

Tamaki Makaurau 2018 DSI update

Ten lives were saved and 161 serious injuries prevented in 2018 on Tamaki Makaurau roads compared to 2017, but still includes 54 dead and 595 seriously injured, and still within a 5 year upward trend.

Overall in 2018 there was a welcome 22% annual reduction in the number of people killed or seriously injured (DSI). However, the 649 people killed or seriously injured is still substantially higher than our 2009-13 annual average baseline of 541. Hospitalisations of more than one day have also only decreased slightly by 5%.

The social cost of DSI crashes on Auckland Roads in 2018 was \$617,894,406. (Calculated based on MOT social cost of road crashes, 2018 update. Excludes minor injury crashes.) The total social cost for all crashes on Auckland Roads in 2018 was \$1,160,000,000.

Tamaki Makaurau Road Death & Serious Injury Trends 2014 to 2018							
Year	2009-13 Ann Avg baseline	2014	2015	2016	2017	2018 (% change)	5 year trend against baseline
Road deaths	52	37	52	47	64	54 (-16%)	UP
Death & Serious injuries (DSI)	489	484	620	671	828	649 (-22%)	UP
Hospitalisations of more than 1 day	852	820	945	969	1111	1056 (-5%)	UP
ACC New Motor Vehicle Claims		10,933	11,625	13,113	12,912	12,969 (+0.5%)	UP
Social cost of all crashes in 2017 \$million (\$m)		\$949m	\$1.13b	\$1.14b	\$1.37b	\$1.16b	Up

Good news from 2018

- ! The biggest reductions in 2018 DSI occurred on 50kph Local Urban Roads in Counties-Manukau West, Central and East; and in Waitakere, North Shore and Auckland West Police Areas
- ! for the third year running there has been zero deaths of active school aged road users (5-18yrs) weekday 7am-9am, 3pm-5pm. Focus is still required in this space to continue to reduce the harm caused by serious injuries to this group (16 serious injuries in 2018).
- ! Across all sub-regions there has been a decrease in the number of young driver death and serious injuries. We continue to partner strongly with Police and other key agencies in the delivery of young driver education campaigns, driver licence education and targeted enforcement.
- ! Red light running DSI reduced by 54% from 37 in 2017 to 17 in 2018.
- ! Speed-related DSI reduced by 39% from 210 in 2017 to 129 in 2018. The majority of this reduction occurred on Urban 50kph roads in Waitakere, North Shore, Auckland East, Counties Manukau Central and Counties-Manukau East Police Areas.
- ! Motorcycle DSI reduced by 20% overall, but remains high in some rural and urban Police Areas.

Effect of combined enforcement, education and engineering – reduction in Alcohol and Speed related crashes

In 2018 there was a 57% annual reduction in the number of DSI crashes where alcohol/ other drugs were reported as a factor. During this time, concentrated enforcement of Impaired driving (alcohol, drug and fatigue related driving) was a focus for Police across Tamaki Makaurau.

One indicator Police use to measure the level of activity against impaired driving is by counting the number of times a Compulsory Breath Test (CBT) Device is used. This figure is collated during the annual calibration process. Between 2017 and 2018, there was a 25% increase in the number of times a CBT device was used in Tāmaki Makaurau (317,000 to 398,000). This indicates devices are being used more frequently than they had the previous year.

A number of fixed safety cameras came into operation in 2018 and led to the detection of an additional 230,000 speed offences and 5,000 red light camera offences. This increased enforcement is linked in part to the reduction in Speed and Red-light running related DSI in 2018.

The deployment of Police to concentrate on high risk DSI crash locations has also been re-focused. A series of initiatives and road safety campaigns were undertaken to provide high deterrence against driving while impaired. This included concentrated alcohol checkpoints in Auckland City police district and rural locations, free trains & buses by Auckland Transport and interaction with the NZ Warriors to deliver the drive drink free messaging.

A large number of high profile Road Safety Communication Campaigns also took place throughout 2018, highlighting the importance of keeping the public road safety conversation alive.

AT also delivered 85 safety engineering improvements in 2018 along with speed management changes on rural arterials and outside urban schools.

While speed-related DSI reduced on urban 50kph roads, these roads still carry the majority of speed-related road trauma in Tamaki Makaurau.

Work still needed

- ! Waitemata, Orakei and Hibiscus & Bays Local Board DSI increased in 2018 on urban 50 kph roads, including a high percentage of vulnerable road users. The AT Speed Management Programme will improve survivability for vulnerable road users in these areas.
- ! Rodney and Franklin local board area DSI remained relatively unchanged on unforgiving high-speed rural roads in 2018 and contributed to 22% of all DSI across the region in 2018 (155). The AT Speed Management Programme will improve survivability in these areas.
- ! Maori and Pacific road users represent 19% of all DSI across the region in 2018 (138)
- ! While Vulnerable Road User (people walking, cycling & motorcycling) DSI decreased slightly in 2018, it actually increased as an overall percentage of All DSI i.e. 47% of All DSI is now made up of Vulnerable Road users, continuing a rising five-year trend.

Active Road Users

The number of active road users (people walking and cycling) being killed or seriously injured on Auckland Roads reduced by 11% in 2018 however, the five-year

DSI trend for this group is rising, and increased in the Auckland Police District in 2018.

