
ROAD SAFETY OUTCOMES

Supplement to the NZ Transport Agency's
Quarterly results and insights

Q4 2014/15

1 April to 30 June 2015



This quarterly summary of road safety outcomes shows:

- an overall picture of fatal and serious casualties in road crashes over the past five years
- a set of intermediate outcome measures for each of the *Safer Journeys* areas of concern, **by calendar year**
- the trend in a representative headline measure over the past five years for each of the *Safer Journeys* areas of concern
- trends in eight of the high and medium priority *Safer Journeys* areas of concern over the past five years in each Transport Agency Region
- Local Government Region and Police District comparisons against a representative headline outcome measure for each of the *Safer Journeys* areas of concern.

Outcome measures are provided for the most recently available quarter, to June 2015 in some cases but usually to March 2015. Some measures are only available on an annual basis.

The headline measure for Heavy Vehicle safety is now “crashes involving HMVs” which better suits the safe system approach. There is still considerable interest in the number of incidents, but to address heavy vehicle safety, the road, the vehicle, and the speed environment as well as the driver are all seen as contributors to the crash.

In some cases, the national outcome measures are not available at Regional or Police District level, and alternative headline measures are presented in the relevant charts. In the Regional and Police District charts, some measures are shown on an averaged three-yearly basis where the numbers are too small to give meaningful single year comparisons.

Cover picture: In a joint Transport Agency and Police operation near Rotorua last year, drivers were breath tested, their licences were checked and their vehicles were given a TWIRL inspection – Tyres, Windscreen, Indicators, Rust, and Lights. Around 20 percent of the vehicles had some form of defect. Those who were stopped were also given a ‘Check Your Car’ TWIRL safety check flyer and a key ring to measure tyre tread depths. The operation was a chance for both agencies to connect directly with drivers and raise their awareness about the safety of their own vehicle.

Key results for the quarter

- the fatality total has **remained above 300** for the past 12 months, with 24 more vehicle passengers killed than at the same time last year
- although total young driver casualties have continued to reduce, **33 young drivers were killed** in the first six months of 2015, more than for the whole of last year
- falling alcohol/drug-related and pedestrian/cyclist casualties have been offset by increasing casualties in motorcycling and open road head-on/runoff road crashes
- with significant casualty reductions in four of the five high priority areas of concern, **Waikato and Bay of Plenty** have seen an overall 25% fall in KSIs in 5 years.

Crashes near and away from home

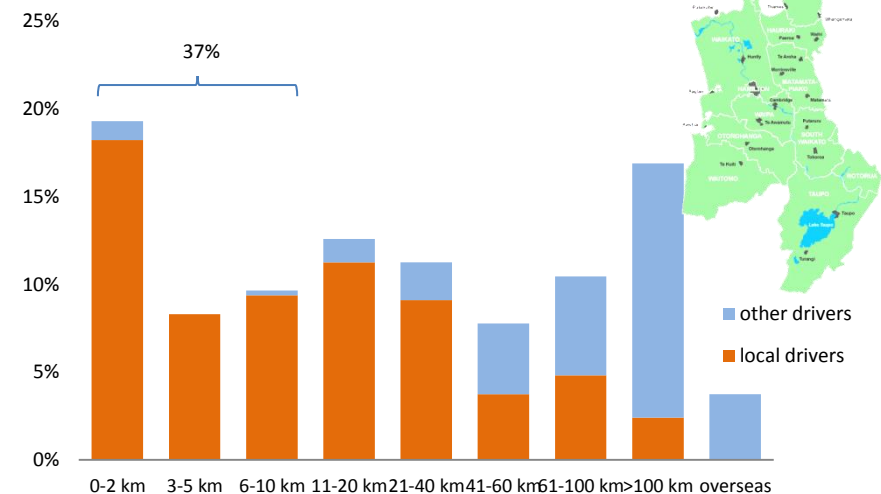
A rule of thumb for many years has been that, in general, people crash close to where they live and do most of their driving. To determine whether this principle holds true in a part of New Zealand where a significant volume of traffic passes through the region, the crash profile in the Waikato region was used as an example.

In 2014, 247 fatal and serious injury crashes occurred in the Waikato region, involving 378 drivers. The region extends 100km from Waihi to Raglan, and 200km from Turangi to Tuakau. Most drivers in those crashes (67%) were Waikato residents, with another 23% from the neighbouring Auckland and Bay of Plenty regions.

During this period:

- 37% of the drivers were involved in a crash within 10 km of home, and one in six drivers was involved in a crash within 2 km of home
- 20% of the drivers were from outside the region and more than 60 km from home
- for 75% of the rural drivers the crash occurred within 30 km from home
- 4% of the drivers were from overseas – Australia (3), UK (2), Europe (5), USA/Canada (2), India (1) and China (1).

Distance of crash location from home, for drivers in fatal/serious injury crashes, Waikato region, 2014



More information ...

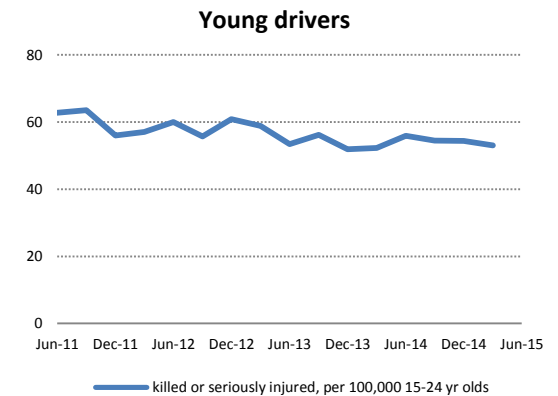
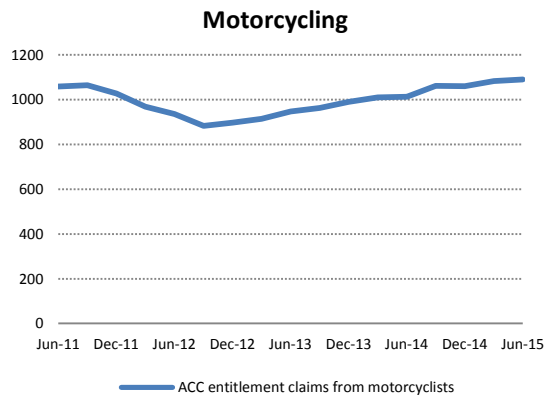
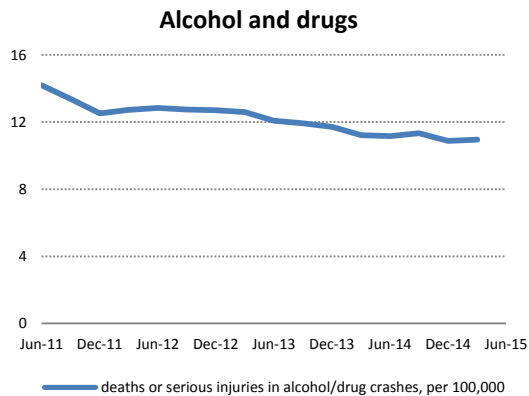
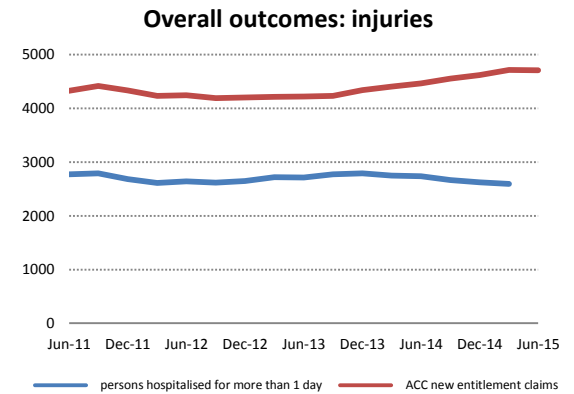
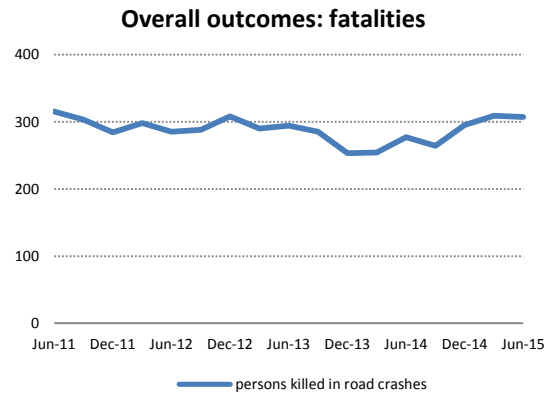
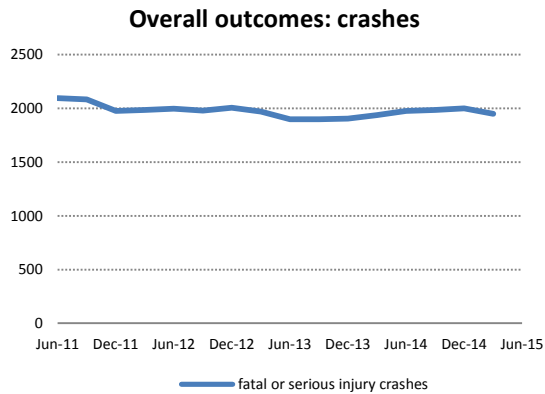
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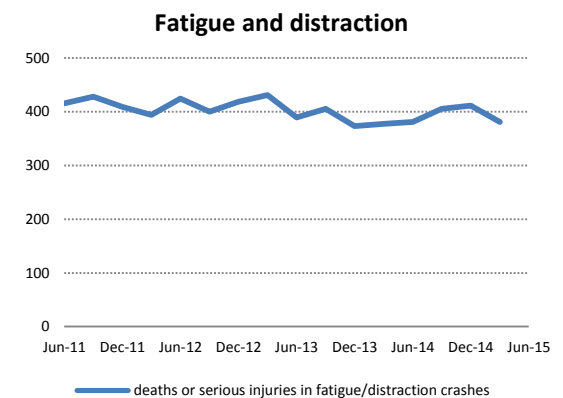
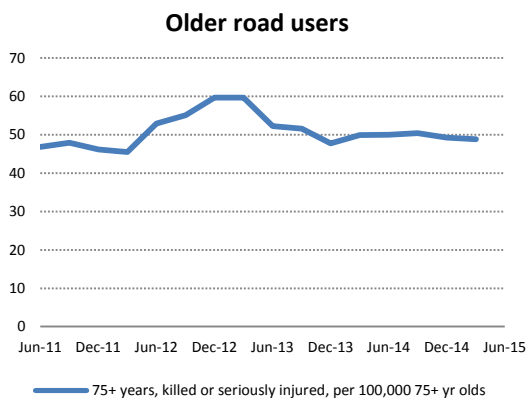
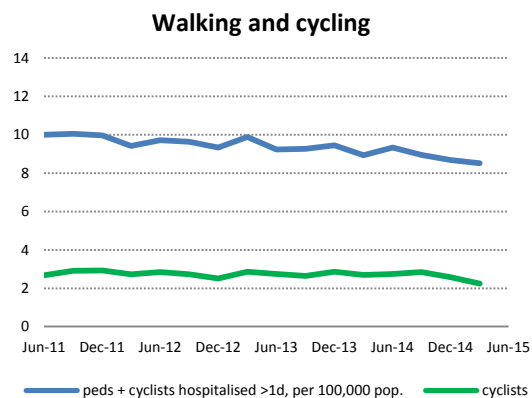
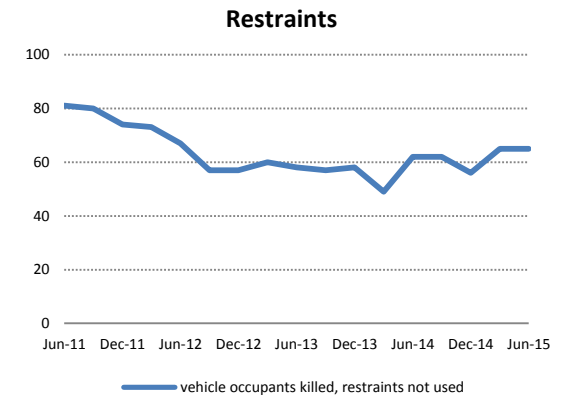
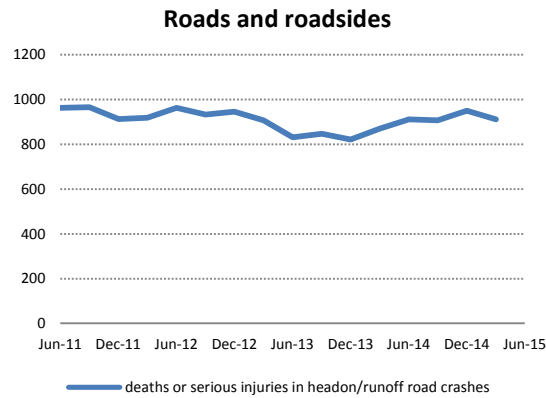
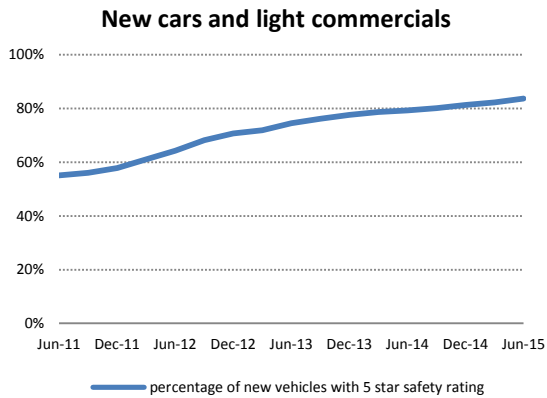
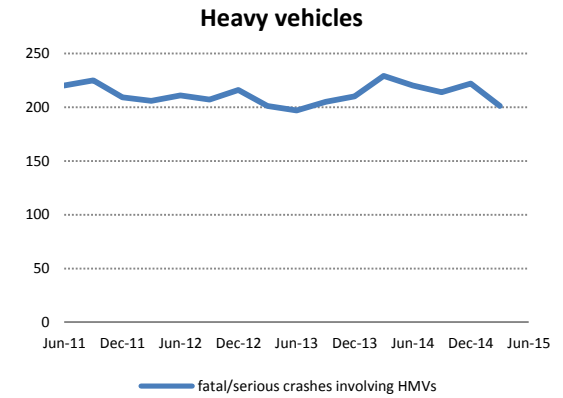
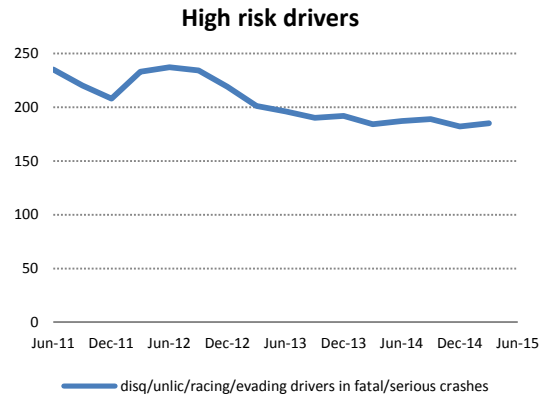
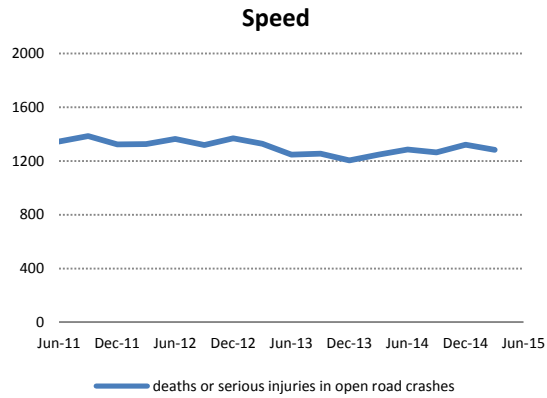
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This document and its regional time series data are available on the Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

