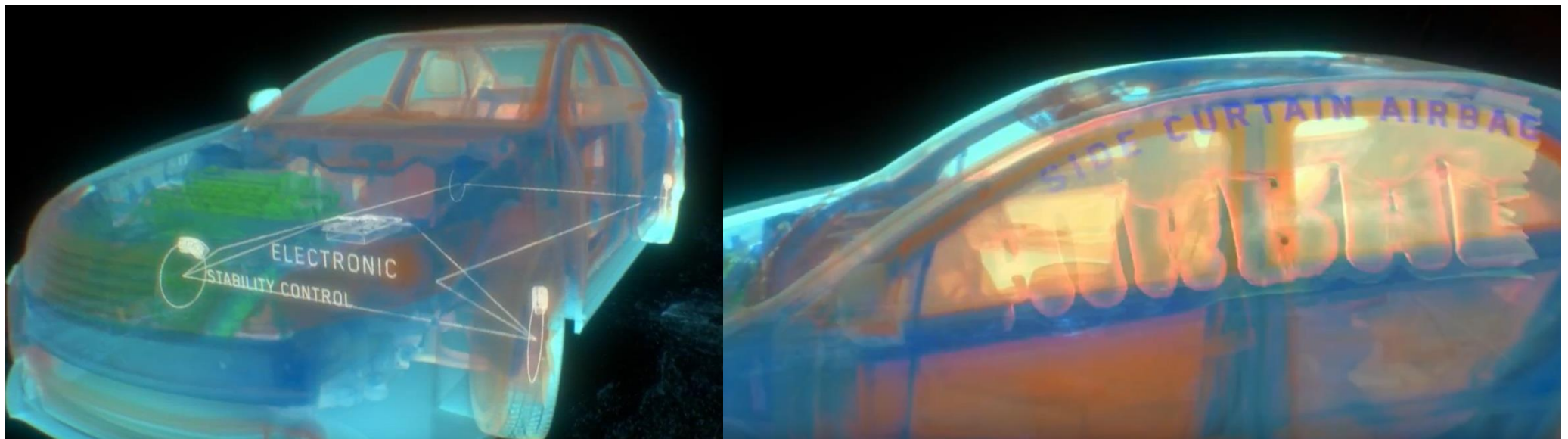

ROAD SAFETY OUTCOMES

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

1 April to 30 June 2016

Q4 2015/16



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 2016 in some cases but usually to March 2016. Some measures are only available on an annual basis.

In some cases, the national outcome measures are not available at Regional or Police District level, so 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: **Safe Vehicles**. Our [vehicle safety advertising](#) targets New Zealanders who are looking to buy a new or used car. It targets people who generally want to buy a safe car but don't actually know what constitutes "safety", specifically looking for two key features – electronic stability control and side curtain airbags. The campaign message is that cars with electronic stability control and side curtain airbags will protect you much more than cars without. Most people use the internet for their initial research when buying a car, so the advertising is largely focused online, predominantly on TradeMe.

Key results for the quarter

- 329 people were killed in road crashes in the 12 months to June 2016, continuing an increase since 2013; 54 were motorcyclists, 36 were pedestrians, 7 were cyclists
- one trend, the fatal and serious injury casualty rate in crashes involving alcohol or drugs, has been steadily falling with an 18% reduction since 2012 to 10.5/100,000
- casualties in head-on and run-off-road crashes have increased with population in the NZTA Auckland/Northland region, but the rate remains steady at 21/100,000
- the median age of the light vehicle fleet is 14.0 years, however 93% of new vehicles, including light commercials, were sold with a 5-star rating in the last 12 months.

Always wear your safety belt

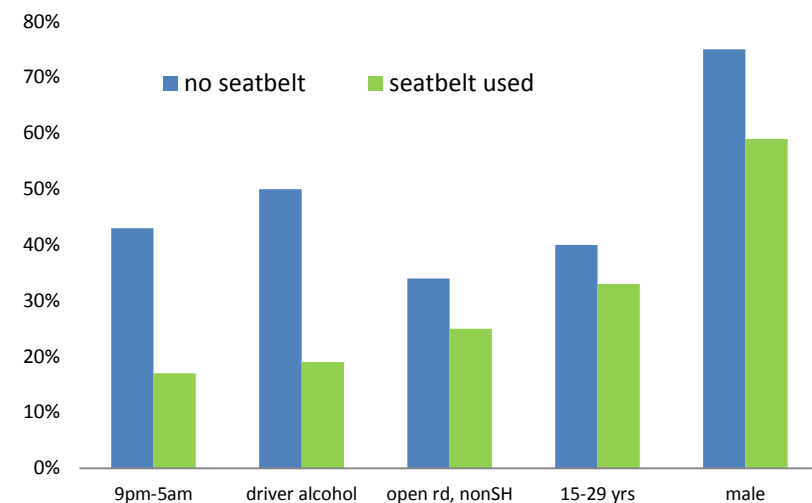
Failing to use a seatbelt is an error with catastrophic consequences in the event of a crash. A seatbelt is almost the last element in a crash scenario which often combines system errors and failures, such as poor road conditions, the state of the vehicle and the driver's ability. An impaired driver (due to fatigue, alcohol or drugs, for example) sliding off a slippery road at open road speeds might well have survived a subsequent impact with a bank or tree if he was in a modern car and wearing his seatbelt.

The chart shows some characteristics of the 336 fatally-injured unrestrained vehicle occupants in the five years from 2011-2015. The majority (64%) were drivers. In comparison with restrained occupants, people were more likely to be killed while not wearing seatbelts at night, on country roads, and with or as a drunk driver.

During this period:

- most New Zealanders, in daytime, used restraint devices – 97% of adults in the front seat, 90% in the rear seat, and 93% of under-5's in child restraints (p.7)
- half of the unrestrained driver fatalities were affected by alcohol
- in single vehicle, open road, run off road crashes, one in six drivers (17%) who did not wear their seatbelts were killed but only 2% of drivers who did wear seatbelts.

Proportions of occupant fatalities 2011 – 2015, by restraint use



More information ...

