State highway safety ratings 2018 – 2022

Tracking the safety performance of New Zealand's state highway network



NZ TRANSPORT AGENCY WAKA KOTAHI

KiwiRAP

New Zealand Government
Te Kāwanatanga o Aotearoa

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More information

NZ Transport Agency Waka Kotahi

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If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency Waka Kotahi
Private Bag 6995
Wellington 6141

This document is available on NZTA's website at nzta.govt.nz

The New Zealand Road Assessment Programme (KiwiRAP) is a partnership between organisations committed to improving road safety and reducing the number of deaths and serious injuries on our roads.

The KiwiRAP partners are:

New Zealand Automobile Association (NZAA)

The New Zealand Automobile Association represents over 1.6 million Members and has a strong interest in road safety. Overseas automobile clubs have pioneered the development of road assessment programmes globally and the NZAA has been able to connect into that network to enable the expertise to be available to New Zealand.

Ministry of Transport

As the government's principal transport policy adviser, the Ministry leads and generates policy. The Ministry is the lead agency in the development and implementation of the Road Safety Objectives 2024.

NZ Transport Agency (NZTA)

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Accident Compensation Corporation

The Accident Compensation Corporation (ACC) administers New Zealand's accident compensation scheme, which provides personal injury cover for all New Zealand citizens, residents and temporary visitors to New Zealand. The ACC has an interest in injury prevention and, therefore, road safety.

New Zealand Police

New Zealand Police is a key road safety partner and is responsible for the enforcement of the majority of road safety rules and regulations.

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Introduction

KiwiRAP is part of an international family of Road Assessment Programmes (RAP) under the International Road Assessment Programme (iRAP). These programmes aim to reduce deaths and serious injuries by systematically identifying road safety risks and supporting targeted improvements.

In New Zealand, KiwiRAP provides an evidence-based view of safety performance across the rural state highway network. It identifies where safety outcomes have improved and where risks remain, supporting more informed investment decisions, policy development, and the application of Safe System interventions.

Similar programmes have been implemented in Europe (EuroRAP), Australia (AusRAP), the United States of America (usRAP), South Africa, Malaysia and elsewhere.

This is the fourth report tracking safety performance on New Zealand's state highways. It analyses crash data from the 2018–2022 period and compares results with previous reporting periods to identify trends over time.

KiwiRAP focuses on rural state highway corridors with speed limits of 80 km/h or higher. These corridors are defined between major centres, with boundaries set at the transition points to urban speed limits. The reported corridor length includes the full distance between these boundaries, including sections that pass through smaller towns. However, urban sections and any associated crashes are excluded from the analysis used to calculate risk ratings.

New Zealand's state highway network comprises approximately 11,600 kilometres of road. KiwiRAP assesses around 11,000 kilometres of this network. While this represents about 12% of the total road network, it carries around half of all vehicle kilometres travelled and accounts for nearly half of all fatal crashes. In 2022, approximately 26% of all fatal and serious injury crashes occurred on the sections included in the KiwiRAP analysis.

Over the long term, deaths and serious injuries on the state highway network have declined significantly. However, these gains were partially reversed in the mid-2010s, with more recent improvements yet to return to earlier low levels.

These findings highlight both the progress that has been made and the ongoing need for targeted action to reduce road trauma.

The graph below (Figure 1) shows how the number of fatal and serious injury crashes on New Zealand's state highways has significantly reduced since the first KiwiRAP period of 2002-2006.

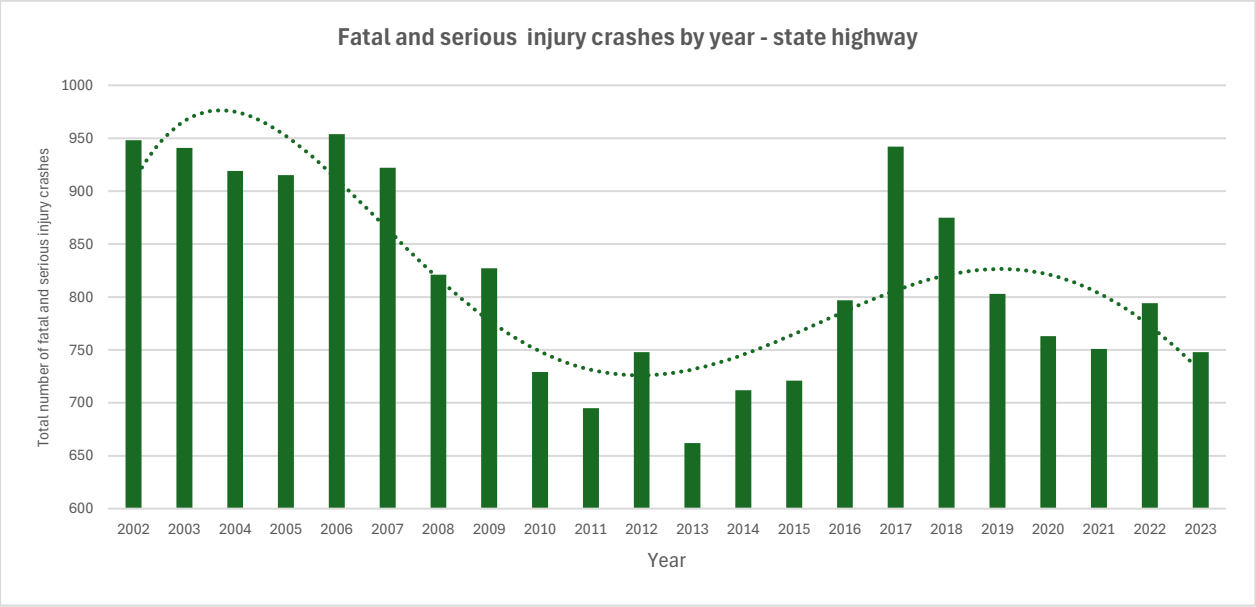


Figure 1 Fatal and serious injury crashes by year - state highway

Deaths and serious injuries declined significantly over the long term, but gains were partially reversed in the mid-2010s, with recent improvements yet to return to earlier low levels.

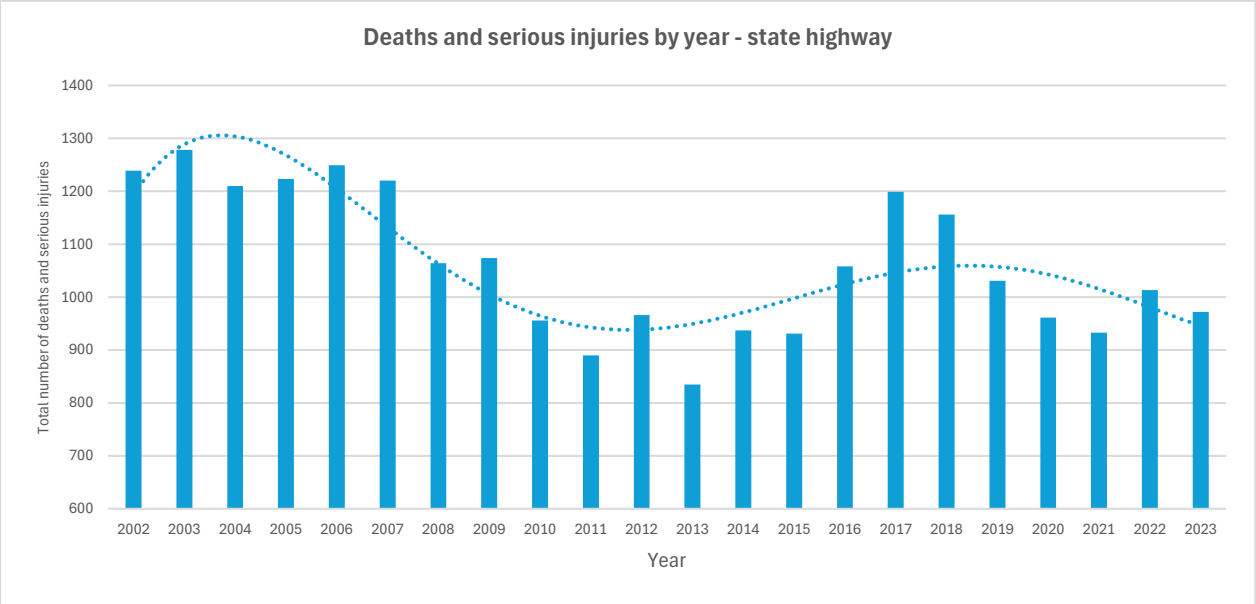


Figure 2 Deaths and serious injuries by year - state highway

KiwiRAP Road Assessment Programme

Road Assessment Programmes internationally consist of three protocols:

Risk Maps – uses historical traffic and crash data to produce colour-coded maps illustrating the relative level of risk on sections of the road network

Performance Tracking – involves a comparison of crash rates over time to establish whether fewer – or more – people are being killed or injured; and to determine if countermeasures have been effective.

