wrong pedal
424 Footrest, stand
425 Ignition turned off (steering locked)
426 Lights not switched on
427 Foot slipped or caught under pedal
428 Parking brake not fully applied
429 Trailer coupling or safety chain not secured

430 Showing off
431 Racing
432 Playing chicken
433 Wheel spins / wheelies / doughnuts / drifting
434 Intimidating driving

440 Parked or stopped
441 Inadecently left at night: (not lit by street lights or park lights off)
442 At point of limited visibility
443 Not as close as practicable to side of road
444 On incorrect side of road
445 Double parked
446 In ‘No Stopping’ area
447 Not clear of road crossing
448 In cycle or Transit lane

GENERAL PERSON

500 Illness and disability
501 Illness with no warning e.g. heart attack, unexpected epilepsy
502 Physically disabled
503 Defective vision
504 Medical illness (not sudden) flu, diabetes
505 Mental illness (depression, psychosis)
506 Suicidal (but not successful)
507 Impaired ability due to old age

10. Intentional or criminal
511 Deliberate homicide (only if succeeded)
512 Intentional collision
513 Committed suicide (only if succeeded)
514 Evading enforcement
515 Object deliberately thrown at or dropped on vehicle / vehicle / shot at
516 Object thrown from vehicle
517 Stolen vehicle

20. Driver or passenger, boarding, leaving, in vehicle
521 Boarding moving vehicle
522 Intentionally leaving moving vehicle
523 Riding in insecure position
524 Interfered with driver
525 Opened door inadvertently
526 Overloaded vehicle (with passengers)
527 Child playing in parked vehicle

30. Miscellaneous person
531 Casualty drowned
532 Casualty thrown from vehicle
533 Equestrian not keeping to verge
534 Cyclist or M/cyclist wearing dark clothing
### VEHICLES

- **600** Lights and reflectors at fault or dirty
  - 601 Dazzling headlights
  - 602 Headlights inadequate or no headlights
  - 603 Headlights failed suddenly
  - 604 Brake-lights or indicators faulty or not fitted
  - 605 Tail-lights inadequate or no tail-lights
  - 606 Reflectors inadequate or no reflectors
  - 607 Lights or reflectors obscured

- **610** Brakes
  - 611 Parking brake failed
  - 612 Parking brake defective
  - 613 Service brake failed
  - 614 Service brake defective
  - 615 Jack-knifed

- **620** Steering
  - 621 Defective
  - 622 Failed suddenly

- **630** Tyres
  - 631 Puncture or blow-out
  - 632 Worn tread on tyre
  - 633 Incorrect tyre type
  - 634 Mixed treads / space savers

- **640** Windscreen or mirror
  - 641 Shattered windscreen
  - 642 Windscreen or rear window dirty
  - 643 Rear vision mirror not adjusted correctly
  - 644 No rear vision mirror
  - 645 Windscreen or rear window misted/frosted
  - 646 Inadequate or no sun-visors
  - 647 Inadequate or no windscreens wipers
  - 648 Cycle / Motorcycle visor, glasses, goggles or screen

- **650** Mechanical
  - 651 Engine failure
  - 652 Transmission failure (including chains and gears)
  - 653 Accelerator or throttle jammed

- **660** Body or chassis
  - 661 Body, chassis or frame (cycle, m/c) failure
  - 662 Suspension failure
  - 663 Failure of door catch or door not shut
  - 664 Inadequate mudguards
  - 665 Inadequate tow coupling
  - 666 Inadequate or no safety chain
  - 667 Bonnet catch failed
  - 668 Wheel off
  - 669 Broken axle
  - 670 Inconsistent colour
  - 671 Blind spot
  - 672 Seat belt / restraint failed
  - 673 Air-bag failed to inflate (fully)

- **680** Load
  - 681 Load interferes with driver
  - 682 Not well secured or load moved
  - 683 Over-hanging
  - 684 Load obscured vision
  - 685 Excess dimensions not adequately indicated
  - 686 Over dimension vehicle or load
  - 687 Load too heavy

- **690** Miscellaneous vehicle
  - 691 Emergency Vehicle attending emergency
  - 692 Vehicle caught fire
  - 693 Being towed
  - 694 Air-bag contributed to crash or injury
  - 695 Seatbelt / restraint absent or unusable
  - 696 Dangerous goods