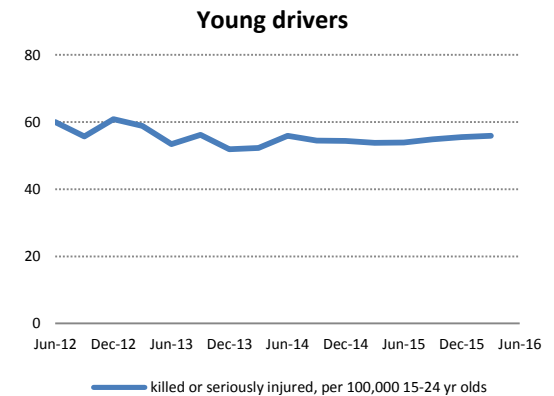
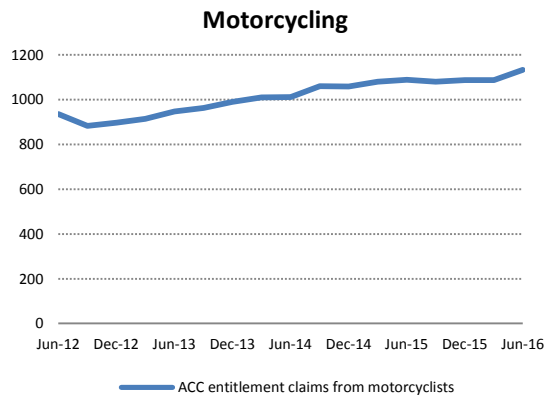
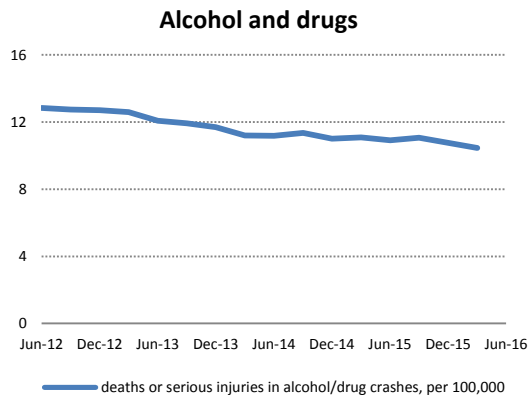
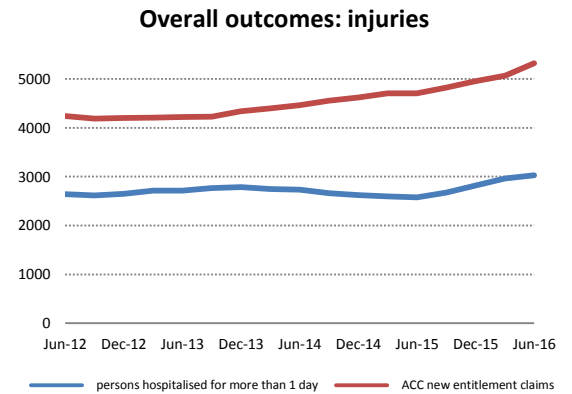
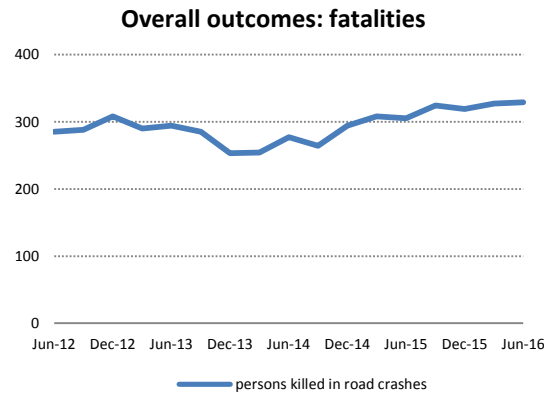
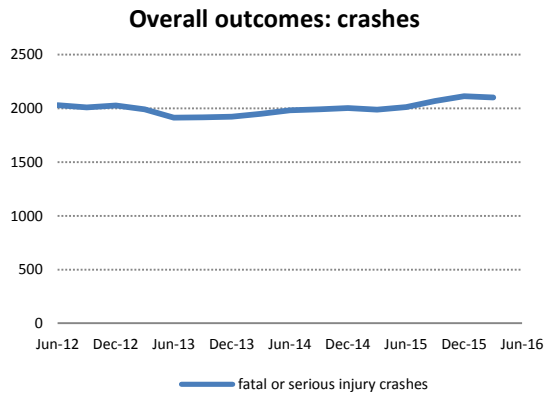
Published 1 August 2016

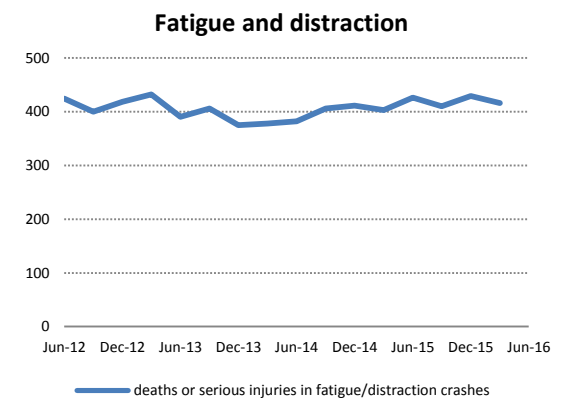
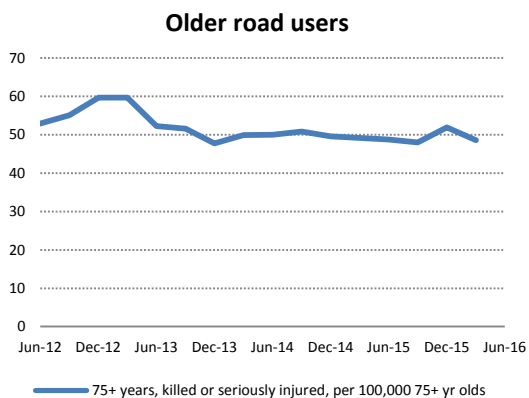
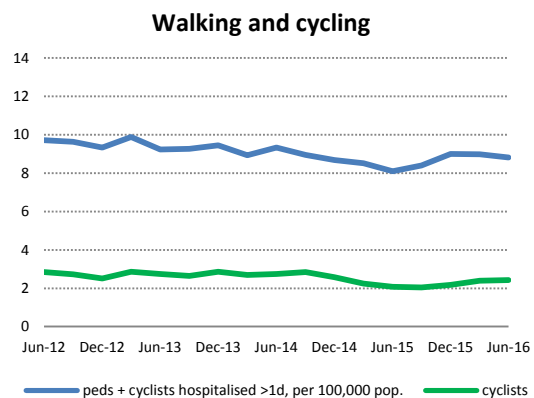
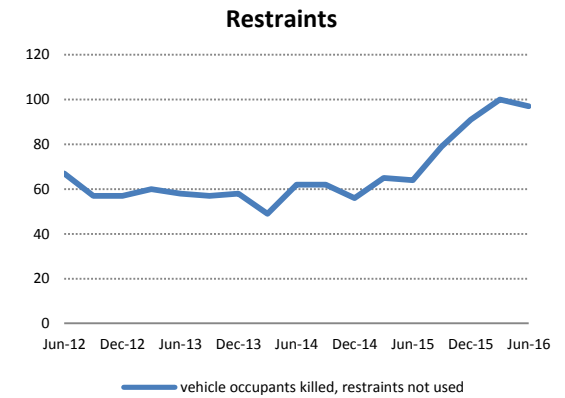
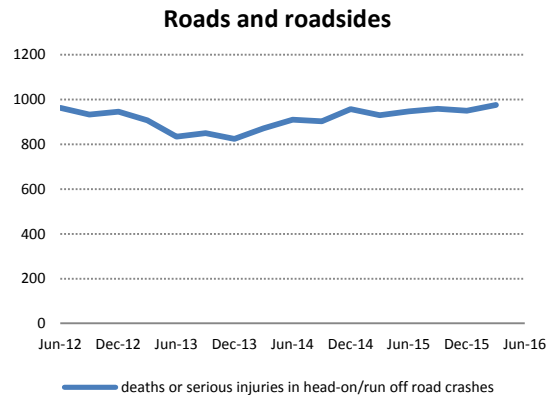
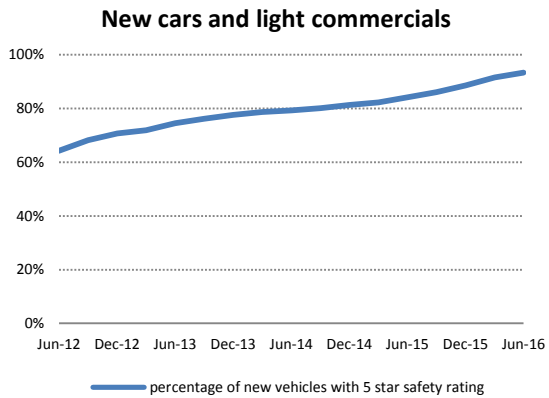
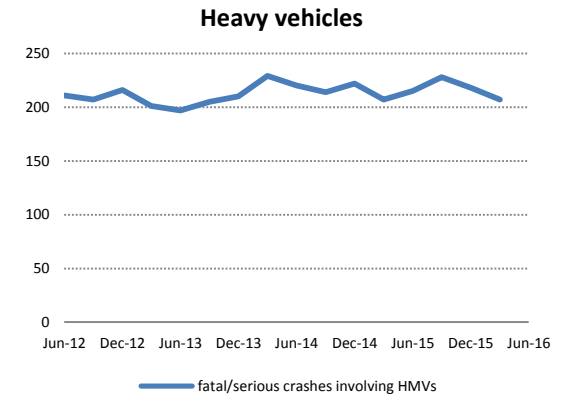
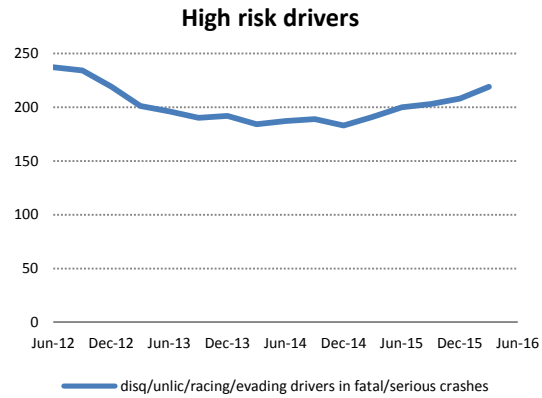
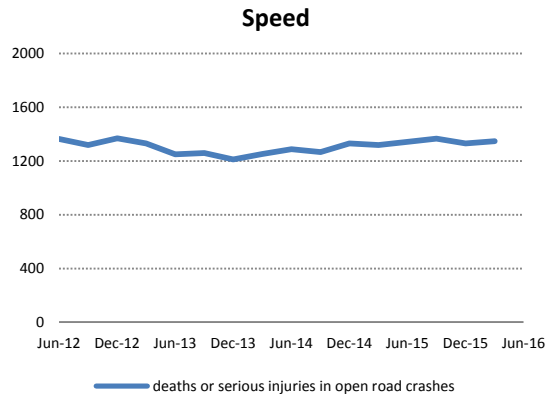
NZ Transport Agency
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Wellington 6141