Star Rating – road inspections look at the engineering features of a road (such as lane and shoulder width or presence of safety barriers). Between 1- and 5-Stars are awarded to road corridors, depending on the level of safety 'built-in' to the road (the higher the star, the better the road).

KiwiRAP has progressively introduced these tools since 2008 to provide a consistent view of road safety performance. Risk maps were first published in 2008 and performance tracking reports produced at regular intervals since 2012.



- In 2008 the first KiwiRAP risk Maps were published and used crash data from 2002-2006.
- In 2010 the first KiwiRAP Star Ratings were published.
- In 2012 the first KiwiRAP performance tracking report was published. This updated the risk maps with data from 2007-2011 and compared it to that from 2002-2006.

All reports are available at www.kiwirap.org.nz

Performance Tracking

Performance tracking assesses how safety outcomes on the state highway network change over time. It compares crash rates across different periods to determine whether fewer or more people are being killed or seriously injured, and to understand whether safety interventions are having the desired effect.

This report updates performance tracking using crash data from 2018–2022 and compares results with earlier periods to provide a consistent view of long-term trends.

The report presents performance tracking results across three key areas:

- **National performance tracking summary** – provides an overview of trends across the entire assessed network
- **Road corridors with significant changes** – identifies corridors where safety has improved or worsened
- **Detailed mapping and corridor tables** – presents risk levels and changes across individual corridors

Together, these components provide a comprehensive view of safety performance, highlighting where risk is concentrated and where further improvements are needed.

Performance tracking draws on two measures of risk:

- **Collective risk (crash density)** measures the number of fatal and serious injury crashes per kilometre, helping to identify where the greatest number of crashes occurs.
- **Personal risk** measures the likelihood of an individual road user being involved in a fatal or serious crash, taking traffic volumes into account.

These measures provide different but complementary perspectives. Collective risk will be typically higher on higher volume roads and personal risk is often higher on lower volume, lower standard, mountainous roads where in many cases infrastructure improvements would not be cost effective.

Performance tracking summary

Analysis of the collective and personal risk over time shows that while there has been substantial long-term improvement in safety performance, progress has slowed in recent years. This indicates that further reductions in deaths and serious injuries will require sustained effort and a broader application of the Safe System, including safe speeds, safe vehicles, and safe road use.

Collective risk

Over the first three time periods (2002-2006, 2007-2011, and 2012-2016), the proportion of the highway network with low and low-medium levels of collective crash risk progressively increased while the proportion of the network in the high, medium-high and medium risk bands progressively decreased. Improvements have been less significant since the 2012–2016 period.

Overall, the length of highway in the high collective risk band has reduced by 521km (-65%) since the first report (2002-2006) while the length of highway in the low collective risk band has increased by 1718km (+42%). For the 2018-2022 period, Nearly 70% of the network is now in low or low-medium collective risk bands, reflecting sustained improvements over time; however, progress has plateaued compared to earlier periods.

Figure 3 below shows how the level of collective risk has changed over time for the assessed state highway network.

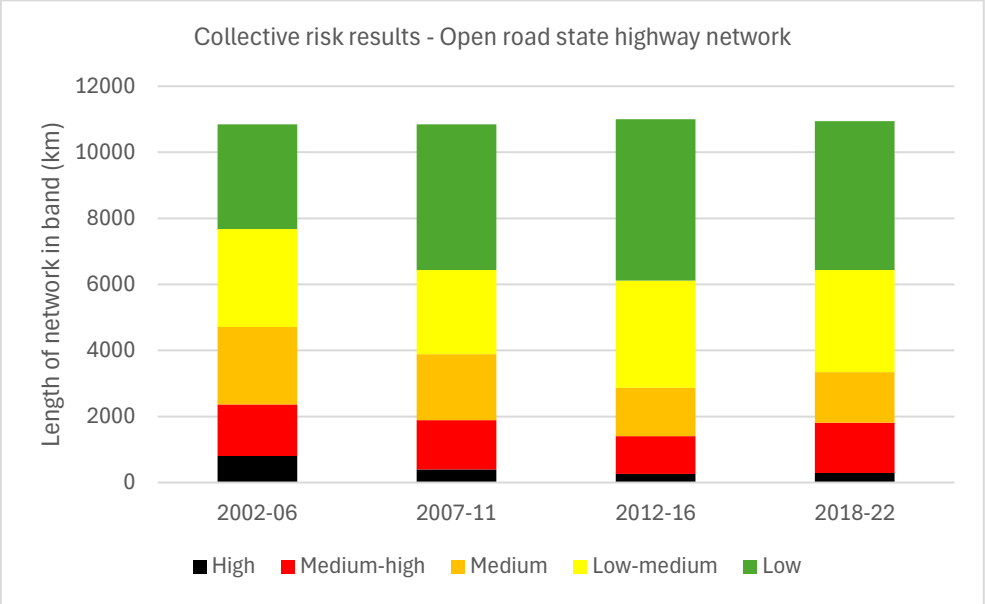


Figure 3: Changes in collective risk for New Zealand's open road state highway network (comparing 2002-2006, 2007-2011, 2012-2016 and 2018-2022)

*KiwiRAP reports on state highway corridors that have speed limits of 80km/h or more.

NB: Individual bars may not sum perfectly due to rounding.

Personal risk

Figure 4 below shows how the level of personal risk has changed over time for the assessed state highway network.

Over the first three time periods (2002-2006, 2007-2011, and 2012-2016), the trend in personal risk was similar to collective risk. Showing progressive improvement through a greater proportion of the open road state highway network in the lower personal risk bands and fewer in the high-risk band.

Overall, the length of highway in the high personal risk band has reduced by 1,243km (-55%) since the first time period (2002-2006) while the length of highway in the low collective risk band has increased by 3,164km (+260%). For the 2018-2022 period, nearly three quarters (63%) of assessed state highways were in the Low to Low-medium risk bands.

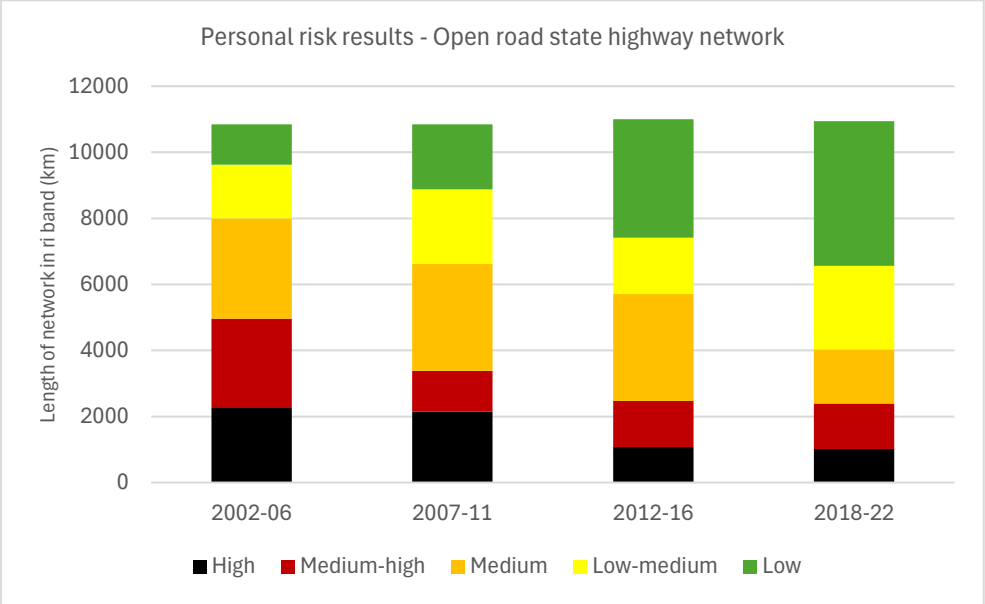


Figure 4 Changes in personal risk New Zealand's open road state highway network (comparing 2002-2006, 2007-2011, 2012-2016 and 2018-2022 data)

*KiwiRAP reports on state highway corridors that have speed limits of 80km/h or more.