### PEDESTRIANS

- **700** Walking along road
  - 701 Not keeping to footpath
  - 702 Not keeping to side of road
  - 703 Not facing oncoming traffic
  - 704 Not on outside of blind curve
  - 705 Wheelie ped inconsiderate or dangerous on footpath

- **710** Crossing road
  - 711 Walking heedless of traffic
  - 712 Stepping out from behind vehicles
  - 713 Running heedless of traffic
  - 714 Failed to use pedestrian crossing when one within 20 metres
  - 715 Waiting on roadway for moving traffic
  - 716 Confused by traffic or stepped back
  - 717 Suddenly stepped onto pedestrian crossing
  - 718 Not complying with traffic signals or school patrols
  - 719 Misjudged speed and / or distance of vehicle

- **720** Miscellaneous
  - 721 Pushing, working on or unloading vehicle
  - 722 Raising on road or unnecessarily on road
  - 723 Working on road
  - 724 Wearing dark clothing
  - 725 Vision obscured by umbrella or clothing
  - 726 Child escaped from supervision
  - 727 Unsupervised child
  - 728 Sitting / lying on road
  - 729 Pedestrian to / from school bus
  - 730 Pedestrian behind reversing / manoeuvring vehicle
  - 731 Overseas pedestrian
  - 732 Pedestrian attention diverted eg cigarette, cell phone, music player

### ROAD

- **800** Slippery
  - 801 Rain
  - 802 Frost or ice
  - 803 Snow or hail
  - 804 Loose material on seal
  - 805 Mud
  - 806 Oil / Diesel / Fuel
  - 807 Painted markings
  - 808 Recently graded
  - 809 Surface bleeding / defective

- **810** Surface
  - 811 Potholed
  - 812 Uneven
  - 813 Deep loose metal
  - 814 High crown
  - 815 Curve not well banked
  - 816 Edge badly defined or gave way
  - 817 Under construction or maintenance
  - 818 Unusually narrow
  - 819 Broken glass

- **820** Obstructed
  - 821 Fallen tree or branch
  - 822 Slip or subsidence
  - 823 Flood waters, large puddles, ford
  - 824 Road works not adequately lighted
  - 825 Road works not adequately signposted
  - 826 Roadside object fell on vehicle
  - 827 Object flicked up by vehicle

- **830** Visibility limited
  - 831 Curve
  - 832 Crest
  - 833 Building
  - 834 Trees
  - 835 Hedge or fence
  - 836 Scrub or long grass
  - 837 Bank
  - 838 Temporary obstruction, dust or smoke
  - 839 Parked vehicle

### SIGNS AND SIGNALS

- **840** Signs and signals
  - 841 Damaged, removed or malfunction
  - 842 Badly located
  - 843 Ineffective or inadequate
  - 844 Necessary
  - 845 Signals turned off

### MARKINGS

- **850** Markings
  - 851 Failed
  - 852 Difficult to see under weather conditions
  - 853 Markings necessary
  - 854 Not visible due to geometry or vehicles
  - 855 Old markings not adequately removed

### STREET LIGHTING

- **860** Street lighting
  - 861 Failed
  - 862 Inadequate
  - 863 Glare on wet road
  - 864 Pedestrian crossing not adequately lighted

### RAISED ISLANDS AND ROUNDABOUTS

- **870** Raised islands and roundabouts
  - 871 Traffic island(s) difficult to see
  - 872 Traffic island(s) Ineffective, badly located or designed
  - 873 Cyclist squeeze point

### MISCELLANEOUS

- **900** Weather
  - 901 Heavy rain
  - 902 Dazzling sun
  - 903 Strong wind
  - 904 Fog or mist
  - 905 Snow, sleet or hail

- **910** Animals
  - 911 Household pet rushed out or playing
  - 912 Farm animal straying
  - 913 Farm animal attended, but inadequate warning or unexpected
  - 914 Farm animal attended, but out of control
  - 915 Wild animal

- **920** Entering or leaving land use
  - 921 Roadside stall
  - 922 Service station
  - 923 Specialised liquor outlet
  - 924 Take away foods
  - 925 Shopping complex
  - 926 Car parking building / area
  - 927 Other commercial
  - 928 Industrial site
  - 929 Private house / farm
  - 930 Other non-commercial
  - 931 Mobile shop or vendor

### UNKNOWN

- **999** Unknown