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

ROAD SAFETY OUTCOME TRENDS 2012-2016 (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	2011	2012	2013	2014	2015
Overall outcomes								
persons killed or seriously injured in road crashes	630	2488	Mar 2016	2371	2411	2273	2369	2467
fatal or serious injury crashes	513	2101	Mar 2016	2000	2026	1922	2003	2112
persons killed in road crashes	82	329	Jun 2016	284	308	253	294	319
persons killed in road crashes, per 100,000 population, per year	7.0	7.0	Jun 2016	6.5	7.0	5.7	6.5	6.9
persons killed or seriously injured, per 100,000 population, per year	54	53	Mar 2016	54	54	51	52	53
persons killed or seriously injured, per 100 million vehicle km travelled	5.9	5.8	Mar 2016	5.7	5.8	5.4	5.6	5.8
persons hospitalised for more than 1 day (>1d), non-fatal	696	3026	Jun 2016	2682	2647	2788	2626	2822
ACC new entitlement claims	1462	5320	Jun 2016	4331	4202	4339	4618	4954
Alcohol and drugs								
fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year	10.2	10.5	Mar 2016	12.5	12.7	11.7	11.0	10.8
drivers killed with excess alcohol	16	49	Dec 2015	48	49	38	28	
% think high probability being stopped at CBT checkpoint	-	49%	2015	56%	52%	53%	50%	49%
% admit driven while affected by prescription or other drugs	-	8%	2015	-	-	-	10%	8%
Young drivers								
young drivers killed or seriously injured, per 100,000 15-24 year olds, per year	59	56	Mar 2016	56	61	52	54	55
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	38	44	Mar 2016	52	48	46	46	45
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	2.4	5.7	Jun 2016	7.5	5.9	6.0	4.6	8.1
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	0.6	2.9	Dec 2015	2.6	2.2	2.5	2.0	
% youth believe will be stopped for non-alcohol/speed traffic offences	-	45%	2015	39%	42%	45%	49%	45%
drivers on GDL primary contributor in fatal/serious crashes	54	267	Mar 2016	255	217	219	245	288
fatal and serious crashes involving 15-19 year old drivers	70	265	Mar 2016	282	254	215	233	278
Speed								
deaths or serious injuries in in all open road crashes, 80-100 km/h roads	386	1346	Mar 2016	1323	1369	1210	1331	1329
% vehicles exceeding 100 km/h limits	-	23%	2015	31%	25%	25%	22%	23%
% vehicles exceeding 50 km/h limits	-	46%	2015	59%	53%	56%	52%	46%
fatal/serious speed-related crashes	109	522	Mar 2016	420	386	394	447	518
deaths or serious injuries in speed-related crashes	137	609	Mar 2016	548	500	523	553	613
% disagree probability being detected speeding is small	-	57%	2015	51%	55%	56%	57%	57%
mean rural speed (km/h)	-	95.7	2015	96.5	95.6	95.7	95.3	95.7
mean urban speed (km/h)	-	50.4	2015	52.0	51.3	51.7	51.1	50.4
Motorcycling								
ACC entitlement claims from motorcyclists	320	1133	Jun 2016	1026	897	990	1058	1087
motorcycle and moped riders killed, per 100,000 population, per year	0.8	1.1	Jun 2016	0.7	1.0	0.8	0.9	1.1
% of motorcycles in crashes with non-current WoFs	28%	25%	Mar 2016	26%	25%	28%	25%	25%
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	13.0	13.4	Jun 2016	13.6	11.9	12.7	12.4	13.2
Roads and roadsides								
fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads	285	975	Mar 2016	912	945	824	956	949
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	94	339	Mar 2016	304	300	240	322	319
fatal or serious injuries in run off road crashes, 80-100 km/h roads	191	636	Mar 2016	608	645	584	634	630
fatal or serious injuries in intersection crashes	156	712	Mar 2016	699	769	663	712	714
fatal or serious injuries in pedestrian/cyclist crashes	107	449	Mar 2016	422	436	460	434	445
fatal or serious injuries in all crashes on SH network	240	923	Mar 2016	924	983	837	937	927