NB: Individual bars may not sum perfectly due to rounding.

Road corridors with significant changes

Between the last two time periods (2012 - 2016 and 2018 - 2022) there are several road corridors that have had a significant change in the number of fatal and serious injury crashes that have occurred on them – either a significant reduction in crashes, or a significant increase.

Most improved road corridors

The 'most improved' sections of state highway are those where there has been a significant reduction in fatal and serious injury crashes over time. That is, those with a statistically significant reduction in the number of fatal and serious injury crashes at the 95% confidence level.

Many other highways also had reductions in fatal and serious injury crashes but the reduction in crash numbers did not meet the 95% confidence level to be included.

The most improved corridors are shown in Table 1.

Table 1 Most improved road corridors

Corridor Name	Region	12-16 crashes					18-22 crashes					Difference in F+S
		F	S	F+S	Collective risk Band	Personal risk Band	F	S	F+S	Collective risk Band	Personal risk Band	
SH 88 from Dunedin to Port Chalmers	Otago	0	4	4	MH	M	0	0	0	L	L	-4
SH 16 from Helensville to West Harbour (SH 18)	Auckland	6	19	25	MH	M	1	12	13	M	L	-12
SH 96 from Mataura to Ohai	Southland	3	16	19	LM	H	1	4	5	L	L	-14
SH 7 from Hanmer Springs to Reefton	Canterbury/Westcoast	1	27	28	LM	H	1	13	14	L	LM	-14
SH 6 from Havelock to Nelson	Marlborough/Nelson	8	24	32	M	MH	5	11	16	LM	L	-16
SH 8 from Alexandra to Milton	Otago	4	27	31	LM	M	3	11	14	L	L	-17

Road corridors with a significant increase in fatal and serious injury crashes

There are several road corridors where there has been a significant increase in fatal and serious injury crashes when comparing 2012-2016 and 2018-2022. Table 2 shows those road corridors with a significant increase in fatal and serious injury crashes at a 90% confidence level.

The confidence interval threshold is 90% (compared to the 95% threshold used for the most improved corridors) to ensure consistency with the methodology used in previous KiwiRAP Performance Tracking reports.

Table 2 Road corridors with a significant increase in fatal and serious injury crashes

Corridor Name	Region	12-16 crashes					18-22 crashes					Difference in F+S
		F	S	F+S	Collective risk Band	Personal risk Band	F	S	F+S	Collective risk Band	Personal risk Band	
SH 1 from Auckland to Takanini	Auckland	6	44	50	H	L	4	72	76	H	L	+26
SH 2 from Paeroa to Katikati	Waikato	4	17	21	MH	L	5	31	36	MH	M	+15
SH 1 from Cambridge to Piarere (SH 29)	Waikato	4	9	13	MH	L	7	21	28	H	M	+15
SH 1 from Putaruru to Tokoroa	Waikato	4	6	10	M	L	5	19	24	H	M	+14
SH 3 from Te Awamutu to Te Kuiti	Waikato	4	10	14	LM	L	8	19	27	MH	LM	+13
SH 1 from Picton to Blenheim	Marlborough	0	5	5	LM	L	5	12	17	MH	M	+12
SH 29 from Piarere to the Kaimai Ranges	Waikato/Bay of Plenty	3	10	13	MH	M	4	20	24	H	H	+11
SH 1 from Piarere to Putaruru	Waikato	4	1	5	LM	L	4	8	12	MH	L	+7

Persistently high-risk road corridors

Sites with high collective risk or high personal risk across all three time periods are categorised as persistently high-risk road corridors and are identified in Tables 3 and 4.

Table 3 Road corridor with high collective risk across three time periods

Corridor name	Region	F	S	F+S	Collective risk	Personal risk	F	S	F+S	Collective risk	Personal risk	F	S	F+S	Collective risk	Personal risk
SH 1 from Auckland to Takanini	Auckland	8	46	54	H	L	6	44	50	H	L	4	72	76	H	L
SH 2 from Katikati to Tauranga	Bay of Plenty	5	27	32	H	LM	12	22	34	H	LM	9	31	40	H	LM
SH 58 from Porirua to SH 2 Upper Hutt	Wellington	2	12	14	H	LM	2	14	16	H	M	2	14	16	H	LM

Table 4 Road corridor with high personal risk across three time periods

Corridor name	Region	F	S	F+S	Collective risk	Personal risk	F	S	F+S	Collective risk	Personal risk	F	S	F+S	Collective risk	Personal risk
SH 12 from Dargaville to Ohaeawai	Auckland	8	21	8	LM	H	3	31	3	LM	H	6	27	6	LM	H
SH 16 from Wellsford to Helensville	Bay of Plenty	2	17	2	M	H	6	23	6	MH	H	6	24	6	MH	H
SH 43 from Stratford to Taumarunui	Wellington	5	10	5	L	H	1	8	1	L	H	1	8	1	L	H
SH 82 from Kurow to SH 1	Canterbury	0	8	0	L	H	1	9	1	L	H	1	10	1	L	H

Road corridors that have not been assessed

There have been four corridors excluded from the analysis undertaken in this report.

SH 1 Warkworth to Twin Tunnels

This corridor was not assessed due to the realignment of the Puhoi to Warkworth corridor.

SH 1 from Rangiriri to Huntly

This corridor was not assessed due to the substantial realignment of SH 1 and that it no longer passes through Huntly.

SH 1 from Paraparaumu to Levin

This corridor was not assessed due to the substantial realignment of SH 1 corridor for the Ōtaki expressway that opened 2022.