ROAD SAFETY OUTCOME TRENDS 2011-2015 (12 month rolling figures)

Road safety outcome measures in the following charts and tables are provided for the last five years, up to the most recently available quarter. The measures are obtained from the Transport Agency's Crash Analysis System, ACC entitlement claims, Ministry of Health hospital discharge data, Ministry of Transport speed, restraint and public attitude surveys, Statistics NZ population data, and new vehicle registration figures.





NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2010	2011	2012	2013	2014
Overall outcomes								
persons killed or seriously injured in road crashes	581	2302	Mar 2015	2663	2344	2406	2253	2363
fatal or serious injury crashes	489	1949	Mar 2015	2194	1975	2005	1904	1999
persons killed in road crashes	81	307	Jun 2015	375	284	308	253	295
persons killed in road crashes, per 100,000 population, per year	7.0	6.7	Jun 2015	8.5	6.4	7.0	5.7	6.5
persons killed or seriously injured, per 100,000 population, per year	51	50	Mar 2015	61	53	54	50	52
persons killed or seriously injured, per 100 million vehicle km travelled	5.4	5.4	Mar 2015	6.4	5.7	5.8	5.3	5.6
persons hospitalised for more than 1 day (>1d), non-fatal	684	2592	Mar 2015	2869	2682	2647	2788	2624
ACC new entitlement claims	1210	4709	Jun 2015	4346	4331	4202	4339	4620
Alcohol and drugs								
fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year	11.4	10.9	Mar 2015	15.7	12.5	12.7	11.7	10.9
drivers killed with excess alcohol	8	28	Dec 2014	68	48	49	38	28
% think high probability being stopped at CBT checkpoint	-	50%	2014	56%	56%	52%	53%	50%
% admit driven while affected by prescription or other drugs	-	10%	2014	-	-	-	-	10%
Young drivers								
young drivers killed or seriously injured, per 100,000 15-24 year olds, per year	54	53	Mar 2015	71	56	61	52	54
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	40	42	Mar 2015	55	52	48	46	46
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	10.9	7.1	Jun 2015	9.4	7.5	5.9	6.0	4.6
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	0.6	0.5	Dec 2014	3.7	2.6	2.2	2.5	0.5
% youth believe will be stopped for non-alcohol/speed traffic offences	-	49%	2014	44%	39%	42%	45%	49%
drivers on GDL primary contributor in fatal/serious crashes	67	253	Mar 2015	278	255	217	219	244
fatal and serious crashes involving 15-19 year old drivers	75	238	Mar 2015	379	282	254	215	234
Speed								
deaths or serious injuries in all open road crashes, 80-100 km/h roads	345	1283	Mar 2015	1438	1323	1369	1205	1321
% vehicles exceeding 100 km/h limits	-	22%	2014	29%	31%	25%	25%	22%
% vehicles exceeding 50 km/h limits	-	52%	2014	58%	59%	53%	56%	52%
fatal/serious speed-related crashes	125	462	Mar 2015	458	420	386	394	445
% disagree probability being detected speeding is small	-	57%	2014	52%	51%	55%	56%	57%
mean rural speed (km/h)	-	95.1	2014	96.2	96.5	95.6	95.7	95.1
mean urban speed (km/h)	-	50.8	2014	52.0	52.0	51.3	51.7	50.8
Motorcycling								
ACC entitlement claims from motorcyclists	274	1089	Jun 2015	1060	1026	897	990	1060
motorcycle and moped riders killed, per 100,000 population, per year	0.8	0.8	Jun 2015	1.1	0.7	1.0	0.8	0.9
% of motorcycles in crashes with non-current WoFs	23%	25%	Mar 2015	27%	26%	25%	28%	26%
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	15.8	12.6	Mar 2015	15.2	13.6	11.9	12.7	12.4
Roads and roadsides								
fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads	248	911	Mar 2015	1045	912	945	821	949
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	73	280	Mar 2015	296	304	300	240	321
fatal or serious injuries in run-off road crashes, 80-100 km/h roads	175	631	Mar 2015	749	608	645	581	628
fatal or serious injuries in intersection crashes	147	691	Mar 2015	782	699	769	663	713
fatal or serious injuries in pedestrian/cyclist crashes	93	419	Mar 2015	437	422	436	441	433
fatal or serious injuries in all crashes on SH network	229	893	Mar 2015	994	924	983	839	945