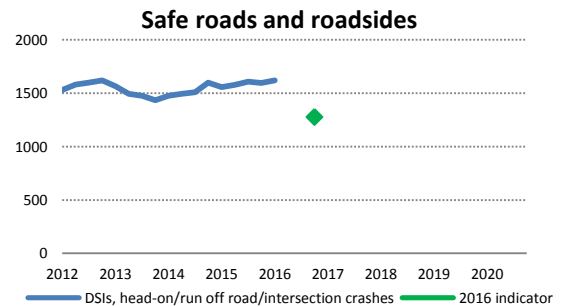
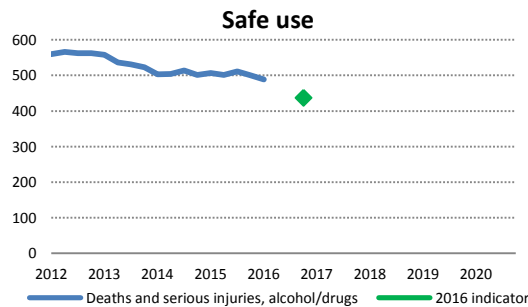
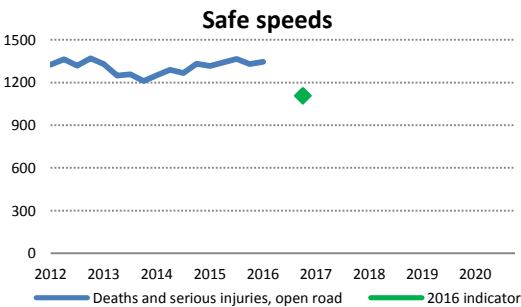
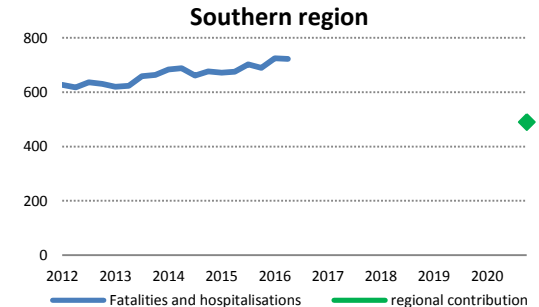
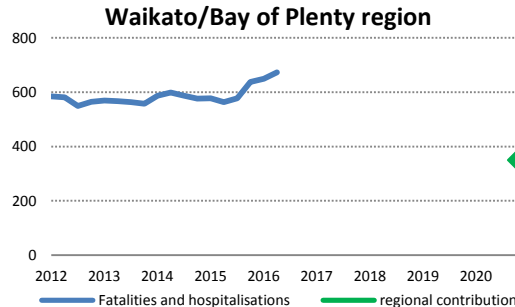
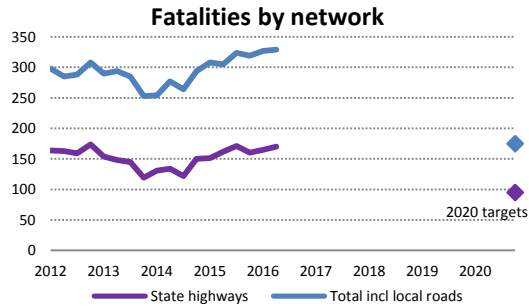
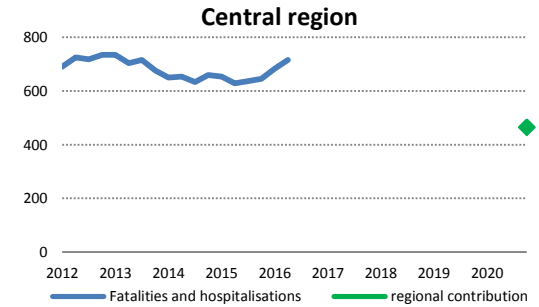
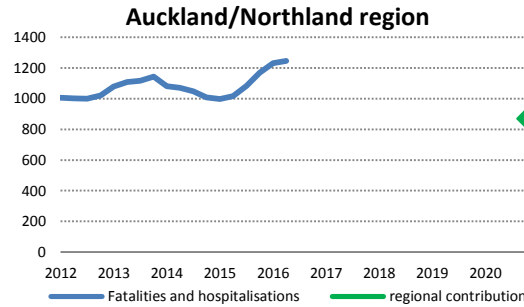
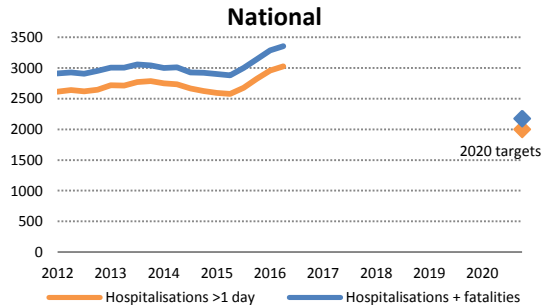
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2011	2012	2013	2014	2015
High risk drivers								
high risk drivers⁽²⁾ in fatal or serious injury crashes	64	219	Mar 2016	208	219	192	183	208
disqualified drivers detected driving	1783	7394	Mar 2016	9220	8440	8162	7860	7363
notices issued for 3 rd or subsequent drunk/drugged driving offences	965	4205	Mar 2016	6754	6197	5692	4974	4278
disqualified or unlicensed drivers involved in fatal/serious crash	62	199	Mar 2016	180	184	169	167	184
Light vehicles								
% of new vehicles with 5-star safety rating	95%	93%	Jun 2016	58%	71%	78%	81%	89%
% of vehicles in fatal/serious crashes with non-current WOFs ⁽¹⁾	11%	12%	Mar 2016	12%	12%	12%	9%	11%
% of fatal/serious injuries in crashes with contributing vehicle faults	4.9%	3.6%	Mar 2016	4.0%	3.7%	2.6%	3.2%	2.8%
average (median) age of light vehicle fleet (years)	-	14.0	2015	13.6	13.8	13.9	13.9	14.0
Fatigue and distraction								
fatal or serious injuries in fatigue/distraction crashes	97	416	Mar 2016	409	418	375	411	429
fatal/serious injuries in crashes with contributing driver fatigue	44	200	Mar 2016	173	192	187	196	212
fatal/serious injuries in crashes with contributing driver distraction	60	230	Mar 2016	244	236	198	225	228
Heavy vehicles								
fatal/serious crashes involving HMVs	42	207	Mar 2016	209	216	210	222	218
fatal/serious injuries in HMV crashes	58	244	Mar 2016	261	255	233	277	255
% of fatal/serious HMV crashes where HMV was primary contributor	33%	49%	Mar 2016	43%	46%	46%	47%	53%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	44%	39%	32%	31%	31%
Walking and cycling								
pedestrians and cyclists hospitalised >1d, per 100,000 population, per year	8.4	8.8	Jun 2016	10.0	9.3	9.5	8.7	9.0
pedestrians hospitalised >1 day, per 100,000 population, per year	6.0	6.4	Jun 2016	7.0	6.8	6.6	6.1	6.8
pedestrians and cyclists killed, per 100,000 population, per year	0.7	0.6	Jun 2016	0.9	0.9	0.8	1.2	0.7
fatal or serious injuries to school age (5-17) cyclists and pedestrians	15	68	Mar 2016	91	77	87	78	67
cyclists killed or hospitalised >1 day	30	121	Jun 2016	138	119	136	127	107
% cyclists wearing helmets	-	94%	2015	93%	92%	-	-	94%
Older road users								
persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year	61	49	Mar 2016	46	60	48	50	52
persons 75+ years killed in road crashes	9	30	Jun 2016	32	41	34	36	30
persons 75+ years hospitalised >1d	80	345	Jun 2016	290	373	369	317	335
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	75	83	Jun 2016	69	71	77	75	80
Restraints								
vehicle occupant deaths where restraints not worn	18	97	Jun 2016	74	57	58	56	91
% of children (5-9 years) in booster seats or child restraints	-	21%	2015	23%	-	21%	-	26%
% front seat adult vehicle occupants restrained	-	97%	2016	96%	96%	-	97%	-
% child (0-4 years) vehicle occupants restrained	-	93%	2014	-	92%	-	93%	-
% drivers think highly likely to be stopped for non-compliance	-	41%	2015	40%	40%	41%	43%	41%
Overseas-licensed drivers involved in fatal/serious crash	30	123	Mar 2016	111	120	102	127	123

(1) The national headline measure is not available at regional/district level; this measure is 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