SH 3 from Palmerston North to Woodville

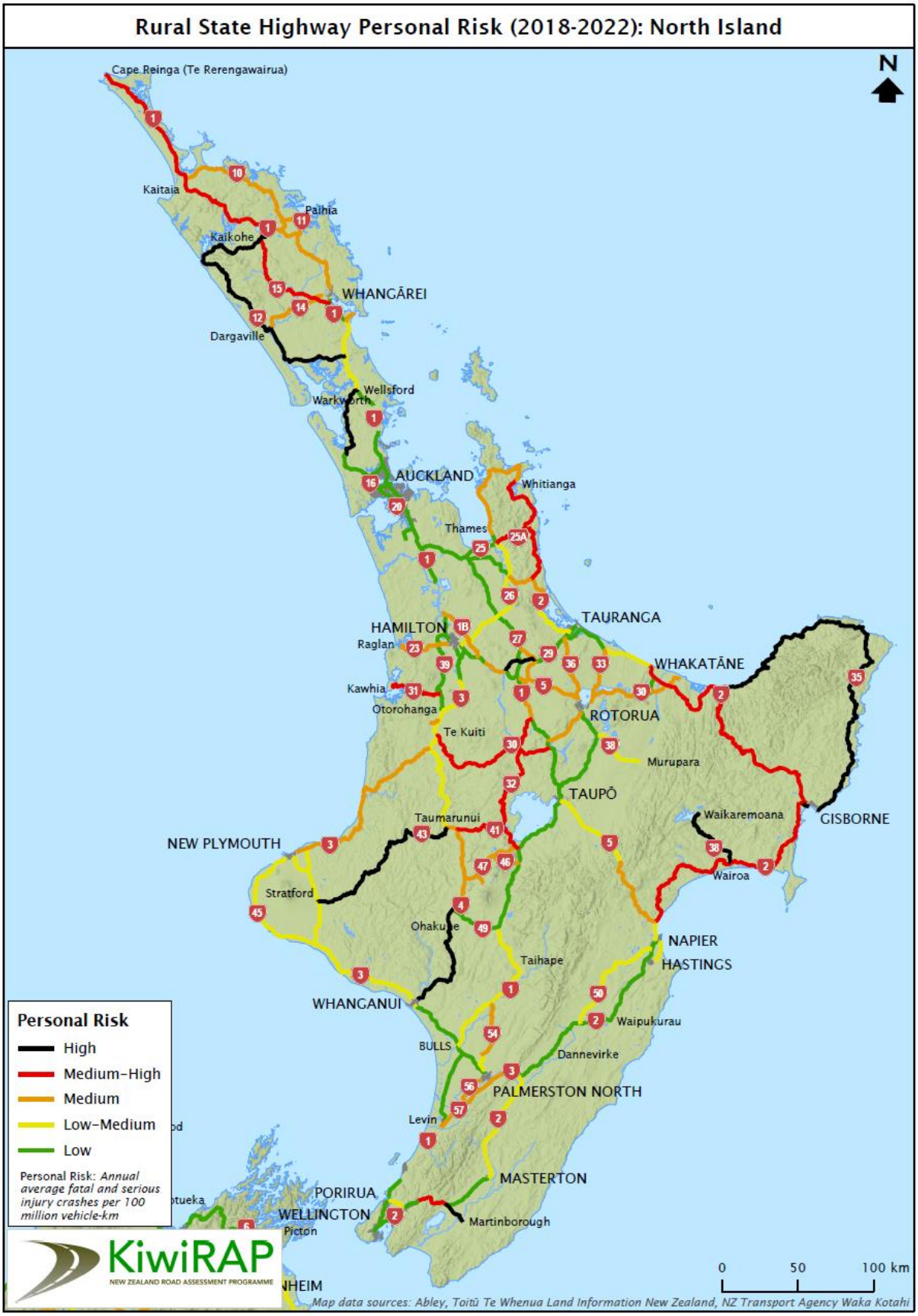
This corridor was not assessed due to SH3 closure through Manawatū Gorge.

Corridor risk maps

North Island collective risk 2018–2022



North Island personal risk 2018–2022



South Island collective risk 2018–2022



South Island personal risk 2018–2022



Summary table of all corridors

Corridor name	Region/s	Length (km)	2002 – 2006			2007 – 2011			2012 – 2016			2018 - 2022		
			F+S crashes	Collective risk	Personal risk	F+S crashes	Collective risk	Personal risk	F+S crashes	Collective risk	Personal risk	F+S crashes	Collective risk	Personal risk
SH 1 from Albany to Twin Tunnels	Northland and Auckland	48.352	4	L	L	5	L	L	9	L	L	12	LM	L
SH 1 from Auckland to Takanini	Northland and Auckland	50.098	68	H	L	54	H	L	50	H	L	76	H	L
SH 1 from Cape Reinga to Kaitaia	Northland and Auckland	109.459	16	L	MH	11	L	M	13	L	M	20	L	MH
SH 1 from Kaitaia to Ohaeawai	Northland and Auckland	79.69	13	L	M	23	LM	H	21	LM	H	19	LM	MH
SH 1 from Marsden Point (SH 15A) to Whangarei	Northland and Auckland	24.205	27	H	LM	17	MH	L	27	H	LM	24	H	L
SH 1 from Ruakaka to Wellsford	Northland and Auckland	53.911	53	H	M	39	MH	LM	44	MH	M	42	MH	LM
SH 1 from Warkworth to Wellsford	Northland and Auckland	16.57	28	H	MH	26	H	MH	13	MH	LM	15	H	L
SH 1 from Whangarei to Ohaeawai	Northland and Auckland	70.42	46	MH	M	38	MH	LM	46	MH	M	48	MH	M
SH 1 Northern Motorway (Auckland to Albany)	Northland and Auckland	32.339	25	MH	L	31	MH	L	29	MH	L	34	H	L
SH 1 Warkworth to Twin Tunnels	Northland and Auckland	19.208	34	H	M	15	MH	L	21	H	L	N/A	N/A	N/A
SH 10 from Awanui to SH 1 South (Pakaraka)	Northland and Auckland	103.691	50	M	H	46	M	MH	35	M	M	42	M	M
SH 11 from Kawakawa to Puketona (SH 10)	Northland and Auckland	29.667	16	MH	H	12	M	MH	7	LM	LM	11	M	M
SH 12 from Dargaville to Ohaeawai	Northland and Auckland	147.749	33	LM	H	29	LM	H	34	LM	H	33	LM	H
SH 12 from Dargaville to SH 1	Northland and Auckland	68.87	17	LM	MH	18	LM	MH	11	L	M	24	M	H
SH 14 from Whangarei to Dargaville	Northland and Auckland	49.391	18	M	MH	20	M	H	11	LM	LM	18	M	M
SH 15A Marsden Point	Northland and Auckland	8.46	1	L	LM	2	LM	MH	3	M	M	3	M	M
SH 16 from Helensville to West Harbour (SH 18)	Northland and Auckland	32.128	28	H	LM	20	MH	L	25	MH	M	13	M	L
SH 16 from Parnell to Hobsonville	Northland and Auckland	38.478	42	H	L	30	MH	L	38	H	L	29	MH	L
SH 16 from Wellsford to Helensville	Northland and Auckland	57.332	18	M	M	19	M	H	29	MH	H	30	MH	H
SH 17 Albany to Silverdale	Northland and Auckland	0	18	H	M	30	H	M	0	N/A	N/A	0		
SH 18 (Upper Harbour Highway)	Northland and Auckland	24.004	10	H	M	1	L	L	1	L	L	7	LM	L
SH 20 and SH 20A and SH 20B	Northland and Auckland	57.92	38	H	L	14	M	L	32	MH	L	44	MH	L
SH 22 from Drury to Pukekohe	Northland and Auckland	13.364	21	H	M	12	H	L	13	H	M	7	MH	L
SH 1 from Takanini to Pokeno	Northland and Auckland/ Waikato and Bay of Plenty	48.734	23	M	L	17	M	L	9	L	L	18	M	L