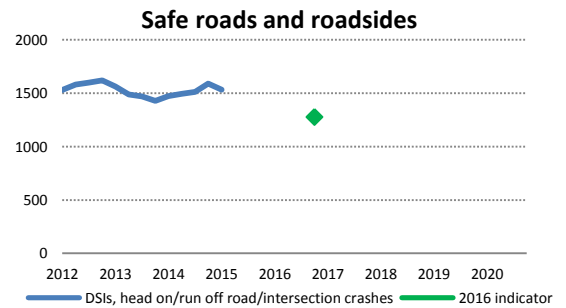
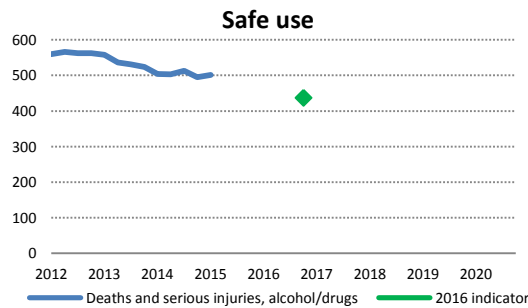
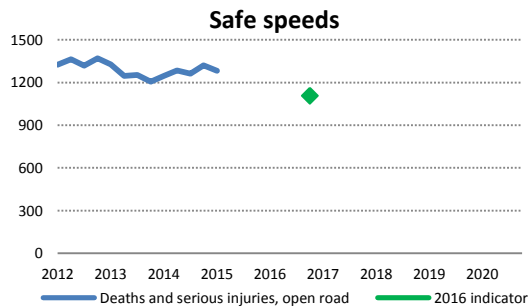
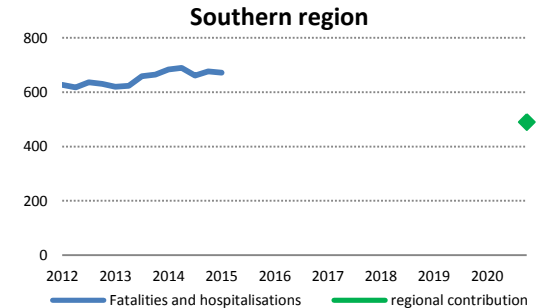
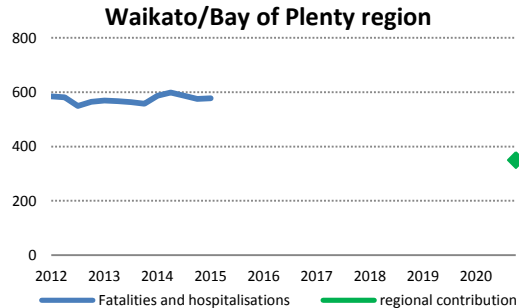
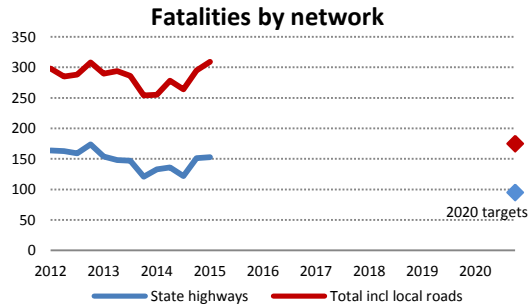
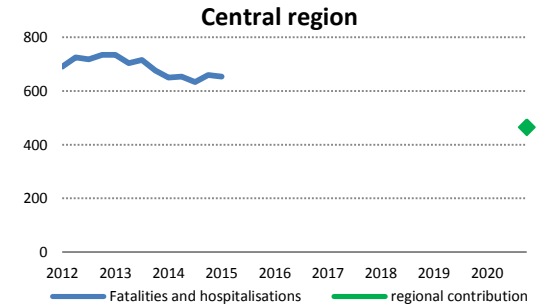
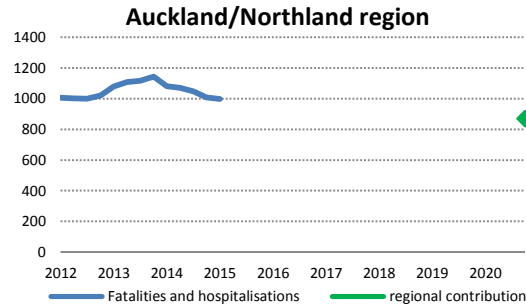
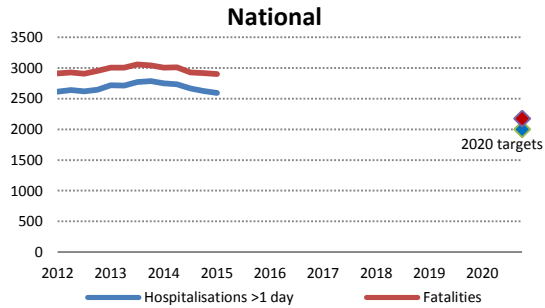
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2010	2011	2012	2013	2014
High risk drivers								
high risk drivers⁽²⁾ in fatal or serious injury crashes	48	185	Mar 2015	283	208	219	192	182
disqualified drivers detected driving	1692	7583	Mar 2015	9731	9220	8440	8162	7849
notices issued for 3 rd or subsequent drunk/drugged driving offences	1001	4736	Mar 2015	6768	6754	6197	5692	4970
disqualified or unlicensed drivers involved in fatal/serious crash	42	169	Mar 2015	238	180	184	169	167
Light vehicles								
% of new vehicles with 5-star safety rating	85%	84%	Jun 2015	53%	58%	71%	78%	81%
% of vehicles in fatal/serious crashes with non-current WOFs ⁽¹⁾	9%	9%	Mar 2015	13%	12%	12%	12%	9%
% of fatal/serious injuries in crashes with contributing vehicle faults	1.4%	2.6%	Mar 2015	4.6%	4.1%	3.7%	2.7%	3.2%
average (median) age of light vehicle fleet (years)	-	13.4	2013	12.8	13.0	13.2	13.4	
Fatigue and distraction								
fatal or serious injuries in fatigue/distraction crashes	88	381	Mar 2015	506	409	418	373	411
fatal/serious injuries in crashes with contributing driver fatigue	35	177	Mar 2015	233	173	192	187	196
fatal/serious injuries in crashes with contributing driver distraction	52	211	Mar 2015	280	244	236	198	225
Heavy vehicles								
fatal/serious crashes involving HMVs	47	201	Mar 2015	212	209	216	210	222
fatal/serious injuries in HMV crashes	61	260	Mar 2015	262	261	255	233	276
% of fatal/serious HMV crashes where HMV was primary contributor	55%	47%	Mar 2015	49%	43%	46%	46%	47%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2014	45%	44%	39%	32%	31%
Walking and cycling								
pedestrians and cyclists hospitalised >1d, per 100,000 population, per year	7.7	8.5	Mar 2015	9.7	10.0	9.3	9.5	8.7
pedestrians hospitalised >1 day, per 100,000 population, per year	6.0	6.3	Mar 2015	7.1	7.0	6.8	6.6	6.1
pedestrians and cyclists killed, per 100,000 population, per year	0.9	1.0	Jun 2015	1.0	0.9	0.9	0.8	1.2
fatal or serious injuries to school age (5-17) cyclists and pedestrians	14	75	Mar 2015	75	91	77	87	78
cyclists killed or hospitalised >1 day	21	112	Mar 2015	123	138	119	136	127
% cyclists wearing helmets	-	94%	2015	93%	93%	92%	-	-
Older road users								
persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year	45	49	Dec 2014	52	46	60	48	49
persons 75+ years killed in road crashes	5	30	Mar 2015	34	32	41	34	37
drivers 75+ years, killed or seriously injured, per 100,000 75+ year olds, per year	23	26	Dec 2014	30	29	32	24	27
persons 75+ years hospitalised >1d	74	324	Dec 2014	340	290	373	369	317
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	67	75	Mar 2015	77	69	71	77	75
Restraints								
vehicle occupant deaths where restraints not worn	19	65	Mar 2015	100	74	57	58	56
% of children (5-9 years) in booster seats or child restraints	-	21%	2013	-	23%	-	21%	-
% front seat adult vehicle occupants restrained	-	97%	2014	96%	96%	96%	-	97%
% child (0-4 years) vehicle occupants restrained	-	93%	2014	93%	-	92%	-	93%
% drivers think highly likely to be stopped for non-compliance	-	43%	2014	41%	40%	40%	41%	43%

(1) National headline measure not available at regional/district level, this measure used instead for local government region and police district charts

(2) High risk driver = disqualified, unlicensed, illegal street racing, evading enforcement

PROGRESS TOWARDS NZ TRANSPORT AGENCY TARGET

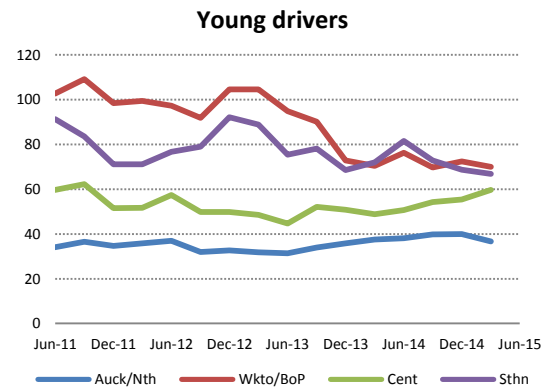
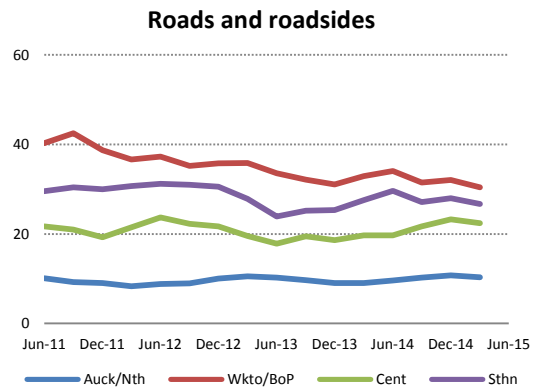
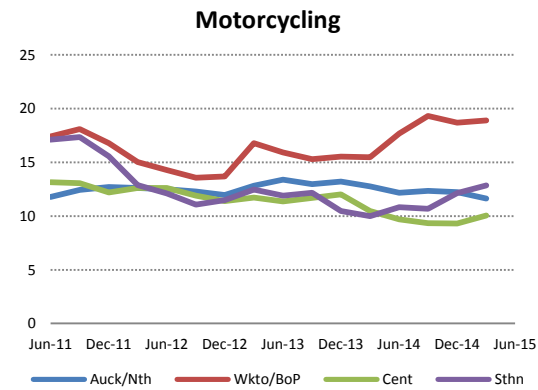
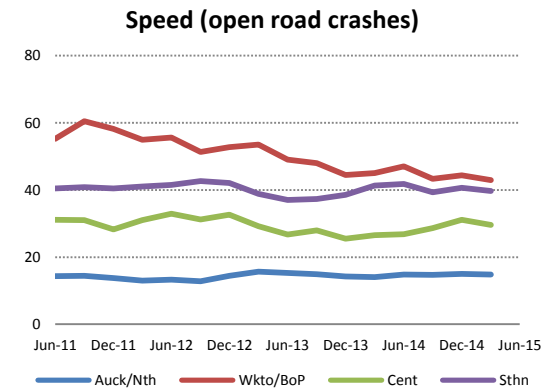
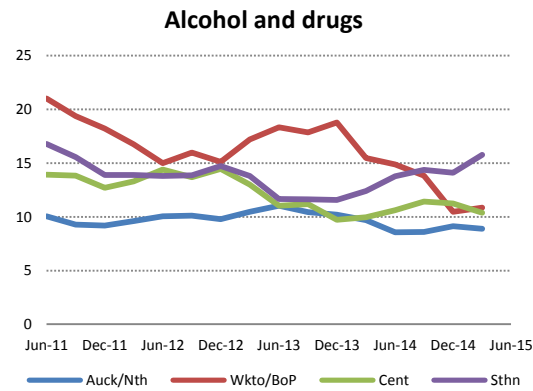
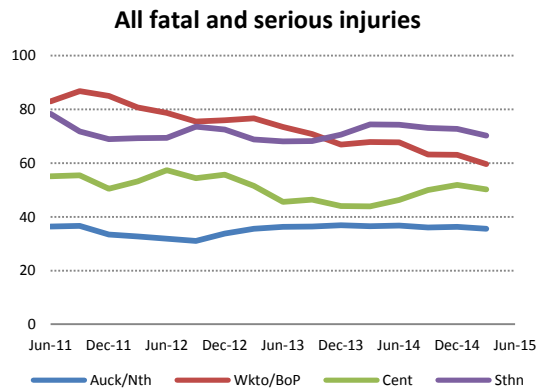
In 2013 the Transport Agency developed a set of lead indicators and national targets by extrapolating existing trends out to 2020 and adding some stretch, to help focus its efforts, in conjunction with partner agencies, to significantly reduce deaths and serious injuries. They do not predict future performance, but indicate the need for sustained efforts to maintain current gains and for innovations to make new gains. The **Safe Vehicles** indicator is 90% of new vehicles rated 5-star by 2016.



