

Count of all crashes and alcohol related crashes (driver alcohol test above limit or test refused) in Auckland													WALTAG analysis																
Auckland City road safety sector	Crash Year	All crashes						Alcohol related crashes						% Alcohol related crashes						Population	Years data	Alcohol related crashes / 100000 ppl							
		Fatal	Serious	Minor	Non-injury	Fatal & serious	All	Fatal	Serious	Minor	Non-injury	Fatal & serious	All	Fatal	Serious	Minor	Non-injury	Fatal & serious	All			Fatal	Serious	Minor	Non-injury	Fatal & serious	All		
		Gulf Islands	2012		3	4	19	0	23			2	5	0	7			50%	26%				30%	10008	1			20.0	50.0
	2013		3	8	27	3	38			1	1	0	2			13%	4%	0%	5%	10008	1			10.0	10.0	0.0	20.0		
	2014		3	11	30	3	44			2	1	5	8			67%	9%	17%	67%	10008	1		20.0	10.0	50.0	20.0	79.9		
	2015	1	3	10	25	4	39			1	2	2	1	5			33%	20%	8%	25%	10008	1		10.0	20.0	20.0	10.0	50.0	
	2016		4	5	49	4	58			1	1	7	1	9			25%	20%	14%	25%	10008	1		10.0	10.0	69.9	10.0	89.9	
	2017		6	16	37	6	59			1	2	8	1	11			17%	13%	22%	17%	10008	1		10.0	20.0	79.9	10.0	109.9	
<b>Gulf Islands Total</b>		<b>1</b>	<b>19</b>	<b>54</b>	<b>187</b>	<b>20</b>	<b>261</b>			<b>5</b>	<b>9</b>	<b>28</b>	<b>5</b>	<b>42</b>			<b>26%</b>	<b>17%</b>	<b>15%</b>	<b>25%</b>	<b>10008</b>	<b>6</b>			<b>8.3</b>	<b>15.0</b>	<b>46.6</b>	<b>8.3</b>	<b>69.9</b>
Rural North	2012	12	35	124	249	47	420	3	10	12	22	13	47	25%	29%	10%	9%	28%	11%	55440	1	5.4	18.0	21.6	39.7	23.4	84.8		
	2013	10	27	132	263	37	432	3	3	15	19	6	40	30%	11%	11%	7%	16%	9%	55440	1	5.4	5.4	27.1	34.3	10.8	72.2		
	2014	7	44	124	271	51	446	1	7	6	22	8	36	14%	16%	5%	8%	16%	8%	55440	1	1.8	12.6	10.8	39.7	14.4	64.9		
	2015	7	49	120	340	56	516	2	7	18	31	9	58	29%	14%	15%	9%	16%	11%	55440	1	3.6	12.6	32.5	55.9	16.2	104.6		
	2016	12	61	152	420	73	645	3	9	12	19	12	43	25%	15%	8%	5%	16%	7%	55440	1	5.4	16.2	21.6	34.3	21.6	77.6		
	2017	11	64	172	454	75	701	4	13	13	30	17	60	36%	20%	8%	7%	23%	9%	55440	1	7.2	23.4	23.4	54.1	30.7	108.2		
<b>Rural North Total</b>		<b>59</b>	<b>280</b>	<b>824</b>	<b>1997</b>	<b>339</b>	<b>3160</b>	<b>16</b>	<b>49</b>	<b>76</b>	<b>143</b>	<b>65</b>	<b>284</b>	<b>27%</b>	<b>18%</b>	<b>9%</b>	<b>7%</b>	<b>19%</b>	<b>9%</b>	<b>55440</b>	<b>6</b>	<b>4.8</b>	<b>14.7</b>	<b>22.8</b>	<b>43.0</b>	<b>19.5</b>	<b>85.4</b>		
Rural South	2012	5	38	157	308	43	508			6	18	26	6	50			16%	11%	8%	14%	65547	1		9.2	27.5	39.7	9.2	76.3	
	2013	7	37	152	272	44	468	1	7	20	34	8	62	14%	19%	13%	13%	18%	13%	65547	1	1.5	10.7	30.5	51.9	12.2	94.6		
	2014	2	32	116	325	34	475			2	13	21	2	36			6%	11%	6%	8%	65547	1		3.1	19.8	32.0	3.1	54.9	