Within active road users we also acknowledge that there is a high level of under-reporting (30-40%) so the 2018 data should be seen as a conservative indication. For example, ACC reports that there were 1,226 new motor-vehicle related claims in the Auckland region for pedestrian and cyclist related injuries in 2018. This is an increase of 9% from 2017.

Motorcycle DSI

While Motorcycle DSI reduced overall by 20% in 2018, it remains at high levels in Franklin, Rodney, Auckland East, Auckland West and North Shore. The AT Speed Management Programme will improve survivability for motorcyclists in these areas.

Road Death & Serious Injury Trends 20014 to 2018 by High-risk Theme							
High-risk DSI Theme	2009-13 Ann Avg baseline	2014	2015	2016	2017	2018 (% change)	5 year trend against baseline
Local Urban Roads	330	330	443	446	578	431 (-25%)	UP
Local Rural Roads	85	71	99	116	126	122 (-3%)	UP
State Highways/Motorways	73	83	78	109	124	96 (-23%)	UP
Speed-related	107	116	164	136	210	129 (-39%)	UP
People Walking	80	91	121	113	134	116 (-13%)	Up
People Cycling	35	41	55	42	55	52 (-6%)	UP
People Motorcycling	82	96	114	113	134	116 (-20%)	UP

Data reliability

In a recent national inter-agency study it was identified that only 41% of people admitted to hospital with moderate or severe injuries following a road traffic crash had a police report, and therefore were reported in NZTA's CAS database. As part of the Vision Zero strategy and action plan we will undertake to complete a similar study for the Auckland Region to gain a more accurate understanding of road trauma in our region.

2018 DSI Notes:

All figures unless otherwise stated represent road Deaths and Serious injuries (DSI) as reported by NZ Police in the NZTA Crash Analysis System (CAS).

Alcohol / Drug related DSI represent test above limit or test refused, intoxicated non-driver and drugs proven

Pedestrian, cyclist and rural road DSI are subject to significant levels of under-reporting and should be considered very conservative indications.

Local Board DSI Performance

Some of the best performing Local Boards in 2018 included:

Waitakere – reduced by 61%

Albert-Eden – reduced by 58%
 Manurewa – reduced by 42%
 Mangere-Otahuhu – reduced by 39%
 Henderson-Massey – reduced by 36%

The lowest performing Local Boards in 2018 were:

Waitemata – increased by 31%
 Hibiscus & Bays – increased by 36%
 Orakei – increased by 25%

Tamaki Makaurau Local Board Area DSI (as at April 2019)							
Local board area	2009-13 Ann Avg Baseline	2014	2015	2016	2017	2018 (% change, & increases)	5-year trend (against baseline)
Rodney	56	68	71	94	100	83 (-17%)	UP
Hibiscus and Bays	20	14	28	25	22	30 (36%)	UP
Upper Harbour	14	12	20	14	29	22 (-24%)	UP
Kaipatiki	17	15	20	35	27	20 (-26%)	UP
Devonport- Takapuna	11	15	14	20	30	19 (-37%)	UP
Henderson- Massey	29	29	32	31	47	30 (-36%)	UP
Waitakere Ranges	21	9	21	19	33	13 (-61%)	UP
Whau	20	29	14	26	31	21 (-33%)	UP
Great Barrier	0	0	1	1	0	2	UP
Waiheke	2	3	3	3	6	2	UP
Waitemata	40	42	63	56	49	64 (31%)	UP
Albert-Eden	31	37	45	42	55	23 (-58%)	UP
Puketapapa	12	12	14	15	17	13 (-24%)	UP
Orakei	19	17	28	27	24	30 (25%)	UP
Maungakiekie- Tamaki	27	29	25	41	42	37 (-12%)	UP
Mangere-Otahuhu	25	23	28	39	52	32 (-39%)	UP
Otara-Papatoetoe	28	32	39	41	57	39 (-32%)	UP
Manurewa	23	18	31	29	57	33 (-42%)	UP
Howick	27	24	34	25	45	38 (-16%)	UP
Papakura	15	16	24	21	29	26 (-10%)	UP
Franklin	51	40	65	67	76	72 (-5%)	UP

Police Area 2018 DSI Performance

The top performing Police Areas for DSI reduction in 2018 were:

Waitakere - 45% reduction
 Counties-Manukau Central - 44% reduction
 Counties-Manukau West - 40% reduction
 Auckland West – 31% reduction

The lowest performing Police Areas for DSI reduction in 2018 were:
 Auckland Central – increased by 2%
 Auckland East – increased by 4%
 Counties–Manukau South – increased by 1%

Tamaki Makaurau Road Policing Area DSI (as at April 2019)							
Road Police Area	2009-13 Ann Avg Baseline	2014	2015	2016	2017	2018 (% change, & increases)	5-year trend (against baseline)
Auckland Central	32	32	46	51	41	42 (2%)	UP
Auckland West	56	64	73	72	90	62 (-31%)	UP
Manukau Central	27	24	35	34	70	39 (-44%)	UP
Manukau East	44	40	62	40	76	60 (-21%)	UP
Manukau South	60	50	81	85	93	94 (1%)	UP
Manukau West	42	43	50	68	84	50 (-41%)	UP
North Shore	44	45	60	82	93	71 (-24%)	UP
Rodney	71	78	89	106	111	102 (-8%)	UP
Waitakere	61	54	65	62	98	54 (-45%)	UP