NZTA REGIONAL COMPARISONS 2011-2015 (12-month rolling figures)

The following charts compare per capita trends over the past 5 years in the four NZ Transport Agency regions for the *Safer Journeys* high priority road safety concerns. The values in each chart are the injury rates per 100,000 population for the preceding 12 months, allowing comparisons across years, regions and priority areas.

Fatal and serious injuries* in crashes, per 100,000 population



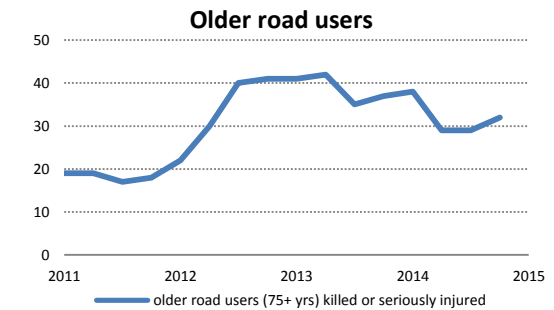
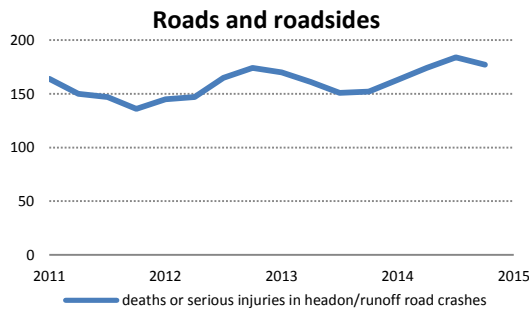
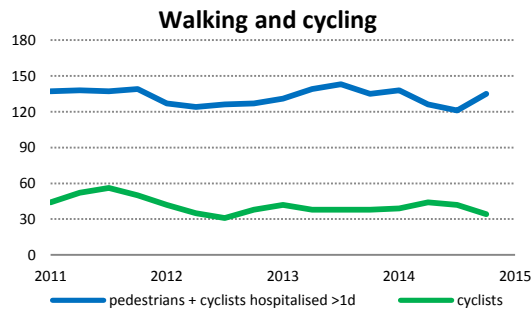
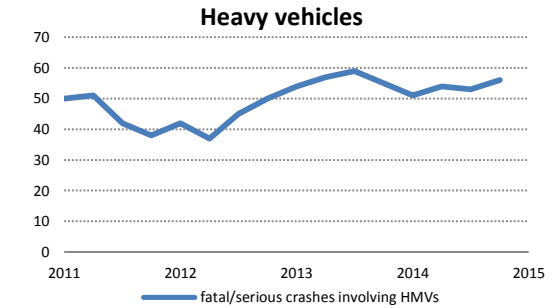
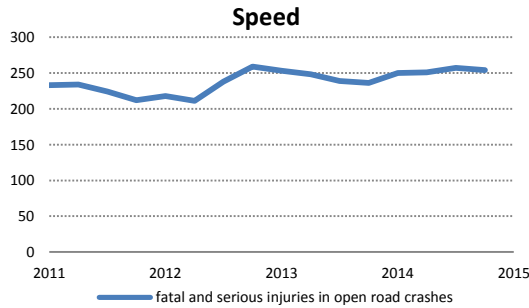
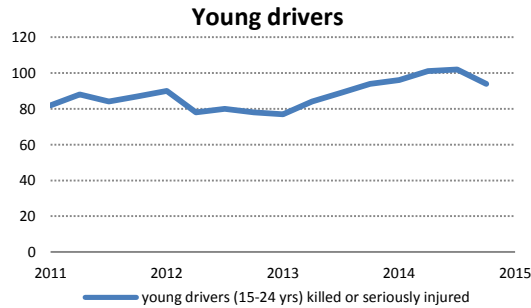
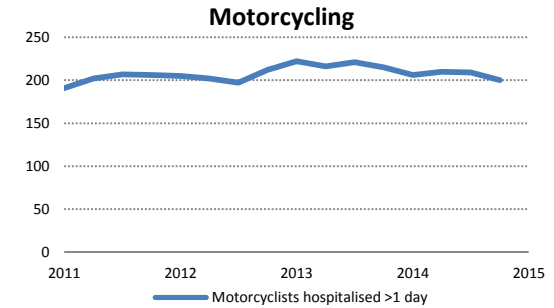
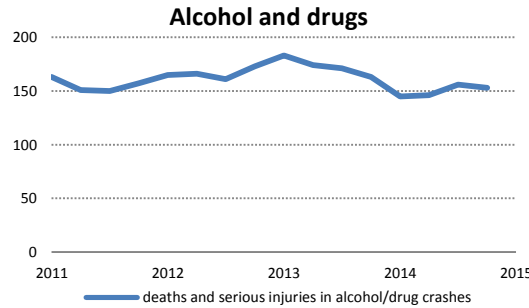
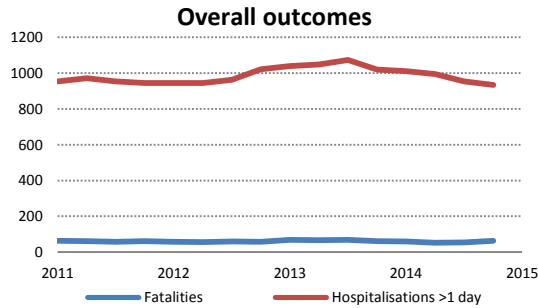
* Motorcycle casualties = hospitalisations for more than 1 day; head-on and run-off road crashes are open road crashes (80-100 km/h); young driver rates expressed per 100,000 15-24 year olds.

NZ TRANSPORT AGENCY REGIONS - OUTCOMES		LAST FIVE YEARS				
		2011	2012	2013	2014	latest 12 months, to Mar 2015
Overall outcomes						
fatal or serious injuries in all crashes, per 100,000 population	NZ =	53	54	50	52	50
Northland and Auckland region		33	34	37	36	36
Waikato and Bay of Plenty region		86	76	67	63	60
Central region		50	56	44	52	50
Southern region		69	73	71	73	70
Alcohol and drugs						
fatal or serious injuries in alcohol/drug crashes, per 100,000 population	NZ =	13	13	12	11	11
Northland and Auckland region		9	10	10	9	9
Waikato and Bay of Plenty region		18	15	19	10	11
Central region		13	14	10	11	10
Southern region		14	15	12	14	16
Young drivers						
young drivers killed or seriously injured, per 100,000 total population	NZ =	8	8	7	8	8
Northland and Auckland region		5	5	5	6	5
Waikato and Bay of Plenty region		13	13	13	13	12
Central region		7	7	8	8	7
Southern region		10	10	11	11	11
young drivers killed or seriously injured, per 100,000 15-24 year olds	NZ =	56	60	52	55	54
Northland and Auckland region		35	33	36	40	37
Waikato and Bay of Plenty region		98	105	73	72	70
Central region		52	50	51	55	60
Southern region		71	92	68	69	67
Speed						
fatal or serious injuries in open road (80-100km/h) crashes, per 100,000 population	NZ =	30	31	27	29	28
Northland and Auckland region		14	14	14	15	15
Waikato and Bay of Plenty region		58	53	44	44	43
Central region		28	33	25	31	30
Southern region		40	42	39	41	40
Motorcycling						
motorcyclists hospitalised >1d from road crashes, per 100,000 population	NZ =	14	12	13	12	13
Northland and Auckland region		13	12	13	12	12
Waikato and Bay of Plenty region		17	14	16	19	19
Central region		12	11	12	9	10
Southern region		16	11	11	12	13
Roads and roadsides						
fatal or serious injuries in head-on* and run off road crashes, per 100,000 population	NZ =	21	21	18	21	20
Northland and Auckland region		12	9	10	9	11
Waikato and Bay of Plenty region		40	39	36	31	32
Central region		26	19	22	19	23
Southern region		30	30	31	25	28