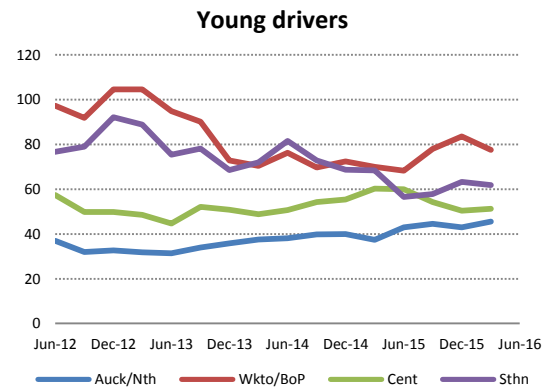
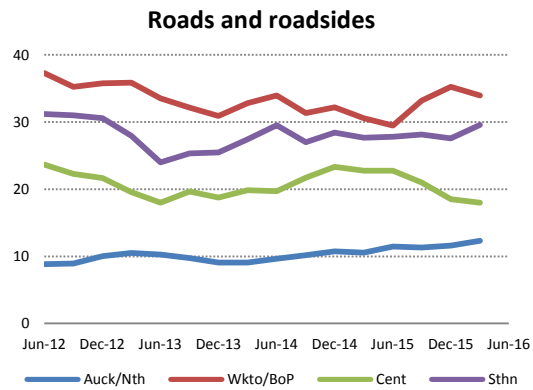
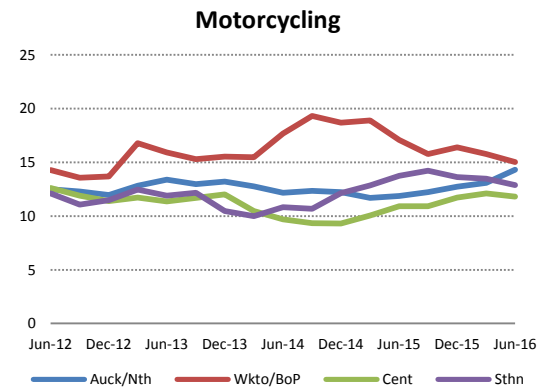
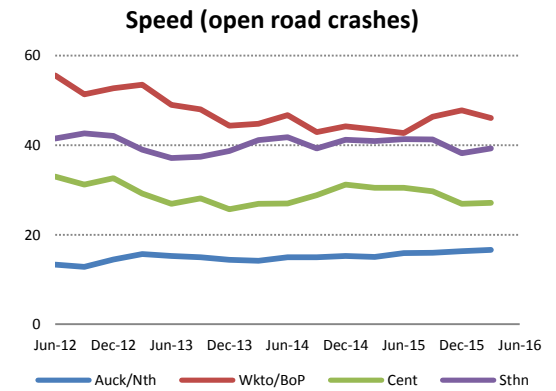
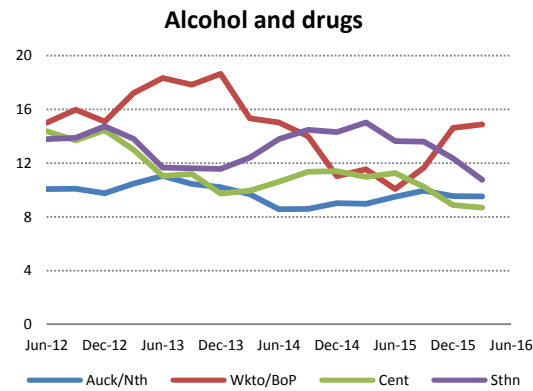
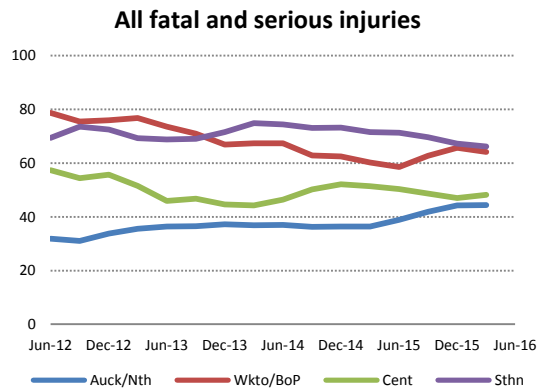
In 2013 the Transport Agency developed a set of lead indicators and national targets by extrapolating existing trends out to 2020 and adding some stretch. The targets help focus its efforts, along with partner agencies, to significantly reduce deaths and serious injuries. They do not predict future performance, 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**.



HIGH PRIORITIES: NZTA REGIONAL COMPARISONS 2012–2016 (12 month rolling figures)

The following charts compare per capita trends over recent 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



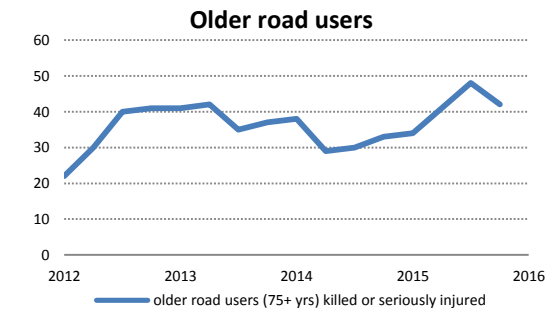
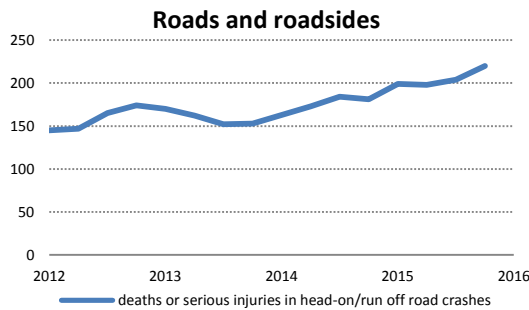
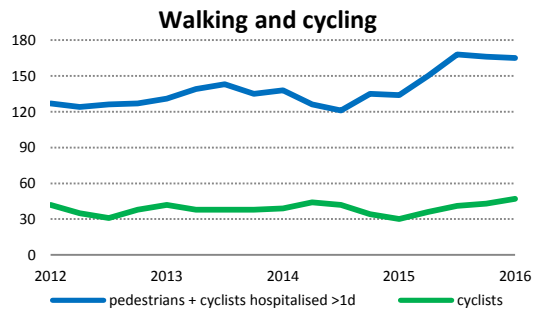
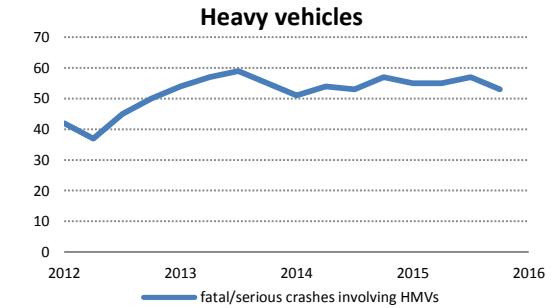
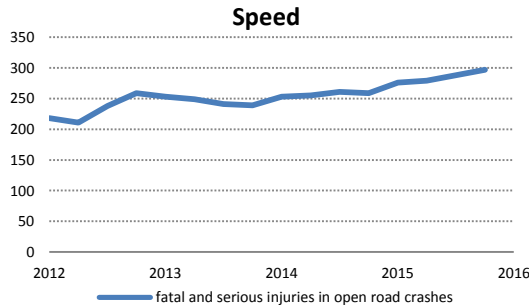
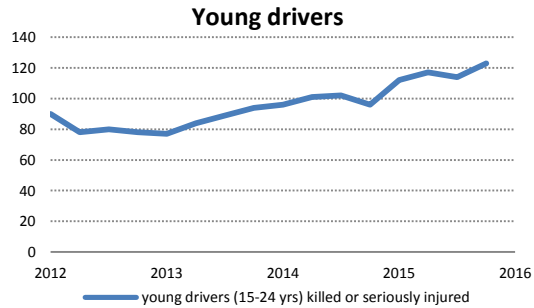
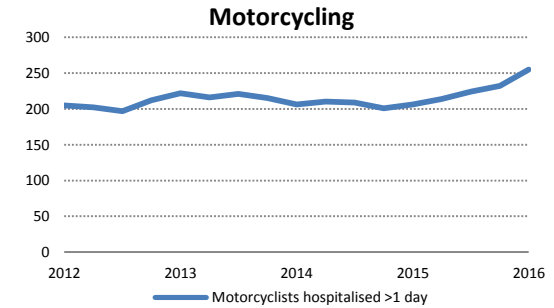
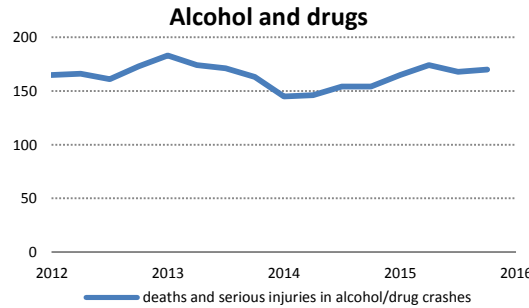
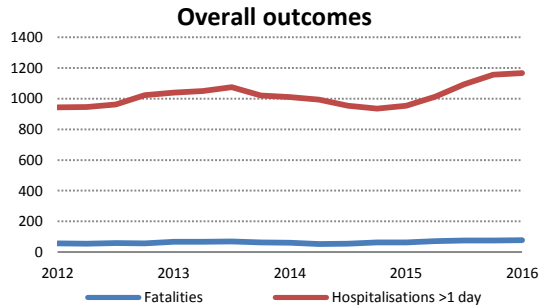
* Motorcycle casualties = hospitalisations for more than 1 day; head-on and run off road crashes are open road crashes (80-100 km/h); young driver rates expressed per 100,000 15-24 year olds.