	2015	11	43	147	326	54	527	4	4	21	21	8	50	36%	9%	14%	6%	15%	9%	65547	1	6.1	6.1	32.0	32.0	12.2	76.3		
	2016	7	48	155	457	55	667	2	10	14	31	12	57	29%	21%	9%	7%	22%	9%	65547	1	3.1	15.3	21.4	47.3	18.3	87.0		
	2017	7	52	186	484	59	729	3	8	30	38	11	79	43%	15%	16%	8%	19%	11%	65547	1	4.6	12.2	45.8	58.0	16.8	120.5		
<b>Rural South Total</b>		<b>39</b>	<b>250</b>	<b>913</b>	<b>2172</b>	<b>289</b>	<b>3374</b>	<b>10</b>	<b>37</b>	<b>116</b>	<b>171</b>	<b>47</b>	<b>334</b>	<b>26%</b>	<b>15%</b>	<b>13%</b>	<b>8%</b>	<b>16%</b>	<b>10%</b>	<b>65547</b>	<b>6</b>	<b>2.5</b>	<b>9.4</b>	<b>29.5</b>	<b>43.5</b>	<b>12.0</b>	<b>84.9</b>		
Urban Central	2012	9	109	959	3322	118	4399	4	17	70	194	21	285	44%	16%	7%	6%	18%	6%	460950	1	0.9	3.7	15.2	42.1	4.6	61.8		
	2013	10	131	903	3169	141	4213	4	18	64	158	22	244	40%	14%	7%	5%	16%	6%	460950	1	0.9	3.9	13.9	34.3	4.8	52.9		
	2014	5	152	845	3233	157	4235			18	51	170	18	239			12%	6%	5%	11%	460950	1		3.9	11.1	36.9	3.9	51.8	
	2015	11	168	980	3249	179	4408	5	16	71	144	21	236	45%	10%	7%	4%	12%	5%	460950	1	1.1	3.5	15.4	31.2	4.6	51.2		
	2016	9	176	871	3879	185	4935	1	18	56	212	19	287	11%	10%	6%	5%	10%	6%	460950	1	0.2	3.9	12.1	46.0	4.1	62.3		
	2017	13	183	1032	3674	196	4902	4	29	93	256	33	382	31%	16%	9%	7%	17%	8%	460950	1	0.9	6.3	20.2	55.5	7.2	82.9		
<b>Urban Central Total</b>		<b>57</b>	<b>919</b>	<b>5590</b>	<b>20526</b>	<b>976</b>	<b>27092</b>	<b>18</b>	<b>116</b>	<b>405</b>	<b>1134</b>	<b>134</b>	<b>1673</b>	<b>32%</b>	<b>13%</b>	<b>7%</b>	<b>6%</b>	<b>14%</b>	<b>6%</b>	<b>460950</b>	<b>6</b>	<b>0.7</b>	<b>4.2</b>	<b>14.6</b>	<b>41.0</b>	<b>4.8</b>	<b>60.5</b>		
Urban North	2012	4	35	424	1318	39	1781	1	5	35	92	6	133	25%	14%	8%	7%	15%	7%	285240	1	0.4	1.8	12.3	32.3	2.1	46.6		
	2013	4	42	375	1335	46	1756			7	22	72	7	101			17%	6%	5%	15%	285240	1		2.5	7.7	25.2	2.5	35.4	
	2014	7	46	343	1350	53	1746	2	6	17	61	8	86	29%	13%	5%	5%	15%	5%	285240	1	0.7	2.1	6.0	21.4	2.8	30.2		
	2015	4	69	421	1457	73	1951			9	34	82	9	125			13%	8%	6%	12%	285240	1		3.2	11.9	28.7	3.2	43.8	
	2016	3	85	400	1674	88	2162			11	28	89	11	128			13%	7%	5%	13%	285240	1		3.9	9.8	31.2	3.9	44.9	
	2017	9	90	420	1626	99	2145	3	15	23	121	18	162	33%	17%	5%	7%	18%	8%	285240	1	1.1	5.3	8.1	42.4	6.3	56.8		
<b>Urban North Total</b>		<b>31</b>	<b>367</b>	<b>2383</b>	<b>8760</b>	<b>398</b>	<b>11541</b>	<b>6</b>	<b>53</b>	<b>159</b>	<b>517</b>	<b>59</b>	<b>735</b>	<b>19%</b>	<b>14%</b>	<b>7%</b>	<b>6%</b>	<b>15%</b>	<b>6%</b>	<b>285240</b>	<b>6</b>	<b>0.4</b>	<b>3.1</b>	<b>9.3</b>	<b>30.2</b>	<b>3.4</b>	<b>42.9</b>		
Urban South	2012	9	73	627	2106	82	2815	2	14	74	170	16	260	22%	19%	12%	8%	20%	9%	404748	1	0.5	3.5	18.3	42.0	4.0	64.2		