SH 1 and SH 1C from Taupiri to Hamilton (previously SH 1 from Huntly to Hamilton)	Waikato and Bay of Plenty	35.67	27	H	L	41	H	LM	8	LM	L	7	LM	L
SH 1 from Cambridge to Piarere (SH 29)	Waikato and Bay of Plenty	16.316	18	H	L	18	MH	L	13	MH	L	28	H	M
SH 1 from Hamilton to Cambridge	Waikato and Bay of Plenty	40.027	17	H	L	13	MH	L	8	M	L	7	L	L
SH 1 from Meremere to Rangiriri	Waikato and Bay of Plenty	27.72	22	H	LM	3	L	L	7	LM	L	5	L	L
SH 1 from Piarere to Putaruru	Waikato and Bay of Plenty	18.802	12	MH	LM	17	H	M	5	LM	L	12	MH	L
SH 1 from Pokeno to Meremere	Waikato and Bay of Plenty	24.45	7	M	L	6	LM	L	6	LM	L	4	L	L
SH 1 from Putaruru to Tokoroa	Waikato and Bay of Plenty	25.812	13	MH	L	19	MH	M	10	M	L	24	H	M
SH 1 from Rangiriri to Huntly	Waikato and Bay of Plenty	23.899	8	M	L	5	LM	L	9	M	L	N/A	N/A	N/A
SH 1 from SH 5 (Taupo) to Turangi	Waikato and Bay of Plenty	48.647	22	MH	LM	21	MH	LM	12	LM	L	16	M	L
SH 1 from Tokoroa to SH 5 (Taupo)	Waikato and Bay of Plenty	66.301	41	MH	M	32	MH	LM	21	LM	L	33	M	L
SH 1B from Taupiri to Cambridge	Waikato and Bay of Plenty	43.182	12	LM	LM	17	M	LM	14	M	M	21	MH	M
SH 2 from Katikati to Tauranga	Waikato and Bay of Plenty	35.918	28	H	LM	32	H	LM	34	H	LM	40	H	LM
SH 2 from Mangatarata (SH 25) to Paeroa	Waikato and Bay of Plenty	37.984	18	MH	M	13	M	L	13	M	L	10	LM	L
SH 2 from Matata to Opotiki	Waikato and Bay of Plenty	78.481	21	LM	M	31	M	H	18	LM	M	27	M	MH
SH 2 from Mount Maunganui (SH 29) to Paengaroa (SH 33)	Waikato and Bay of Plenty	42.323	34	H	M	23	H	L	0	L	L	6	L	L
SH 2 from Paeroa to Katikati	Waikato and Bay of Plenty	45.063	48	H	MH	31	MH	M	21	MH	L	36	MH	M
SH 2 from Pokeno (SH 1) to Mangatarata (SH 25)	Waikato and Bay of Plenty	32.553	55	H	MH	28	H	LM	22	MH	L	14	M	L
SH 2 from SH 33 to Matata	Waikato and Bay of Plenty	34.125	14	M	LM	3	L	L	16	M	LM	17	MH	LM
SH 23 from Hamilton to Raglan	Waikato and Bay of Plenty	40.069	23	MH	M	24	MH	M	21	MH	M	24	MH	M
SH 24 and SH 28 from Matamata to Putaruru	Waikato and Bay of Plenty	35.504	9	LM	M	9	LM	M	9	LM	LM	15	M	M
SH 25 from Mangatarata (SH 2) to Thames	Waikato and Bay of Plenty	30.292	13	MH	M	7	LM	L	15	MH	M	11	M	L
SH 25 from Thames to Whitianga via Coromandel	Waikato and Bay of Plenty	95.324	14	L	M	16	LM	M	14	L	M	17	LM	M
SH 25 from Whitianga to Waihi	Waikato and Bay of Plenty	105.693	20	LM	M	32	LM	M	29	LM	M	40	M	MH
SH 25A from Kopu to Hikuai	Waikato and Bay of Plenty	28.197	10	M	M	9	LM	M	12	M	M	19	MH	MH
SH 26 from Hamilton to Morrinsville	Waikato and Bay of Plenty	26.49	9	M	L	13	MH	M	14	MH	M	12	M	LM
SH 26 from Morrinsville to Kopu	Waikato and Bay of Plenty	68.797	15	LM	LM	19	M	M	13	LM	L	18	LM	LM
SH 27 from Mangatarata (SH 2) to Tirau	Waikato and Bay of Plenty	92.403	46	M	M	33	M	LM	30	LM	L	29	LM	L
SH 29 from Kaimai Ranges to Tauranga	Waikato and Bay of Plenty	36.764	27	MH	M	33	H	M	30	MH	M	23	MH	L

SH 29 from Piarere to the Kaimai Ranges	Waikato and Bay of Plenty	23.782	9	M	LM	8	M	L	13	MH	M	24	H	H
SH 29A and SH 2 within Tauranga	Waikato and Bay of Plenty	29.41	17	H	LM	13	MH	L	17	MH	L	22	MH	L
SH 3 from Hamilton to Te Awamutu and SH 21	Waikato and Bay of Plenty	30.36	20	MH	LM	17	MH	L	22	MH	M	16	MH	L
SH 3 from Te Awamutu to Te Kuiti	Waikato and Bay of Plenty	60.152	32	MH	M	21	M	LM	14	LM	L	27	MH	LM
SH 30 and SH 33 from Rotorua to Paengaroa	Waikato and Bay of Plenty	40.801	29	MH	MH	24	MH	M	15	M	LM	21	MH	M
SH 30 from Rotorua (Te Ngae) to Whakatane	Waikato and Bay of Plenty	70.297	43	MH	MH	32	M	M	27	M	M	34	MH	M
SH 30 from Rotorua to Atiamuri	Waikato and Bay of Plenty	31.818	9	LM	M	11	LM	MH	5	L	L	10	LM	M
SH 30 from Te Kuiti to Atiamuri	Waikato and Bay of Plenty	105.108	21	LM	H	18	L	H	13	L	MH	14	L	MH
SH 31 from Kawhia to SH 39	Waikato and Bay of Plenty	42.628	6	L	H	10	LM	H	4	L	H	4	L	MH
SH 32 from Tokoroa to Kuratau	Waikato and Bay of Plenty	94.66	7	L	LM	11	L	M	12	L	MH	17	L	MH
SH 34 from Edgecumbe (SH 2) to Kawerau (SH 30)	Waikato and Bay of Plenty	25.199	11	M	MH	13	MH	H	9	M	MH	6	LM	L
SH 36 Tauranga to Ngongotaha	Waikato and Bay of Plenty	48.644	18	M	MH	22	MH	H	15	LM	LM	25	MH	M
SH 37 from SH 3 to Waitomo Caves	Waikato and Bay of Plenty	7.272	6	MH	H	3	M	H	2	LM	H	1	L	M
SH 38 from Rainbow Mountain to Murupara	Waikato and Bay of Plenty	36.546	10	LM	MH	10	LM	MH	3	L	L	7	L	LM
SH 39 from Te Rapa to Otorohanga	Waikato and Bay of Plenty	66.582	30	M	MH	22	LM	M	20	LM	M	18	LM	L
SH 5 from Rotorua to Wairakei	Waikato and Bay of Plenty	68.82	30	M	LM	29	M	LM	26	M	L	23	LM	L
SH 5 from Tirau to Rotorua	Waikato and Bay of Plenty	45.769	35	MH	MH	18	M	L	20	M	L	30	MH	M
SH 5 from Taupo to Tarawera	Waikato and Bay of Plenty/ Gisborne and Hawke's Bay	61.957	22	M	M	20	LM	LM	8	L	L	21	LM	LM
SH 1 from Turangi to Waiouru	Waikato and Bay of Plenty/ Taranaki, Manawatu-Whanganui and Wellington	61.522	17	LM	LM	26	M	M	22	M	M	17	LM	L
SH 2 from Bay View to Napier	Gisborne and Hawke's Bay	13.189	14	H	H	5	M	L	10	H	M	9	MH	LM
SH 2 from Napier to Hastings	Gisborne and Hawke's Bay	14.8	28	H	MH	14	H	LM	12	MH	LM	14	H	LM
SH 2 from Takapau to Hastings	Gisborne and Hawke's Bay	63.767	46	MH	M	39	MH	M	19	LM	L	26	M	L
SH 2 from Taradale Rd (Napier) to Pakipaki (formerly SH 50 and 50A)	Gisborne and Hawke's Bay	24.071	22	H	M	15	MH	L	18	MH	L	18	MH	L
SH 2 from Wairoa to SH 5 Napier	Gisborne and Hawke's Bay	103.906	28	LM	MH	38	M	H	24	LM	M	33	LM	MH
SH 35 from Opotiki to Tokomaru Bay	Gisborne and Hawke's Bay	237.276	27	L	MH	32	L	H	21	L	MH	49	LM	H
SH 35 from Tokomaru Bay to Gisborne	Gisborne and Hawke's Bay	90.443	17	LM	M	22	LM	MH	16	L	M	32	M	H
SH 38 from Wairoa to Waikaremoana	Gisborne and Hawke's Bay	64.091	3	L	M	3	L	H	3	L	MH	8	L	H
SH 5 from Tarawera to SH 2 Bay View (North of Napier)	Gisborne and Hawke's Bay	60.49	30	M	MH	19	LM	M	19	LM	M	20	LM	M

