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Factsheet

Child Pedestrian Injury in the Auckland Region*

Child pedestrian injury is a major cause of unintentional death to children in the Auckland Region and is among the ten most common causes of injury related hospital admissions(1).

Deaths:

- In the Auckland Region child pedestrian deaths accounted for 22% of all unintentional injury deaths of children aged 14 years or younger. Figure 1 shows that on average (from 1997 to 2001) about 6 child pedestrians died each year.
- While children in the Auckland Region made up 32% of the total New Zealand child population in the 2001 Census, during the five year period, 1997-2001 they accounted for 41% of all child pedestrians killed (2).

Figure 1: Auckland Region Child Pedestrian Fatalities; 0 to 14

Territorial Authority	1997	1998	1999	2000	2001	Totals
Auckland	2	2	2	0	4	10
Franklin	0	0	0	0	0	0
Manukau	2	2	0	2	1	7
North Shore	1	0	0	0	0	1
Papakura	1	1	1	1	1	5
Rodney	0	0	1	1	0	2
Waitakere	2	1	1	0	0	4
TOTAL	8	6	5	4	6	29

Source: Otago University Injury Prevention Research Unit NIQS Site; accessed 2005

Hospitalisations:

- On average, in the Auckland Region 103 child pedestrians were injured severely enough to be admitted to hospital each year. This figure accounted for 42% of all New Zealand child pedestrians hospitalised (1999-2003).
- The New Zealand rate for child pedestrian injury hospitalisation is 143 per 100,000 children, while the Auckland Region's rate is 191 per 100,000 children (1999-2003). See Figure 2
- Maori children comprised 15% of the Region's child population but accounted for 25% of child pedestrians hospitalised (3).
- Pasifika children comprised 20% of the Region's child population but accounted for 35% of child pedestrians hospitalised (3).
- A study in 2002 showed that a quarter of all child pedestrians requiring overnight admission to Starship Children's Health were struck by vehicles in driveways. Preschool aged children are those most at risk of injury by slow moving vehicles in driveways (4).
- The hours just before and after school (8am – 9am and 3pm – 5pm) are peak injury times for child pedestrians; boys aged 5 to 9 years feature more frequently in the crash data collected at these times (5).

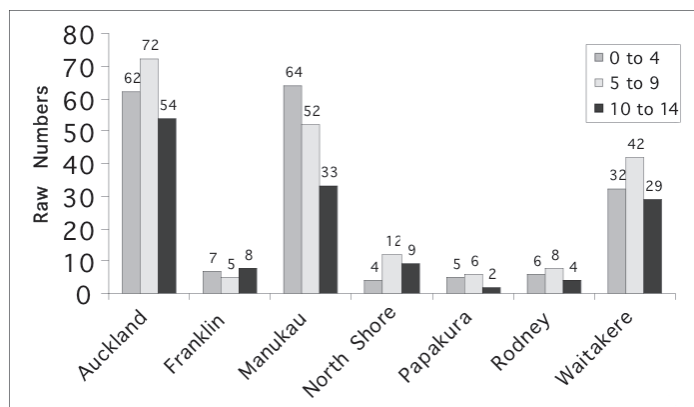
Safekids New Zealand's mission is to reduce the incidence and severity of unintentional injuries to New Zealand children aged 0-14 years.

Figure 2:
Numbers and rates of child pedestrian hospitalisation by local authority, 0 to 14 (1999-2003)

Territorial Authority	Raw Number	Rates per 100,000 children
Auckland City	188	260
Waitakere City	103	247
Manukau City	149	195
Franklin District	20	152
Papakura District	13	126
Rodney District	18	104
North Shore City	25	65
Auckland Region	516	191
National	1216	143

Source: Rates calculated by Safekids New Zealand with data from Otago University Injury Prevention Research Unit NIQS System accessed 2005 and Statistics New Zealand Census Data 2001

Figure 3:
Auckland Region Hospitalisations, child pedestrians by age (1999-2003)



Source: Otago University Injury Prevention Research Unit NIQS System; accessed 2005

Overall, children aged 5-9 years have the highest number of hospital admissions for pedestrian injury. Manukau City was the exception, where admissions for those aged 0 to 4 years was higher. Franklin also varied, where one more 10 to 14 year old was admitted (n=8), compared to the other groups (0 to 4 n=7) (5 to 9 n=5).

Conclusion

Child pedestrian deaths and injuries are unacceptably high in the Auckland Region. While all children are developmentally more at risk of pedestrian injury than adults, children in the Auckland Region are more at risk than their peers in many other parts of New Zealand.

Compared to many parts of the country, the Auckland Region's roads are increasingly busy and congested. Many communities are now bisected by roads which began as relatively quiet local streets, but have now become major routes carrying regional traffic. Many children live on or near such streets, or must cross them often, for example, to get to school. They are exposed daily to relatively high volumes of traffic - most of it in a hurry.

Countries that are best at preventing child traffic-related injuries have adopted a holistic approach using a wide variety of measures. These include infrastructure improvements such as environmental measures; education and publicity programmes aimed at children, caregivers and drivers; and increasing the use of safety equipment and speed reduction measures (6).

In the Auckland Region, this holistic approach must be undertaken by a wide range of stakeholders if child pedestrian injuries and deaths are to be prevented.

Information Source:

Injury data in this fact sheet not otherwise referenced is available on the Otago University Injury Prevention Research Unit NIQS web page under the categories of "pedestrian MVTC" (Motor Vehicle Traffic Crash) and "pedestrian, other". It includes child pedestrian crashes on public roads; in car parks; on farms; in driveways and with cars, trains and other types of vehicles.

*The Auckland Region referred to consists of; Auckland City, Franklin District, Manukau City, North Shore City, Papakura District, Rodney District and Waitakere City. This is the same geographic area and population covered by Waitemata, Auckland and Counties Manukau District Health Boards.

References

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5. Ministry of Transport. Crash Analysis System Data (1999 - 2003); 2004.
6. Joint OECD/ECMT Transport Research Centre. Keeping Children Safe in Traffic. Policy Brief 2004.