	2013	9	99	600	2138	108	2846	3	17	50	185	20	255	33%	17%	8%	9%	19%	9%	404748	1	0.7	4.2	12.4	45.7	4.9	63.0		
	2014	11	93	580	2223	104	2907	3	17	69	136	20	225	27%	18%	12%	6%	19%	8%	404748	1	0.7	4.2	17.0	33.6	4.9	55.6		
	2015	6	135	674	2365	141	3180	1	17	80	149	18	247	17%	13%	12%	6%	13%	8%	404748	1	0.2	4.2	19.8	36.8	4.4	61.0		
	2016	13	128	733	2990	141	3864	2	18	60	215	20	295	15%	14%	8%	7%	14%	8%	404748	1	0.5	4.4	14.8	53.1	4.9	72.9		
	2017	15	186	813	3153	201	4167	4	38	93	277	42	412	27%	20%	11%	9%	21%	10%	404748	1	1.0	9.4	23.0	68.4	10.4	101.8		
<b>Urban South Total</b>		<b>63</b>	<b>714</b>	<b>4027</b>	<b>14975</b>	<b>777</b>	<b>19779</b>	<b>15</b>	<b>121</b>	<b>426</b>	<b>1132</b>	<b>136</b>	<b>1694</b>	<b>24%</b>	<b>17%</b>	<b>11%</b>	<b>8%</b>	<b>18%</b>	<b>9%</b>	<b>404748</b>	<b>6</b>	<b>0.6</b>	<b>5.0</b>	<b>17.5</b>	<b>46.6</b>	<b>5.6</b>	<b>69.8</b>		
Urban West	2012	1	36	264	712	37	1013			8	30	62	8	100			22%	11%	9%	22%	156522	1		5.1	19.2	39.6	5.1	63.9	
	2013	2	36	272	695	38	1005			8	25	57	8	90			22%	9%	8%	21%	156522	1		5.1	16.0	36.4	5.1	57.5	
	2014	4	31	203	643	35	881	2	9	28	61	11	100	50%	29%	14%	9%	31%	11%	156522	1	1.3	5.7	17.9	39.0	7.0	63.9		
	2015	7	42	185	688	49	922	2	8	21	71	10	102	29%	19%	11%	10%	20%	11%	156522	1	1.3	5.1	13.4	45.4	6.4	65.2		
	2016	2	47	212	769	49	1030	1	7	25	70	8	103	50%	15%	12%	9%	16%	10%	156522	1	0.6	4.5	16.0	44.7	5.1	65.8		
	2017	2	69	227	729	71	1027			17	41	99	17	157			25%	18%	14%	24%	156522	1		10.9	26.2	63.2	10.9	100.3	
<b>Urban West Total</b>		<b>18</b>	<b>261</b>	<b>1363</b>	<b>4236</b>	<b>279</b>	<b>5878</b>	<b>5</b>	<b>57</b>	<b>170</b>	<b>420</b>	<b>62</b>	<b>652</b>	<b>28%</b>	<b>22%</b>	<b>12%</b>	<b>10%</b>	<b>22%</b>	<b>11%</b>	<b>156522</b>	<b>6</b>	<b>0.5</b>	<b>6.1</b>	<b>18.1</b>	<b>44.7</b>	<b>6.6</b>	<b>69.4</b>		

**Caveats:**

This data is provided from the road traffic crash database: Crash Analysis System (CAS) and is current as of 07/06/2018  
Data is for all police reported crashes in Auckland Council and also includes crashes where a driver alcohol test was above limit or test refused for the period 2012 to 2017  
Traffic crash data covers all NZ roadways or places where the public have legal access with a motor vehicle  
Due to the police reporting time frame and subsequent data processing there is a lag from the time of a crash to full and correct crash records within CAS  
Due to the nature of non-fatal crashes it is believed that these are under-reported, with the level of under-reporting decreasing with the severity of the crash