NZ TRANSPORT AGENCY REGIONS - OUTCOMES	LAST FIVE YEARS					
	2012	2013	2014	2015	latest 12 months, to Mar 2016	
Overall outcomes						
fatal or serious injuries in all crashes, per 100,000 population	NZ =	54	51	52	53	53
Northland and Auckland region		34	37	36	44	44
Waikato and Bay of Plenty region		76	67	62	66	64
Central region		56	45	52	47	48
Southern region		73	71	73	67	66
Alcohol and drugs						
fatal or serious injuries in alcohol/drug crashes, per 100,000 population	NZ =	13	12	11	11	10
Northland and Auckland region		10	10	9	10	10
Waikato and Bay of Plenty region		15	19	11	15	15
Central region		14	10	11	9	9
Southern region		15	12	14	12	11
Young drivers						
young drivers killed or seriously injured, per 100,000 total population	NZ =	8	7	8	8	8
Northland and Auckland region		5	5	6	6	7
Waikato and Bay of Plenty region		13	13	13	12	12
Central region		7	8	8	7	7
Southern region		10	11	11	11	11
young drivers killed or seriously injured, per 100,000 15-24 year olds	NZ =	60	52	55	55	55
Northland and Auckland region		33	36	40	43	45
Waikato and Bay of Plenty region		105	73	72	84	78
Central region		50	51	55	50	51
Southern region		92	68	69	63	62
Speed						
fatal or serious injuries in open road (80-100km/h) crashes, per 100,000 population	NZ =	31	27	29	28	29
Northland and Auckland region		14	14	15	16	17
Waikato and Bay of Plenty region		53	44	44	48	46
Central region		33	26	31	27	27
Southern region		42	39	41	38	39
Motorcycling						
motorcyclists hospitalised >1d from road crashes, per 100,000 population	NZ =	12	13	12	13	13
Northland and Auckland region		12	13	12	13	13
Waikato and Bay of Plenty region		14	16	19	16	16
Central region		11	12	9	12	12
Southern region		11	10	12	14	13
Roads and roadsides						
fatal or serious injuries in head-on and run off road crashes, per 100,000 population	NZ =	21	18	21	20	21
Northland and Auckland region		10	9	11	12	12
Waikato and Bay of Plenty region		36	31	32	35	34
Central region		22	19	23	19	18
Southern region		31	25	28	28	30

NZ TRANSPORT AGENCY REGIONS - OUTCOMES	LAST FIVE YEARS					
	2012	2013	2014	2015	latest 12 months, to Mar 2016	
High risk drivers						
high risk drivers in fatal or serious crashes, per 100,000 population	NZ =	4.9	4.3	4.0	4.5	4.7
Northland and Auckland region		5.7	5.1	4.5	6.1	6.8
Waikato and Bay of Plenty region		4.8	4.3	2.9	3.6	3.6
Central region		5.2	3.8	4.3	4.5	5.1
Southern region		3.0	3.0	3.6	3.0	2.6
Light vehicles						
percentage of light vehicles in fatal/serious crashes without current WOF	NZ =	12%	12%	9%	11%	12%
Northland and Auckland region		14%	9%	11%	11%	11%
Waikato and Bay of Plenty region		11%	15%	9%	14%	16%
Central region		15%	15%	10%	10%	11%
Southern region		10%	10%	8%	10%	10%
Fatigue and distraction						
fatal or serious injuries in fatigue/distraction crashes, per 100,000 population	NZ =	9	8	9	9	9
Northland and Auckland region		5	5	6	7	7
Waikato and Bay of Plenty region		17	14	13	16	15
Central region		10	9	10	7	7
Southern region		11	10	11	12	11
Heavy vehicles						
fatal or serious HMV crashes, per 100 million vkt (SH, HMV)	NZ =	11	10	11	10	10
Northland and Auckland region		12	16	14	15	13
Waikato and Bay of Plenty region		11	8	8	9	9
Central region		12	9	10	9	9
Southern region		8	10	12	10	8
Walking and cycling						
pedestrians and cyclists hospitalised >1 day, per 100,000 population	NZ =	9	9	9	9	9
Northland and Auckland region		13	15	14	17	17
Waikato and Bay of Plenty region		5	6	4	5	5
Central region		9	8	9	7	6
Southern region		7	7	7	5	6
Older road users						
persons 75+ years killed or seriously injured, per 100,000 75+ year olds	NZ =	60	48	48	52	48
Northland and Auckland region		50	42	35	54	46
Waikato and Bay of Plenty region		70	48	41	37	32
Central region		57	27	42	52	44
Southern region		68	83	78	62	69
Restraints						
vehicle occupants killed, restraints not worn, 3 year average, per 100,000 population	NZ =	1.3	1.3	1.2	2.0	2.1
Northland and Auckland region		0.4	0.9	0.7	1.5	1.8
Waikato and Bay of Plenty region		3.1	2.5	1.7	3.7	3.1
Central region		1.5	1.0	1.2	1.0	1.2
Southern region		1.2	1.4	1.8	2.7	3.2