SH 50 from Napier to Takapau	Gisborne and Hawke's Bay	81.687	28	M	H	10	L	LM	13	L	M	12	L	LM
SH 2 from Opotiki to Gisborne via Waioeka Gorge	Gisborne and Hawke's Bay/ Waikato and Bay of Plenty	138.253	38	LM	H	25	L	MH	23	L	M	27	LM	MH
SH 2 from Gisborne to Wairoa	Gisborne and Hawke's'Bay	89.574	29	M	MH	27	LM	H	25	LM	MH	29	LM	MH
SH 1 from Paraparaumu to Levin	Taranaki, Manawatu-Whanganui and Wellington	41.591	59	H	M	40	H	L	37	H	L	N/A	N/A	N/A
SH 1 from Sanson to Levin	Taranaki, Manawatu-Whanganui and Wellington	48.679	25	MH	LM	21	M	L	19	M	L	25	MH	L
SH 1 from Waiouru to Bulls	Taranaki, Manawatu-Whanganui and Wellington	109.767	46	M	LM	38	M	L	31	LM	L	44	M	LM
SH 1 from Wellington to Paremata Roundabout	Taranaki, Manawatu-Whanganui and Wellington	48.15	38	MH	L	36	MH	L	34	MH	L	43	MH	L
SH 2 from Featherston to Upper Hutt	Taranaki, Manawatu-Whanganui and Wellington	25.901	20	MH	MH	34	H	H	16	MH	M	25	H	MH
SH 2 from Featherston to Masterton	Taranaki, Manawatu-Whanganui and Wellington	35.661	19	MH	M	12	MH	L	6	LM	L	13	MH	L
SH 2 from Wellington to Upper Hutt	Taranaki, Manawatu-Whanganui and Wellington	55.836	51	H	L	38	MH	L	44	MH	L	46	MH	L
SH 2 from Woodville to Masterton	Taranaki, Manawatu-Whanganui and Wellington	81.414	24	M	M	29	M	M	23	LM	M	22	LM	LM
SH 3 and 3A from New Plymouth and Waitara to Hawera	Taranaki, Manawatu-Whanganui and Wellington	82.425	38	MH	LM	43	MH	LM	42	MH	LM	47	MH	LM
SH 3 and SH 1 from Whanganui to Palmerston North	Taranaki, Manawatu-Whanganui and Wellington	68.421	46	MH	M	34	MH	L	32	MH	L	40	MH	L
SH 3 from Hawera to Whanganui	Taranaki, Manawatu-Whanganui and Wellington	85.113	37	M	M	22	LM	LM	24	LM	LM	29	M	LM
SH 3 from Palmerston North to Woodville	Taranaki, Manawatu-Whanganui and Wellington	23.999	14	MH	LM	18	MH	M	12	MH	L	N/A	N/A	N/A
SH 4 from Raetihi to Whanganui	Taranaki, Manawatu-Whanganui and Wellington	90.695	29	LM	H	12	L	M	12	L	M	18	LM	H
SH 4 from Taumarunui to Raetihi	Taranaki, Manawatu-Whanganui and Wellington	69.08	24	M	H	21	LM	MH	15	LM	M	18	LM	M
SH 43 from Stratford to Taumarunui	Taranaki, Manawatu-Whanganui and Wellington	148.787	7	L	M	15	L	H	9	L	H	9	L	H
SH 45 from New Plymouth to Hawera	Taranaki, Manawatu-Whanganui and Wellington	98.733	16	LM	LM	21	LM	LM	18	LM	LM	22	LM	LM
SH 49 from SH 4 to Waiouru	Taranaki, Manawatu-Whanganui and Wellington	36.152	6	L	M	2	L	L	3	L	L	3	L	L
SH 53 from Featherston to Martinborough	Taranaki, Manawatu-Whanganui and Wellington	17.713	4	LM	MH	2	L	LM	4	LM	MH	7	M	H
SH 54 from Feilding to SH 3 Palmerston North	Taranaki, Manawatu-Whanganui and Wellington	13.542	13	H	MH	8	MH	M	9	MH	M	9	MH	LM
SH 54 from Vinegar Hill (SH 1) to Feilding	Taranaki, Manawatu-Whanganui and Wellington	44.64	9	LM	H	3	L	L	1	L	L	6	L	M
SH 56 from Makerua (SH 57) to Palmerston North	Taranaki, Manawatu-Whanganui and Wellington	22.387	11	MH	M	14	MH	M	12	MH	M	14	MH	M
SH 57 from Levin to Ashhurst	Taranaki, Manawatu-Whanganui and Wellington	63.561	41	MH	MH	40	MH	MH	28	M	M	29	M	M
SH 58 from Porirua to SH 2 Upper Hutt	Taranaki, Manawatu-Whanganui and Wellington	14.23	20	H	M	14	H	LM	16	H	M	16	H	LM
SH 59 from Paekākāriki to Plimmerton (formerly SH 1)	Taranaki, Manawatu-Whanganui and Wellington	22.71	33	H	L	12	M	L	12	M	L	10	MH	L
SH 2 from Takapau to Woodville	Taranaki, Manawatu-Whanganui and	58.806	35	MH	MH	26	M	M	11	LM	L	16	LM	L

	Wellington/Gisborne and Hawke's Bay													
SH 3 from Te Kuiti to New Plymouth	Taranaki, Manawatu-Whanganui and Wellington/Waikato and Bay of Plenty	148.607	61	M	MH	52	M	M	71	M	MH	63	M	M
SH 4 from Eight Mile Junction (Sth of Te Kuiti) to Taumarunui	Taranaki, Manawatu-Whanganui and Wellington/Waikato and Bay of Plenty	69.651	19	LM	MH	15	LM	M	12	L	LM	13	L	LM
SH 41 from Taumaranui to Turangi	Taranaki, Manawatu-Whanganui and Wellington/ Waikato and Bay of Plenty	58.487	8	L	MH	15	LM	H	9	L	MH	9	L	MH
SH 46 SH 47 SH 48 from National Park to Turangi	Taranaki, Manawatu-Whanganui and Wellington/ Waikato and Bay of Plenty	72.287	5	L	L	10	L	MH	12	L	H	9	L	M
SH 1 Christchurch Northern Motorway	Tasman, Nelson, Marlborough, West Coast and Canterbury	13.65	4	LM	L	6	LM	L	7	M	L	3	LM	L
SH 1 from Ashburton to Timaru	Tasman, Nelson, Marlborough, West Coast and Canterbury	69.53	19	LM	L	26	M	L	20	LM	L	23	M	L
SH 1 from Blenheim to Kaikoura	Tasman, Nelson, Marlborough, West Coast and Canterbury	129.16	47	M	MH	32	LM	M	27	LM	LM	28	LM	LM
SH 1 from Christchurch to Ashburton	Tasman, Nelson, Marlborough, West Coast and Canterbury	71.292	34	M	L	46	MH	L	45	MH	L	35	MH	L
SH 1 from Kaikoura to Waipara	Tasman, Nelson, Marlborough, West Coast and Canterbury	123.294	49	M	MH	51	M	MH	30	LM	LM	29	LM	LM
SH 1 from Picton to Blenheim	Tasman, Nelson, Marlborough, West Coast and Canterbury	27.449	18	MH	M	17	MH	M	5	LM	L	17	MH	M
SH 1 from SH 74 to SH 73 Christchurch	Tasman, Nelson, Marlborough, West Coast and Canterbury	26.85	10	H	L	8	MH	L	10	MH	L	5	L	L
SH 1 from Waipara to Kaiapoi	Tasman, Nelson, Marlborough, West Coast and Canterbury	37.388	22	MH	LM	19	MH	LM	20	MH	L	22	MH	L
SH 6 and SH 67 from Murchison to Westport	Tasman, Nelson, Marlborough, West Coast and Canterbury	95.689	19	LM	H	17	L	MH	16	L	MH	13	L	M
SH 6 from Blenheim to Havelock	Tasman, Nelson, Marlborough, West Coast and Canterbury	41.016	17	M	M	12	LM	L	9	LM	L	9	LM	L
SH 6 from Greymouth to Haast	Tasman, Nelson, Marlborough, West Coast and Canterbury	318.189	29	L	LM	34	L	M	33	L	LM	35	L	LM
SH 6 from Havelock to Nelson	Tasman, Nelson, Marlborough, West Coast and Canterbury	71.81	37	M	MH	38	MH	MH	32	M	MH	16	LM	L
SH 6 from Nelson to Murchison	Tasman, Nelson, Marlborough, West Coast and Canterbury	123.43	34	LM	M	26	LM	M	27	LM	L	34	LM	LM
SH 6 from Westport to Greymouth	Tasman, Nelson, Marlborough, West Coast and Canterbury	93.281	16	LM	MH	17	L	MH	14	L	M	5	L	L
SH 60 from Motueka to Collingwood	Tasman, Nelson, Marlborough, West Coast and Canterbury	83.873	24	LM	H	14	L	LM	19	LM	MH	14	L	LM
SH 60 from Richmond to Motueka	Tasman, Nelson, Marlborough, West Coast and Canterbury	30.808	23	MH	M	9	LM	L	11	M	L	18	MH	L
SH 62 from Spring Creek (SH 1) to Renwick (SH 6)	Tasman, Nelson, Marlborough, West Coast and Canterbury	12.742	6	M	H	2	L	L	0	L	L	4	LM	M
SH 63 from Renwick to Kawatiri	Tasman, Nelson, Marlborough, West Coast and Canterbury	117.168	11	L	M	15	L	H	9	L	M	11	L	M
SH 65 from Ariki (SH 6) to Springs Junction	Tasman, Nelson, Marlborough, West Coast and Canterbury	71.265	8	L	MH	10	L	MH	10	L	MH	10	L	LM
SH 67 and SH 67A from Cape Foulwind (Westport) to Mokihinui	Tasman, Nelson, Marlborough, West Coast and Canterbury	55.732	1	L	L	4	L	M	4	L	L	4	L	L