NZ TRANSPORT AGENCY REGIONS - OUTCOMES	LAST FIVE YEARS					
	2011	2012	2013	2014	latest 12 months, to Mar 2015	
High risk drivers						
high risk drivers in fatal or serious crashes, per 100,000 population	NZ =	4.7	4.9	4.3	4.0	4.0
Northland and Auckland region		5.1	5.7	5.1	4.5	4.6
Waikato and Bay of Plenty region		4.3	4.8	4.3	2.9	2.8
Central region		4.2	5.2	3.8	4.3	4.4
Southern region		4.2	3.0	3.0	3.5	3.6
Light vehicles						
percentage of light vehicles in fatal/serious crashes without current WOF	NZ =	12%	12%	12%	9%	9%
Northland and Auckland region		11%	14%	9%	9%	9%
Waikato and Bay of Plenty region		11%	11%	15%	9%	8%
Central region		12%	15%	15%	10%	10%
Southern region		14%	10%	10%	8%	9%
Fatigue and distraction						
fatal or serious injuries in fatigue/distraction crashes, per 100,000 population	NZ =	9	9	8	9	8
Northland and Auckland region		5	5	5	6	5
Waikato and Bay of Plenty region		15	17	14	13	12
Central region		10	10	9	10	9
Southern region		12	11	10	11	10
Heavy vehicles						
fatal or serious HMV crashes, per billion vkt (all vehicles)	NZ =	5.1	5.2	5.0	5.2	4.7
Northland and Auckland region		3.0	3.2	4.2	3.7	3.9
Waikato and Bay of Plenty region		7.9	8.3	5.8	5.8	4.6
Central region		4.6	5.9	4.5	5.4	4.4
Southern region		6.1	4.8	6.1	6.8	6.3
Walking and cycling						
pedestrians and cyclists hospitalised >1 day, per 100,000 population	NZ =	10	9	9	9	9
Northland and Auckland region		16	13	15	14	14
Waikato and Bay of Plenty region		6	5	6	4	4
Central region		8	9	8	9	8
Southern region		8	7	7	7	6
Older road users						
persons 75+ years killed or seriously injured, per 100,000 75+ year olds	NZ =	46	60	48	47	48
Northland and Auckland region		22	51	42	34	37
Waikato and Bay of Plenty region		75	71	48	45	38
Central region		35	58	27	41	45
Southern region		70	68	83	77	73
Restraints						
vehicle occupants killed, restraints not worn, 3 year average, per 100,000 population	NZ =	1.7	1.3	1.3	1.2	1.4
Northland and Auckland region		0.8	0.4	0.9	0.8	0.9
Waikato and Bay of Plenty region		4.2	3.3	3.2	2.5	1.7
Central region		2.4	1.9	1.5	1.0	1.2
Southern region		2.6	1.8	1.2	1.4	1.8

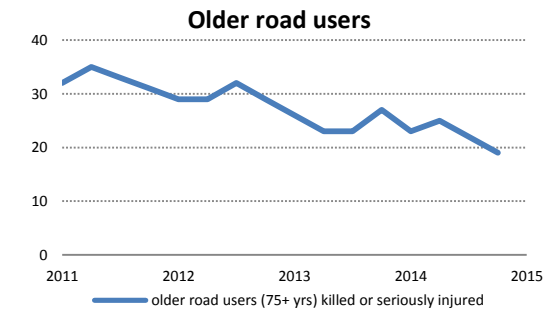
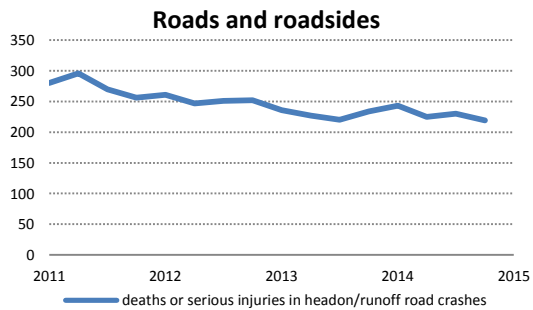
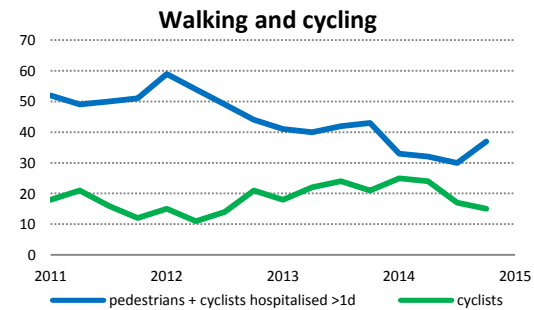
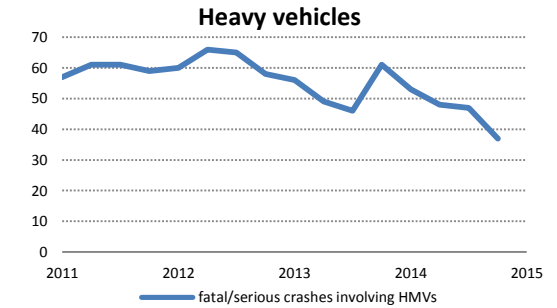
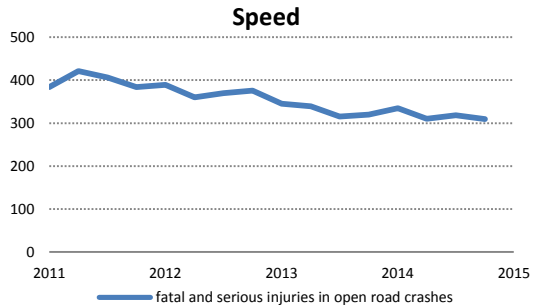
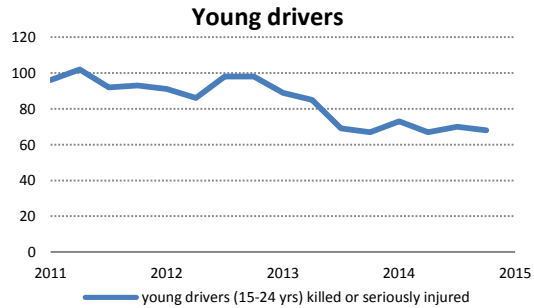
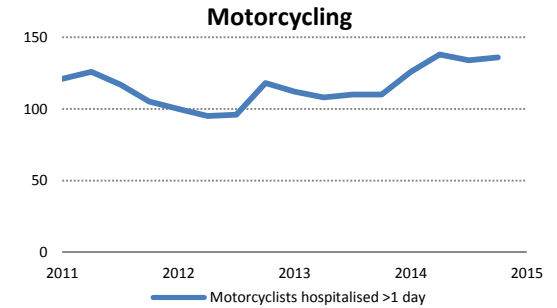
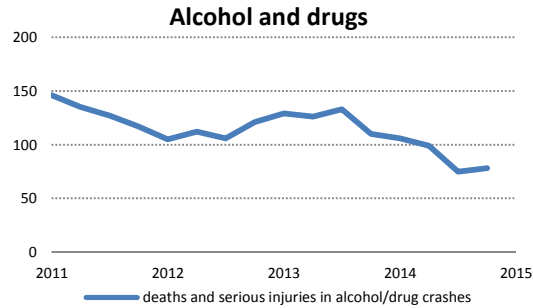
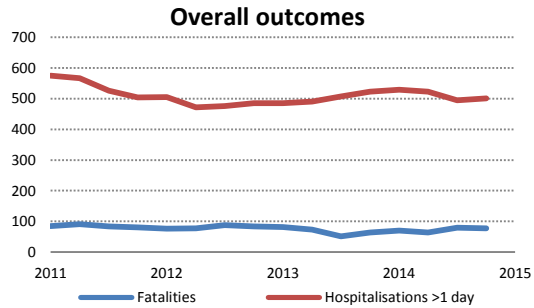
NZTA AUCKLAND/NORTHLAND REGION OUTCOME TRENDS (12 month rolling figures)

Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 – 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report (refer page 3).



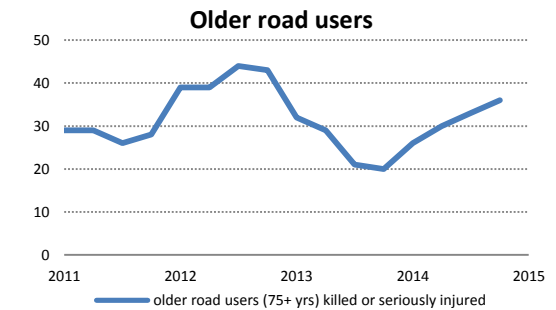
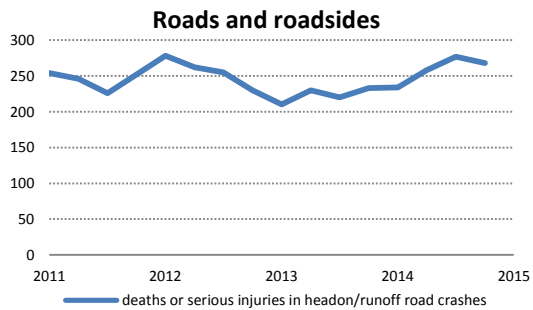
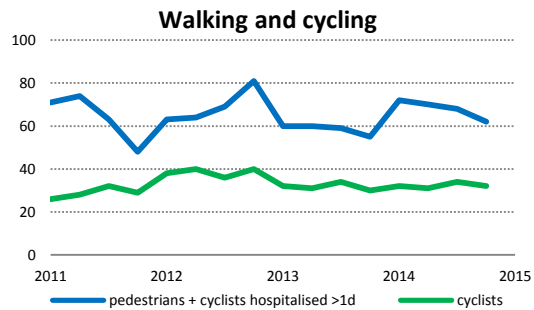
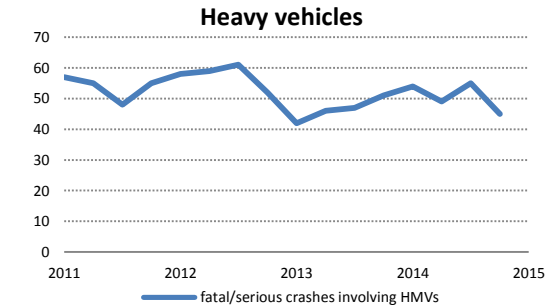
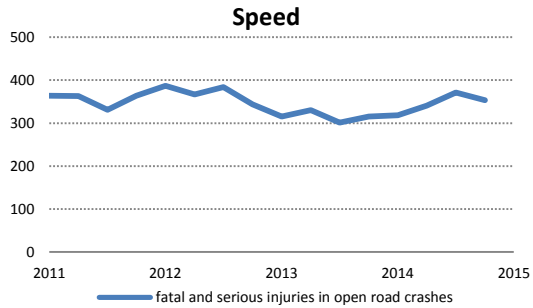
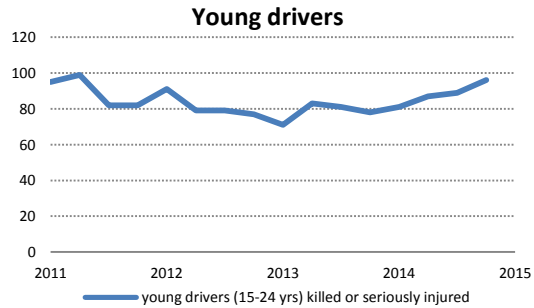
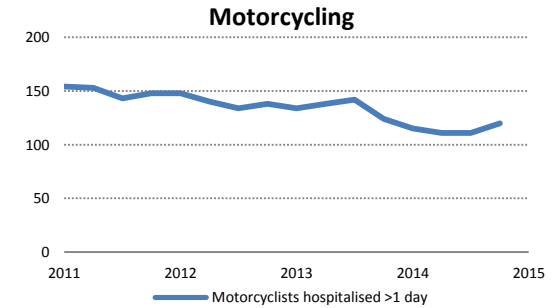
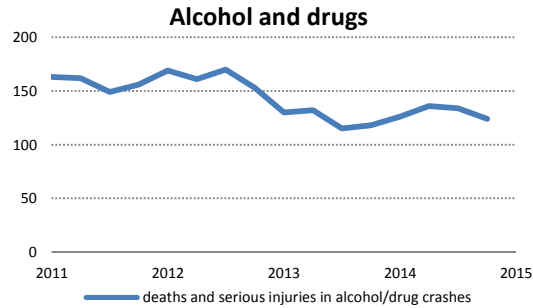
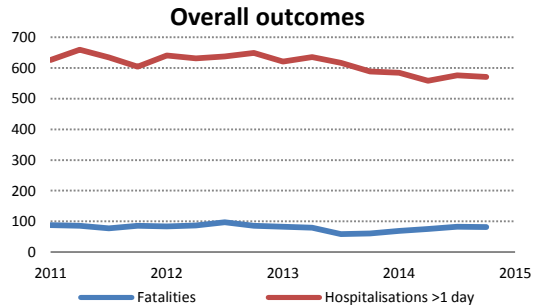
NZTA WAIKATO/BAY OF PLENTY REGION OUTCOME TRENDS (12 month rolling figures)

Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 - 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report (refer page 3).



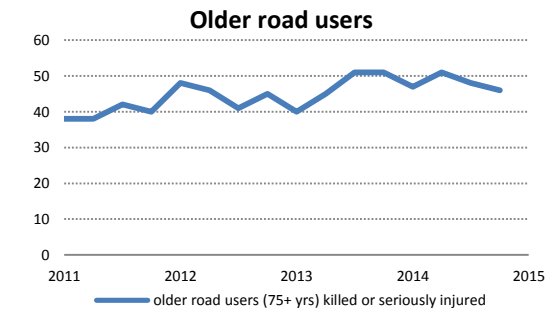
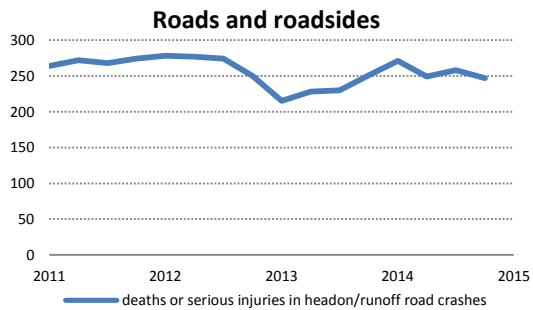
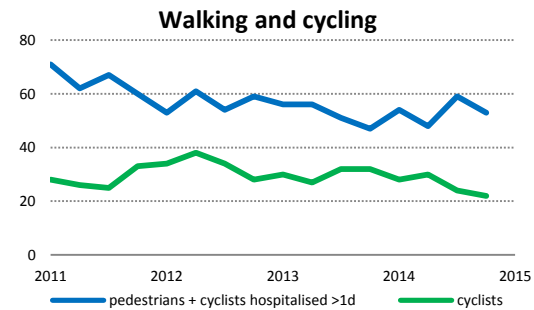
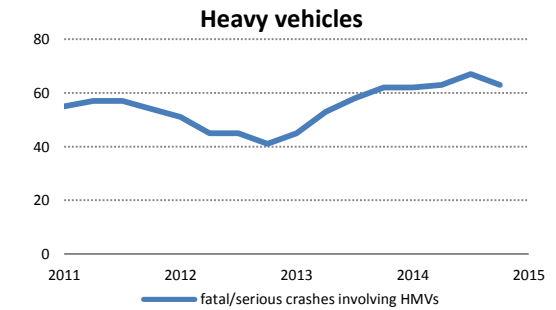
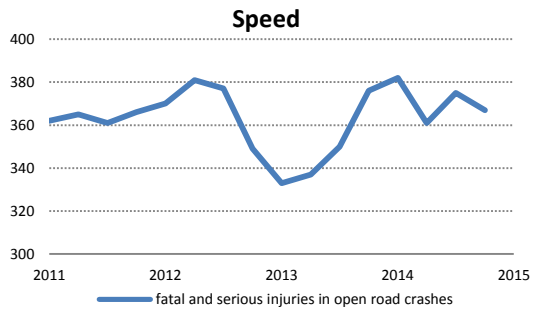
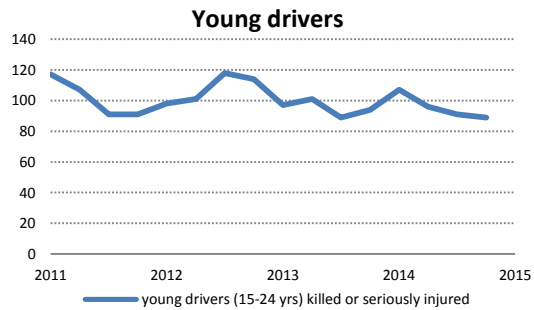
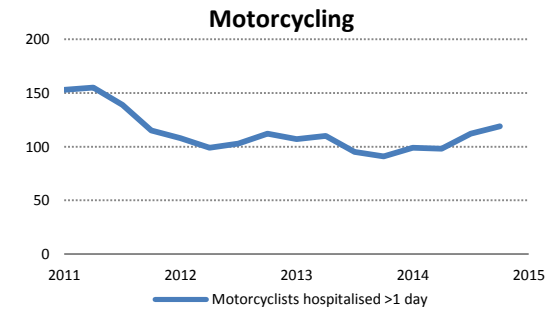
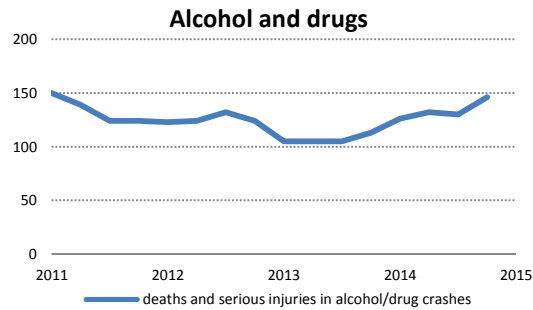
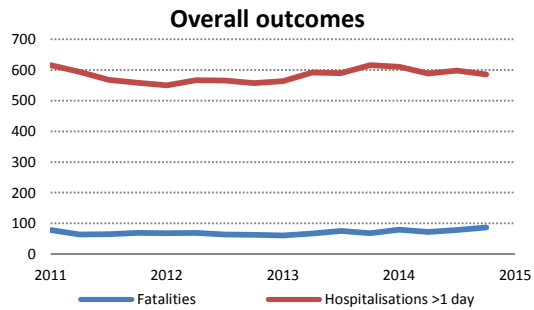
NZTA CENTRAL REGION OUTCOME TRENDS (12 month rolling figures)

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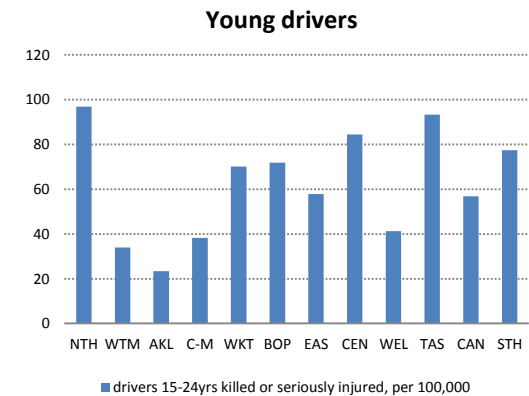
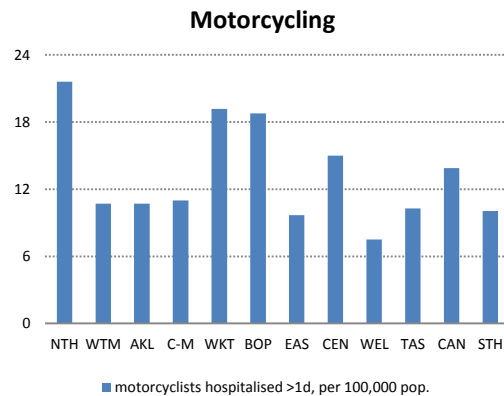
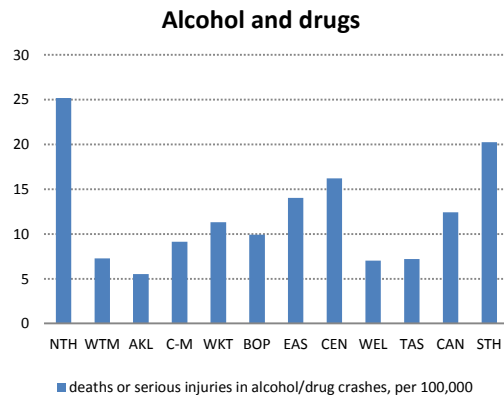
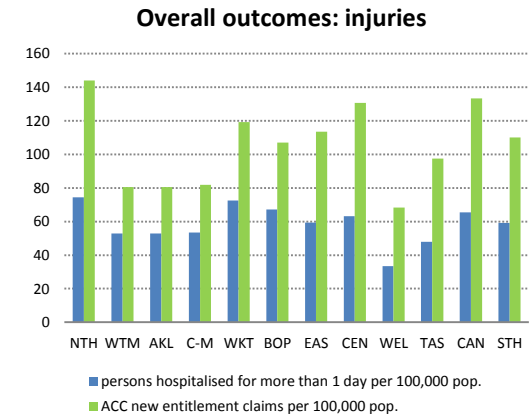
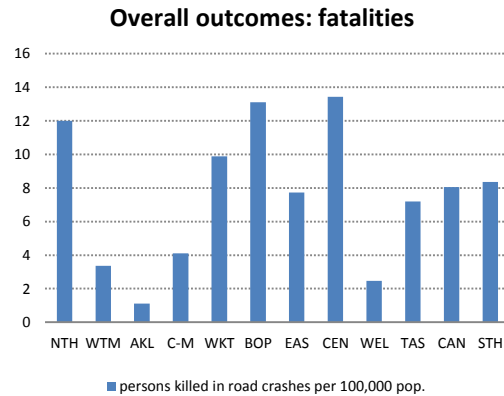
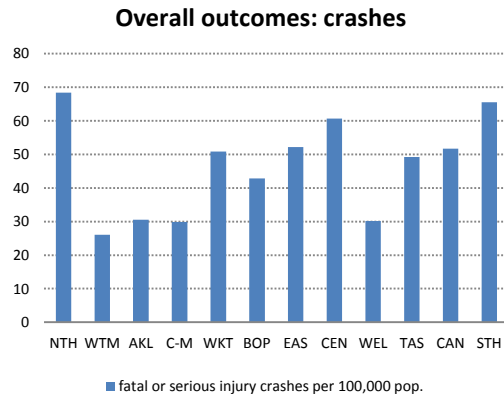
NZTA SOUTHERN REGION OUTCOME TRENDS (12 month rolling figures)