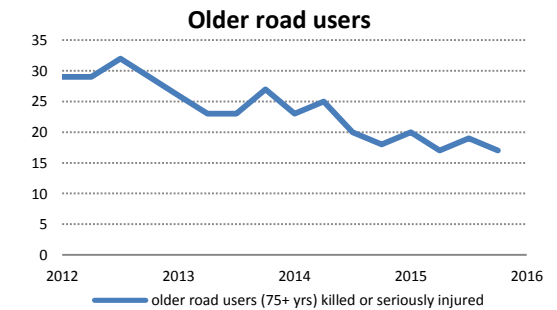
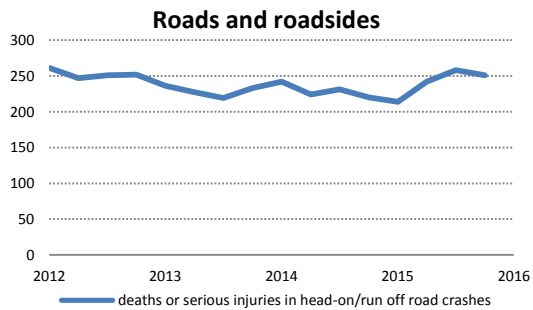
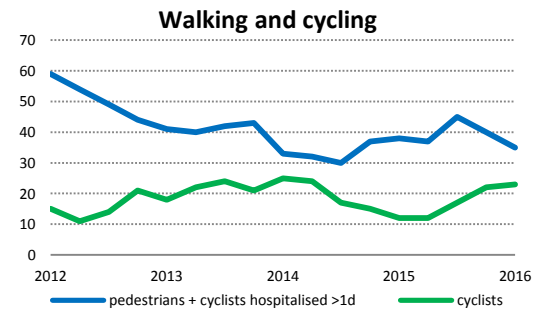
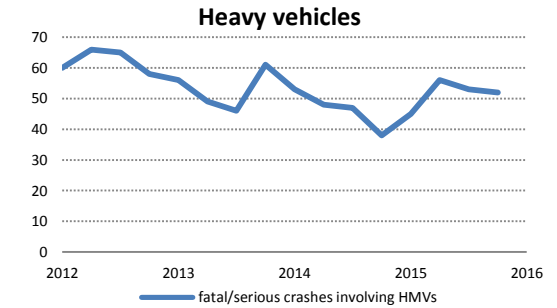
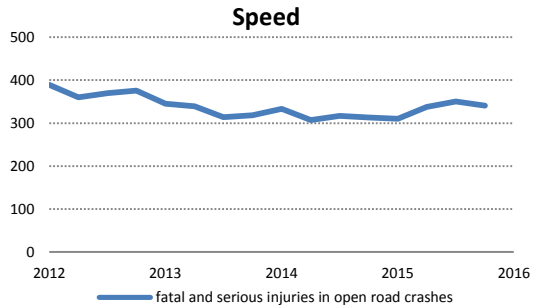
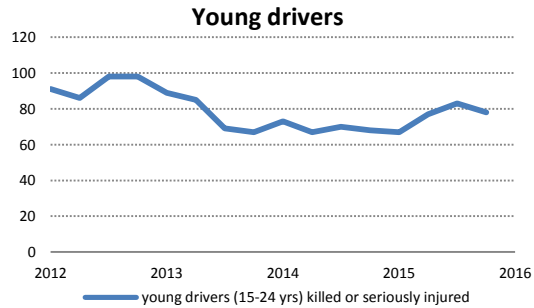
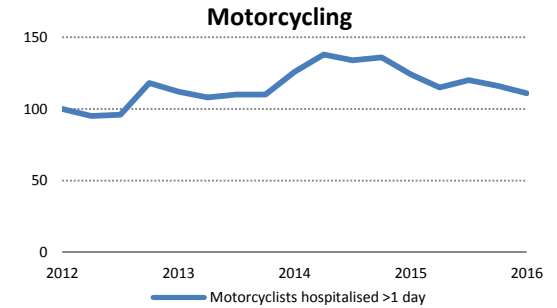
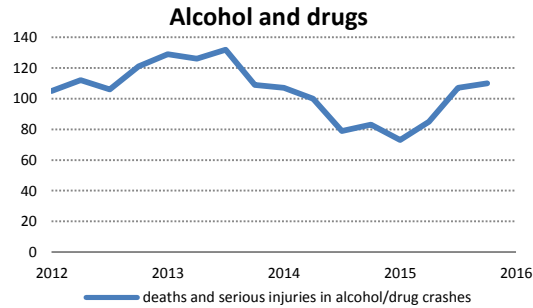
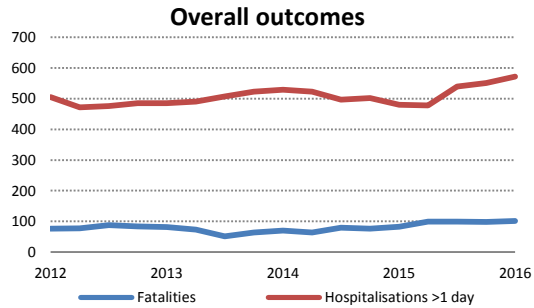
NZTA AUCKLAND/NORTHLAND REGION OUTCOME TRENDS (12 month rolling figures)

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.



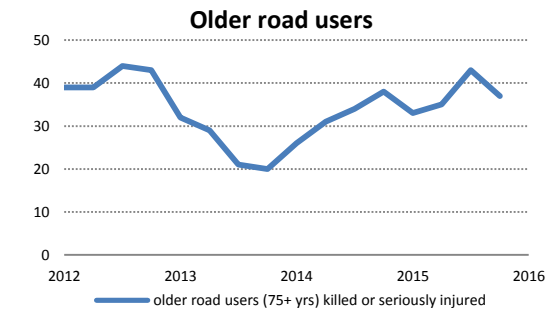
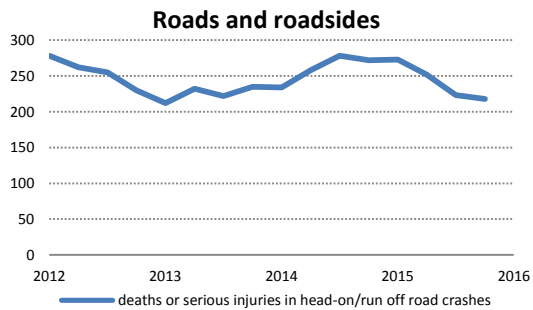
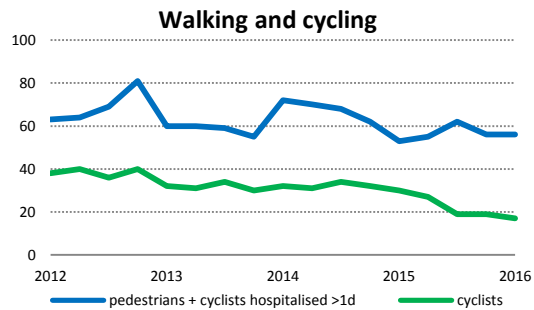
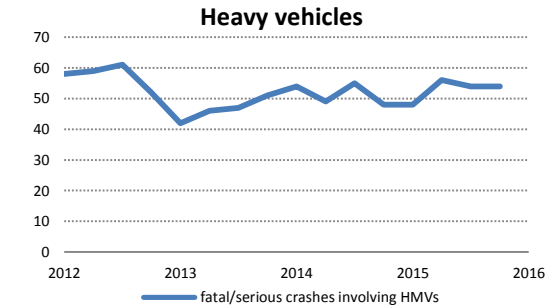
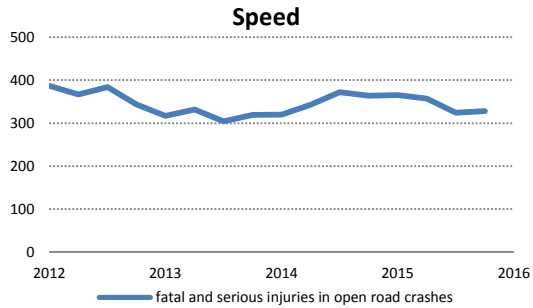
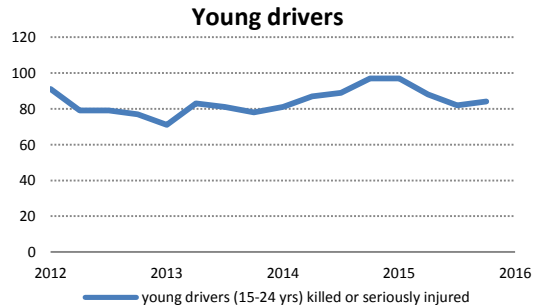
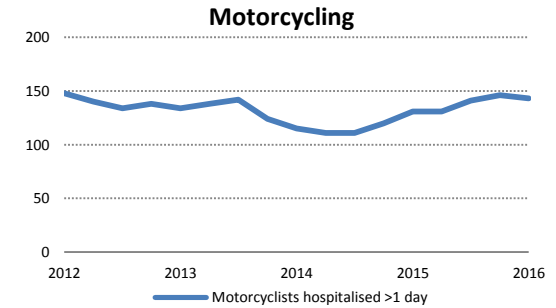
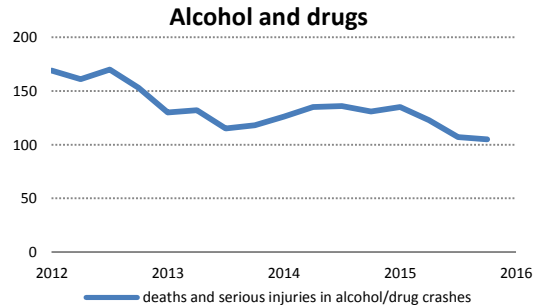
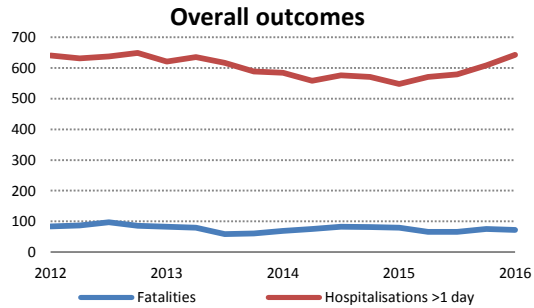
NZTA WAIKATO/BAY OF PLENTY REGION OUTCOME TRENDS (12 month rolling figures)

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.