SH 69 and SH 7 from Inangahua Junction (SH 6) to Greymouth	Tasman, Nelson, Marlborough, West Coast and Canterbury	109.691	16	L	MH	12	L	LM	11	L	LM	11	L	LM
SH 7 and SH 7A from Waipara to Hanmer Springs	Tasman, Nelson, Marlborough, West Coast and Canterbury	76.046	17	LM	LM	17	LM	LM	14	L	L	13	L	L
SH 7 from Hanmer Springs to Reefton	Tasman, Nelson, Marlborough, West Coast and Canterbury	128.097	21	L	H	23	L	H	28	LM	H	14	L	LM
SH 71 from Kaiapoi to Rangiora	Tasman, Nelson, Marlborough, West Coast and Canterbury	6.399	0	N/A	N/A	N/A	N/A	N/A	9	H	M	7	H	LM
SH 73 from Christchurch to Darfield	Tasman, Nelson, Marlborough, West Coast and Canterbury	36.454	8	LM	L	6	LM	L	16	M	L	13	M	L
SH 73 from Darfield to Kumara	Tasman, Nelson, Marlborough, West Coast and Canterbury	182.777	28	L	M	23	L	LM	34	L	MH	20	L	L
SH 74 Queen Elizabeth II Drive and Tunnel Road (Christchurch)	Tasman, Nelson, Marlborough, West Coast and Canterbury	10.632	0	N/A	N/A	N/A	N/A	N/A	10	MH	L	6	MH	L
SH 75 from Christchurch to Akaroa	Tasman, Nelson, Marlborough, West Coast and Canterbury	69.78	22	LM	M	19	LM	M	29	M	M	31	M	MH
SH 76 Christchurch Southern Motorway	Tasman, Nelson, Marlborough, West Coast and Canterbury	13.921	0	N/A	N/A	N/A	N/A	N/A	3	M	L	6	M	L
SH 77 from Ashburton to Darfield	Tasman, Nelson, Marlborough, West Coast and Canterbury	93.82	7	L	L	27	LM	H	6	L	L	17	L	M
SH 79 from Fairlie to Rangitata	Tasman, Nelson, Marlborough, West Coast and Canterbury	61.052	5	L	L	7	L	LM	6	L	L	6	L	L
SH 8 from Timaru to Fairlie	Tasman, Nelson, Marlborough, West Coast and Canterbury	57.144	7	L	L	11	LM	M	2	L	L	5	L	L
SH 80 from Twizel to Mt Cook	Tasman, Nelson, Marlborough, West Coast and Canterbury	54.677	4	L	M	3	L	M	1	L	L	1	L	L
SH 82 from Kurow to SH 1	Tasman, Nelson, Marlborough, West Coast and Canterbury	71.063	2	L	L	8	L	H	10	L	H	11	L	H
SH 1 from Timaru to Oamaru	Tasman, Nelson, Marlborough, West Coast and Canterbury/Otago and Southland	77.098	33	M	LM	30	M	LM	15	LM	L	19	LM	L
SH 8 from Fairlie to Omarama	Tasman, Nelson, Marlborough, West Coast and Canterbury/Otago and Southland	129.836	20	L	M	17	L	LM	21	L	LM	14	L	L
SH 83 from Omarama to Pukeuri (SH 1)	Tasman, Nelson, Marlborough, West Coast and Canterbury/Otago and Southland	109.389	8	L	LM	6	L	L	5	L	L	12	L	LM
SH 1 from Dunedin to Mosgiel (SH 87)	Otago and Southland	24.28	20	H	LM	14	MH	L	8	M	L	5	LM	L
SH 1 from Gore to Invercargill	Otago and Southland	62.873	28	M	M	16	LM	L	12	LM	L	16	LM	L
SH 1 from Invercargill to Bluff	Otago and Southland	26.84	13	MH	H	8	M	M	9	M	M	6	LM	LM

SH 1 from Milton to Gore	Otago and Southland	93.013	31	M	MH	27	LM	M	18	LM	L	20	LM	LM
SH 1 from Mosgiel to Milton including SH 86 to Dunedin Airport	Otago and Southland	50.026	36	MH	MH	23	MH	LM	20	M	L	29	MH	LM
SH 1 from Oamaru to Dunedin	Otago and Southland	106.806	80	MH	H	39	M	LM	44	M	M	29	LM	L
SH 6 from Cromwell to Queenstown	Otago and Southland	52.837	31	MH	MH	11	LM	L	21	M	LM	13	LM	L
SH 6 from Lumsden to Invercargill	Otago and Southland	75.845	23	LM	M	15	LM	L	13	L	L	18	LM	L
SH 6 from Queenstown to Lumsden	Otago and Southland	97.67	19	LM	M	22	LM	LM	9	L	L	12	L	L
SH 6 SH 8B SH84 and SH 8 from Wanaka to Alexandra	Otago and Southland	85.816	23	LM	M	12	L	L	18	LM	L	20	LM	L
SH 8 from Alexandra to Milton	Otago and Southland	131.203	62	M	H	24	L	M	31	LM	M	14	L	L
SH 8 from Omarama to Cromwell and SH 8A	Otago and Southland	128.221	31	LM	H	15	L	LM	20	L	M	13	L	L
SH 85 from Alexandra to Palmerston	Otago and Southland	165.089	19	L	H	11	L	M	11	L	M	9	L	L
SH 87 from Kyeburn to Mosgiel	Otago and Southland	114.073	10	L	MH	14	L	H	13	L	H	13	L	MH
SH 88 from Dunedin to Port Chalmers	Otago and Southland	7.538	0	N/A	N/A	0	N/A	N/A	4	MH	M	0	L	L
SH 90 from Raes Junction to Gore	Otago and Southland	59.33	10	L	MH	7	L	M	9	L	M	2	L	L
SH 93 from Clinton to Mataura	Otago and Southland	43.193	9	LM	H	7	L	MH	7	L	MH	8	L	MH
SH 94 from Gore to Lumsden	Otago and Southland	61.28	3	L	L	6	L	LM	6	L	LM	4	L	L
SH 94 SH 95 SH 97 from Lumsden to Manapouri	Otago and Southland	114.267	22	LM	H	15	L	M	12	L	LM	7	L	L
SH 96 from Mataura to Ohai	Otago and Southland	89.808	22	LM	H	11	L	M	19	LM	H	5	L	L
SH 98 and SH 99 from Dacre (SH 1) to Clifden	Otago and Southland	114.261	21	LM	MH	17	L	M	15	L	M	12	L	L
SH 6 from Haast to Wanaka	Otago and Southland/ Tasman, Nelson, Marlborough, West Coast and Canterbury	137.893	20	L	H	22	L	H	12	L	M	11	L	L
SH 94 from Te Anau to Milford Sound	Otago and Southland	119.252	25	LM	H	21	L	H	21	L	H	11	L	LM

Appendix

Risk map methodology – how the sections were identified

To compare the level of risk of crashes between different regions our state highways were divided into road sections (known as corridors).