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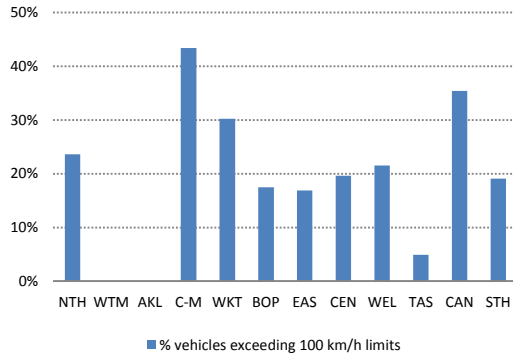


COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

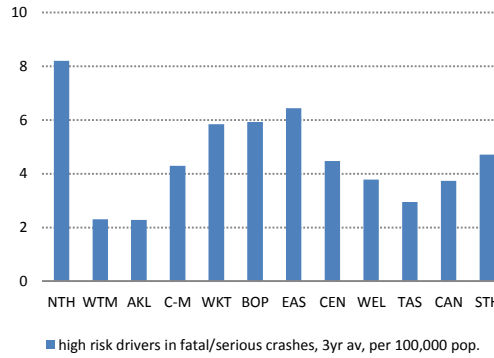
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful single year comparisons, some measures are shown on an averaged three-yearly basis.



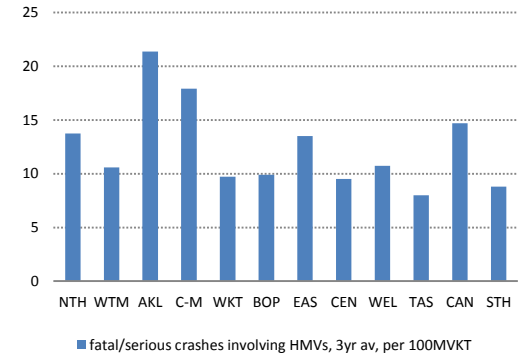
Speed



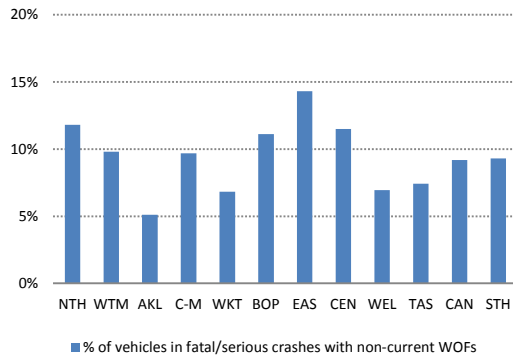
High risk drivers



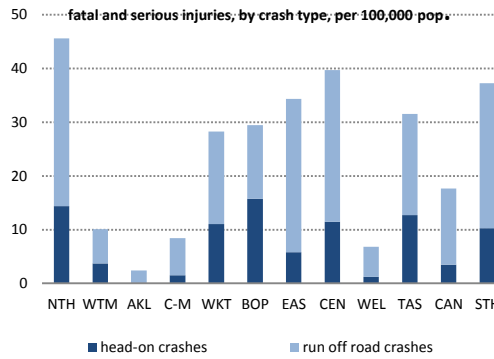
Heavy vehicles



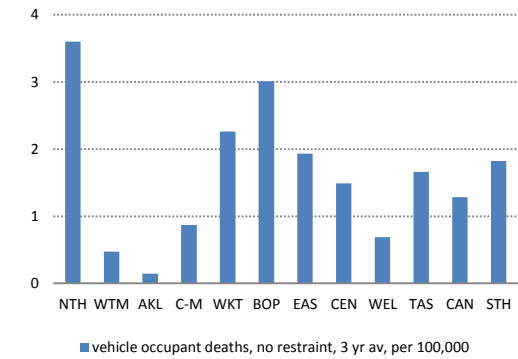
Light vehicles



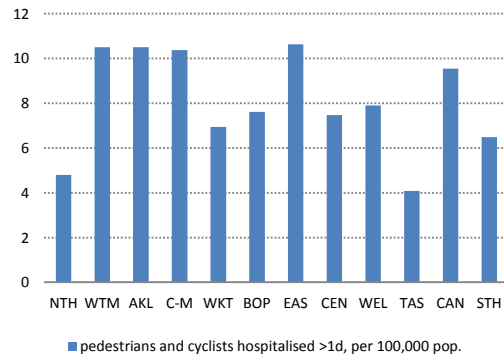
Roads and roadsides



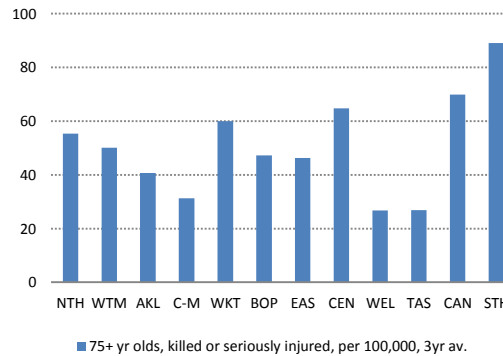
Restraints



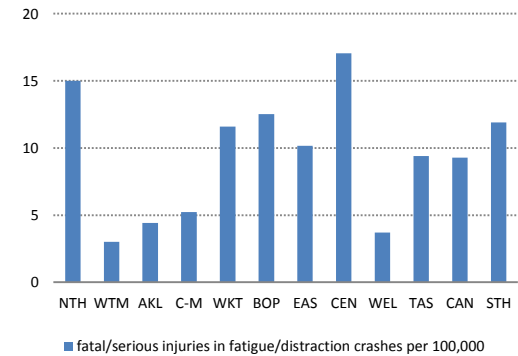
Walking and cycling



Older road users

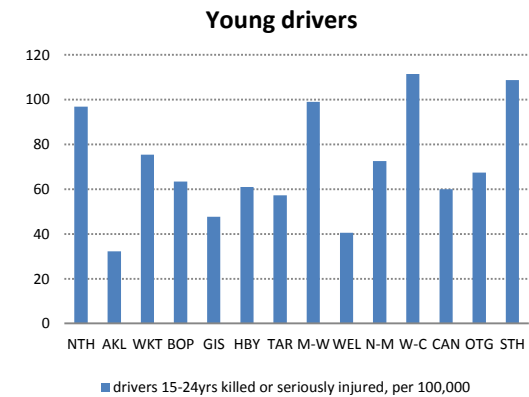
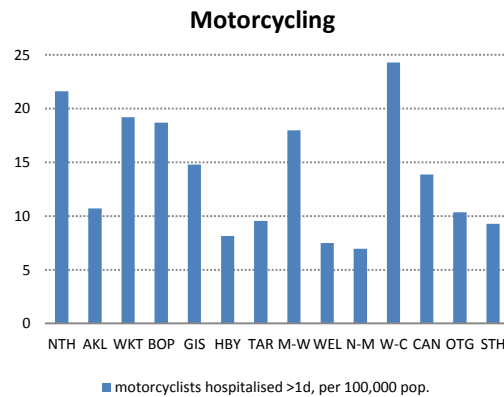
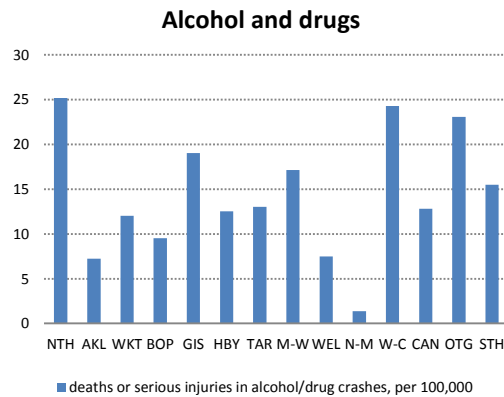
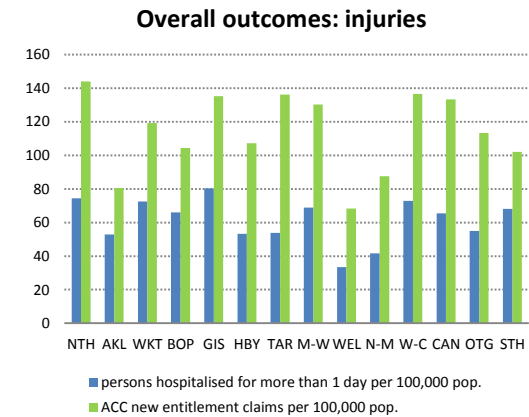
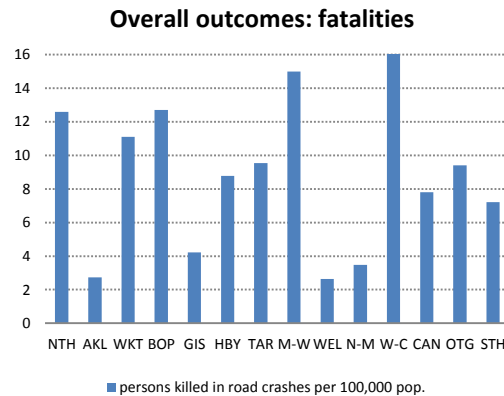
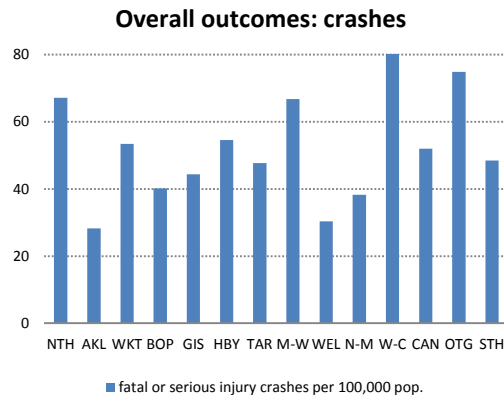