When the first KiwiRAP risk Maps were developed using 2002-2006 fatal and serious crash data, the state highways were split into corridors using three criteria:

1. To increase the statistical reliability of the results, each corridor should be long enough to have a minimum of 20 fatal or serious crashes over the last five year period.
2. Corridors should be meaningful and distinct to road users, i.e. trips between locations that are understandable and recognisable, such as major towns or major intersections.
3. Corridors should comprise broadly similar road characteristics along their length, such as traffic volume and, e.g. one lane in each direction without a median barrier.

Where possible, the same corridors that were developed and used for the first risk Maps released in 2008 have been used in developing the updated risk Maps.

The risk Maps in this report include results for a total of 172 corridors, and 11,002 kilometres of the state highway network. The corridors range in length from 6.4 km to 318 km, with an average length of 64 km.

Each of these corridors has been assigned a rating for both collective risk (crash density) and personal risk (Crash Rate). The methodology used to do this is discussed in the following section.

Measures of risk and what they mean

For the purposes of displaying the safety risk of the state highway network, we look at two different measures of risk, **collective risk** and **personal risk**. The focus of each is on crashes where people have been killed or seriously injured. The crash statistics used for the calculations are for five-year periods.

The definitions of death and serious injuries are:

Death: A death occurring as the result of injuries sustained in a road crash within 30 days of the crash.

Serious injuries: Fractures, concussion, severe cuts or other injury requiring medical treatment or removal to and retention in hospital.

Collective risk (or crash density)

Collective risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road, as described in the following equation. Collective risk can also be described as the crash density.

$$\text{Collective Risk} = \frac{(\text{fatal crashes} + \text{serious injury crashes}) \,/\, \text{number of years of data}}{\text{length of road section (excl urban sections)}}$$

Collective risk highlights which state highway corridors have a high number of fatal and serious injury crashes on them. This can be used to help determine where the greatest road safety gains can be made from investment in engineering. Collective risk is perhaps of most interest to road controlling authorities, as this highlights where infrastructure improvements are most likely to be cost effective, and to NZ Police from an enforcement perspective.

However, as stated previously, risk cannot be eliminated through infrastructure improvements alone. The driver or rider must always share responsibility for a safe road system. The risk Maps strengthen the connection between infrastructure and personal responsibility by highlighting sections of road where

safety improvements are warranted, and also where drivers and riders may need to take extra care to minimise their risk.

Because collective risk is measured in terms of the number of crashes per kilometre of state highway, you would generally expect that those with higher traffic volumes would have a higher collective risk.

Personal risk

Personal risk is a measure of the danger to each individual using the state highway corridor being assessed.

$$\text{Personal Risk} = \frac{\text{(fatal crashes + serious injury crashes) / number of years of data}}{\text{distance travelled / number of years of data.}}$$

Unlike collective risk, personal risk takes into account the traffic volumes on each section of state highway.

Personal risk shows the likelihood of a driver or rider, on average, being involved in a fatal or serious road crash on a particular stretch of road. Personal risk is likely to be of most interest to the public, as it shows the risk to road users, as individuals. A risk-aware driver or rider will be better informed and more able to modify their behaviour to respond to the conditions.

Personal risk is typically higher in more difficult terrain where traffic volumes and road standards are often lower. In many cases infrastructure improvements on these roads are less likely to be cost effective and other Safe System interventions such as Safer Road Use and Safe Speeds need to be explored.

How are the various levels of risk defined?

The bands for the different risk levels were determined for the first production of KiwiRAP risk Maps by spreading the number of corridors equally over the five risk categories.

Many of the higher collective risk corridors are in the higher populated, higher traffic volume regions (such as the upper North Island) where the state highways are denser with shorter road corridors. Conversely, some of the higher personal risk lengths are in the less populated and less dense regions resulting in longer road corridors required to meet the required minimum crash number criteria. As a result, the higher collective risk corridors typically are shorter than the higher personal risk corridors resulting in fewer kilometres in the higher collective risk bands than in the higher personal risk bands.

The risk thresholds for the bands have remained the same for comparisons to be made between risk Map periods.

RISK RATING	COLLECTIVE RISK Average annual fatal and serious injury crashes per km	PERSONAL RISK Average annual fatal and serious injury crashes per 100 million vehicle-km	COLOUR
Low	≤0.039	<4	
Low-medium	0.04 ≤ 0.069	4 ≤ 4.9	
Medium	0.0 7≤ 0.10	5 ≤ 6.9	
Medium-high	0.11 ≤ 0.189	7 ≤ 8.9	
High	0.19+	9+	

Technical information

The first KiwiRAP risk Maps were released in 2008 and covered crash data from 2002-2006.

Several changes to the state highway corridors have been made during the subsequent reporting periods, which should be considered when comparing results across periods:

- for median-divided roads, each carriageway is assessed separately, and hence the kilometre length published for that particular corridor will be longer than the actual road length. Where roads have been upgraded from single to dual carriageway the assessed road length will increase.
- speed limit boundary changes, and minor discrepancies in the crash analysis system data between time periods, will have resulted in minor changes to the published length for some routes.
    - shortening corridors to exclude urban areas at the end of cities/towns (i.e. 60km/h speed limits at urban fringe)
    - correcting corridor sections to better align with NSLR speed limit boundaries
- realignments and, in some cases, total replacement of routes by new construction have resulted in changes in the published length of some corridors between time periods.
- Updates to SH numbering as required (like changing SH15A to SH15)
- Updating corridor names with correct macrons in place names (e.g. Whangarei to Whangārei)

Notable corridor changes between 2012-16 and 2018-22

- SH 1 Warkworth to Twin Tunnels – the corridor was extended to include Waterview Tunnel that opened in 2017.
- SH 1 from Meremere to Rangiriri Corridor – the corridor was updated to include the new alignment at Rangiriri and shortened to end at Glen Murrary/Te Wharepu junction.
- SH 1 from Huntly to Hamilton – the corridor name was updated to SH 1 and SH 1C from Taupiri to Hamilton as following opening of the Hamilton section of the Waikato Expressway in 2022, SH 1 no longer passes through Huntly and shortened to start at junction with SH 1B near Taupiri.
- SH1 from Hamilton to Cambridge – the corridor name was updated to SH1 and 1C from Hamilton to Cambridge due to the opening of the Hamilton section of the Waikato Expressway in 2022.
- SH 1 from Paraparaumu to Paremata – the corridor was shortened to start at Paekākāriki (now junction of SH 1 and SH 59) and end at Plimmerton (50km/h urban threshold). The corridor was also renumbered SH 59, as SH 1 is now Transmission Gully which opened in 2022.
- SH 1 Christchurch Northern Motorway – the corridor was updated to start at the end of Western Belfast Bypass it was previously started at the intersection of Johns Rod/Main North Road.
- SH 1 from SH 74 to SH 73 Christchurch – the corridor was updated to include the Western Belfast Bypass which opened late 2017 and dual carriageway sections that were previously undivided.
- SH 75 from Christchurch to Akaroa – the corridor was updated to remove sections which are now 60km/h and the start of the corridor is now at the Halswell 80km/h urban/open road boundary.
- SH 1 from Gore to Invercargill – the corridor was updated for the alignment of the corridor at Edendale.
- SH 2 from Napier to Hastings corridor name was updated to SH 51 from Napier to Hastings (formerly SH 2) to reflect change in SH numbering.
- SH 50 and SH 50A Taradale Rd to Pakipaki corridor name was updated to SH 2 from Taradale Rd (Napier) to Pakipaki (formerly SH 50 and 50A) to reflect change in SH numbering.