Fatigue and distraction

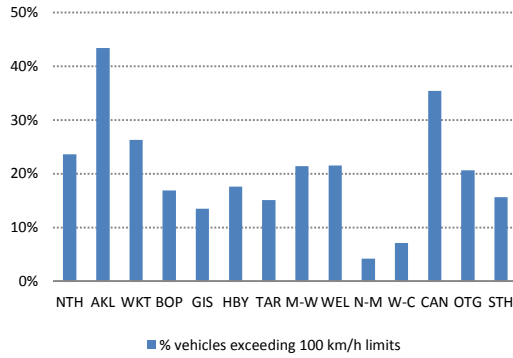


COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

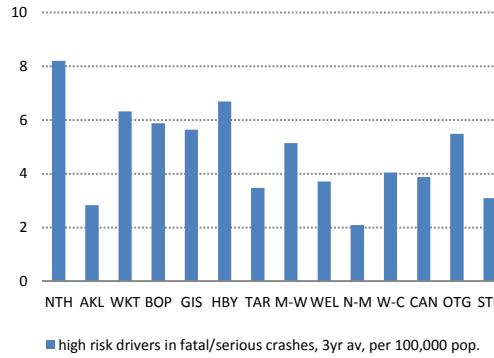
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful single year comparisons, some measures are shown on an averaged three-yearly basis.



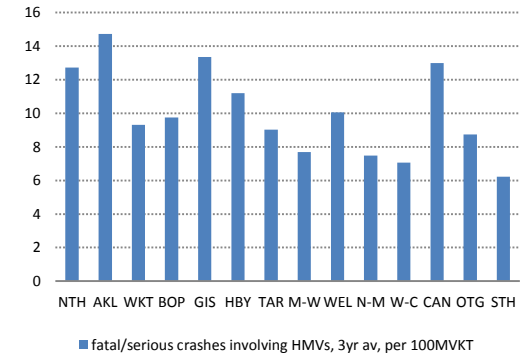
Speed



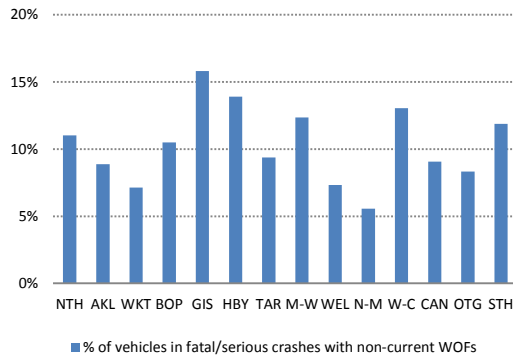
High risk drivers



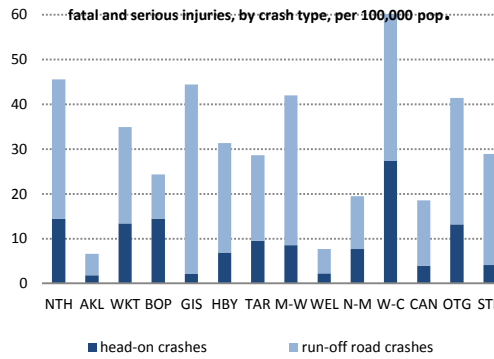
Heavy vehicles



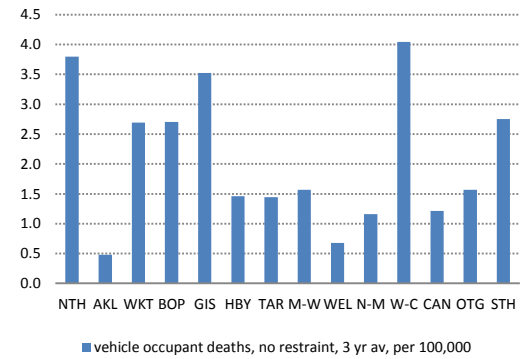
Light vehicles



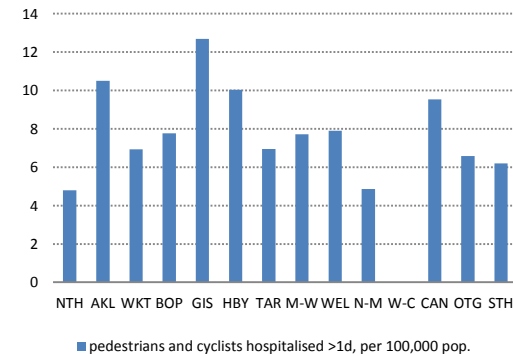
Roads and roadsides



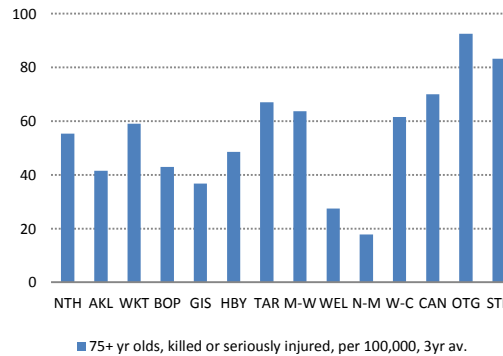
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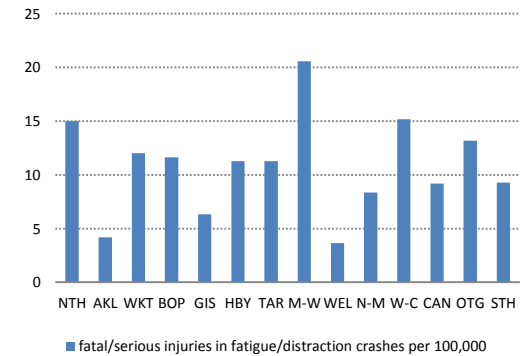
Walking and cycling



Older road users



Fatigue and distraction



POLICE DISTRICT ROAD SAFETY OUTCOMES		NTH	WTM	AKL	C-M	Total Auck	WKT	BOP	EAS	CEN	WEL	TAS	CAN	STH	NZ
Overall	fatal or serious injury crashes per 100,000 population	68	26	30	30	29	51	43	52	61	30	49	52	66	43
	persons killed in road crashes, per 100,000 population	12	3	1	4	3	10	13	8	13	2	7	8	8	6.8
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	74	53	53	53	53	73	67	59	63	33	48	66	59	57
	ACC new entitlement claims, per 100000 population	144	80	80	82	81	119	107	114	131	68	98	133	110	103
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	25	7	6	9	7	11	10	14	16	7	7	12	20	11
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	97	34	23	38	32	70	72	58	84	41	93	57	77	54
Speed	% vehicles exceeding 100 km/h limits	24%	0%	0%	43%	43%	30%	18%	17%	20%	22%	5%	35%	19%	22%
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	8	2	2	4	3	6	6	6	4	4	3	4	5	4
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	14	4	0	1	2	11	16	6	11	1	13	4	10	6
	deaths + serious injuries, run-off road crashes, per 100,000 popn.	31	6	2	7	5	17	14	29	28	6	19	14	27	14
	deaths + serious injuries, intersection crashes, per 100,000 popn.	15	10	13	10	11	19	12	16	19	12	12	24	22	15
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	8	6	13	8	9	7	7	9	8	9	9	13	11	9
Motorcycles	motorcyclists hospitalised >1d, per 100,000 population	22	11	11	11	11	19	19	10	15	7	10	14	10	9
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	12%	10%	5%	10%	9%	7%	11%	14%	12%	7%	7%	9%	9%	9%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	15	3	4	5	4	12	13	10	17	4	9	9	12	8
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m VKT	14	11	21	18	16	10	10	13	10	11	8	15	9	11
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 population	5	10	10	10	10	7	8	11	7	8	4	10	6	9
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	55	50	41	31	41	60	47	46	65	27	27	70	89	54
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	3.6	0.5	0.1	0.9	0.5	2.3	3.0	1.9	1.5	0.7	1.7	1.3	1.8	1.4

REGIONAL ROAD SAFETY OUTCOMES		NTH	AKL	WKT	BOP	GIS	HBV	TAR	M-W	WEL	N-M	W-C	CAN	OTG	STH
Overall	fatal or serious injury crashes per 100,000 population	67	28	53	40	44	54	48	67	30	38	88	52	75	48
	persons killed in road crashes, per 100,000 population	13	3	11	13	4	9	10	15	3	3	24	8	9	7
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	74	53	73	66	80	53	54	69	33	42	73	66	55	68
	ACC new entitlement claims, per 100,000 population	144	80	119	104	135	107	136	130	68	88	137	133	113	102
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	25	7	12	10	19	13	13	17	7	1	24	13	23	15
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	97	32	75	63	48	61	57	99	40	73	111	60	67	109
Speed	% vehicles exceeding 100 km/h limits	24%	43%	26%	17%	14%	18%	15%	21%	22%	4%	7%	35%	21%	16%
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	8	3	6	6	6	7	3	5	4	2	4	4	5	3
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	14	2	13	14	2	7	10	9	2	8	27	4	13	4
	deaths + serious injuries, run-off road crashes, per 100,000 popn.	31	5	21	10	42	24	19	33	5	12	42	15	28	25
	deaths + serious injuries, intersection crashes, per 100,000 popn.	15	11	17	12	17	16	16	22	11	12	12	24	26	14
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	7	9	7	6	6	9	10	8	10	9	9	13	15	6
Motorcycles	motorcyclists hospitalised >1d, per 100,000 population	22	11	19	19	15	8	10	18	7	7	24	14	10	9
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	11%	9%	7%	10%	16%	14%	9%	12%	7%	6%	13%	9%	8%	12%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	15	4	12	12	6	11	11	21	4	8	15	9	13	9
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m VKT	13	15	9	10	13	11	9	8	10	7	7	13	9	6
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 population	5	10	7	8	13	10	7	8	8	5	0	10	7	6
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	55	41	59	43	37	49	67	64	27	18	61	70	92	83
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	3.8	0.5	2.7	2.7	3.5	1.5	1.4	1.6	0.7	1.2	4.0	1.2	1.6	2.8