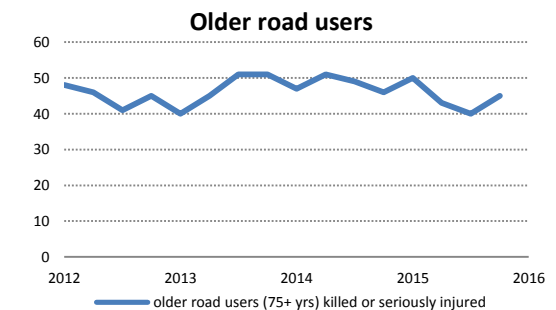
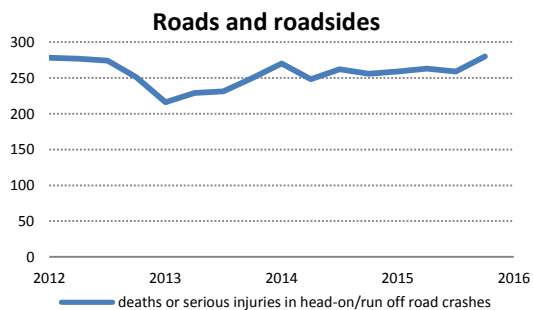
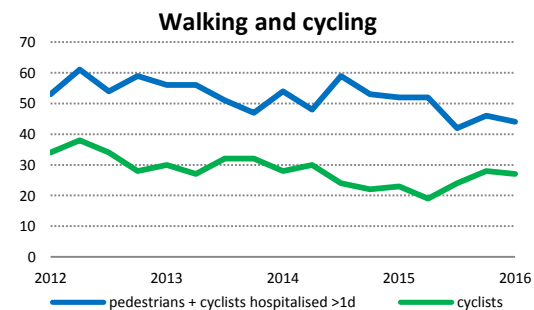
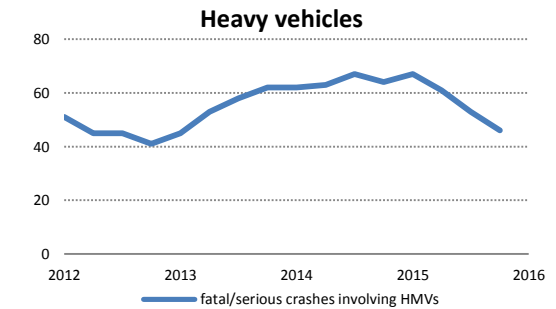
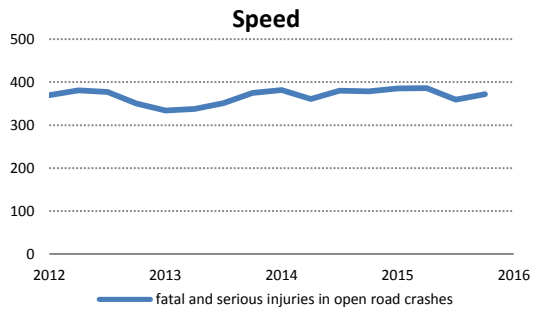
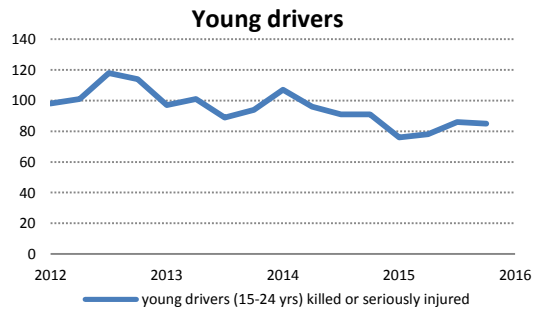
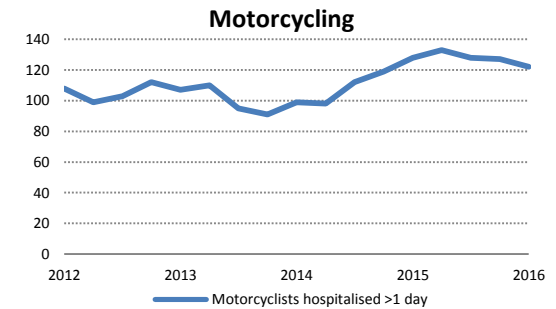
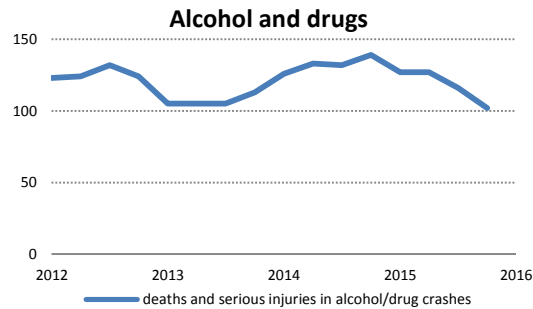
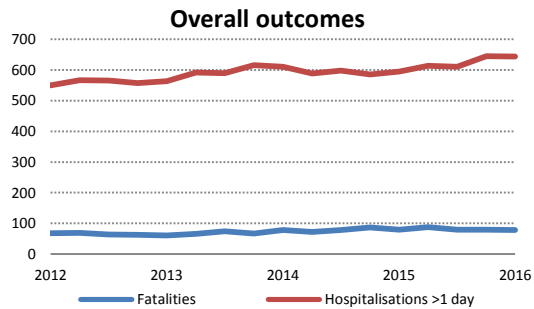
NZTA CENTRAL REGION OUTCOME TRENDS (12 month rolling figures)

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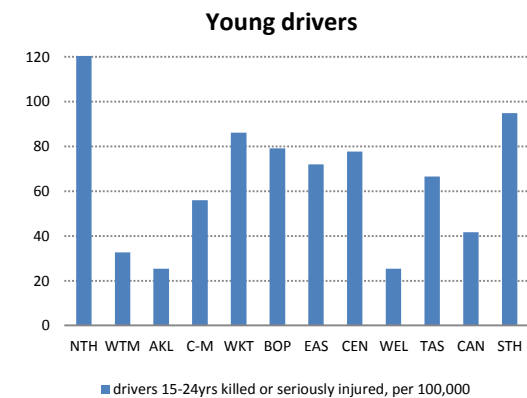
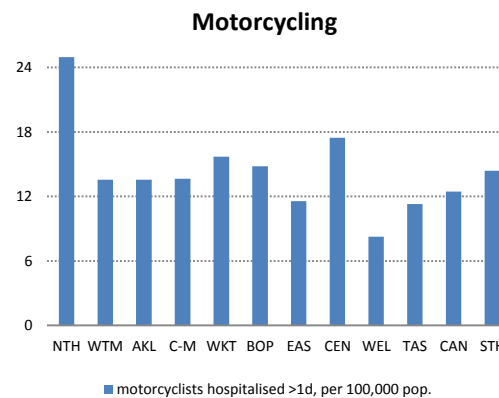
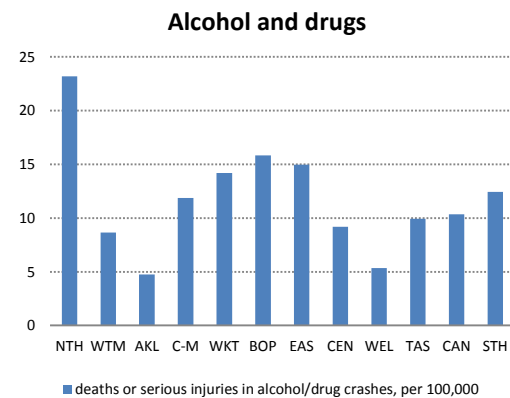
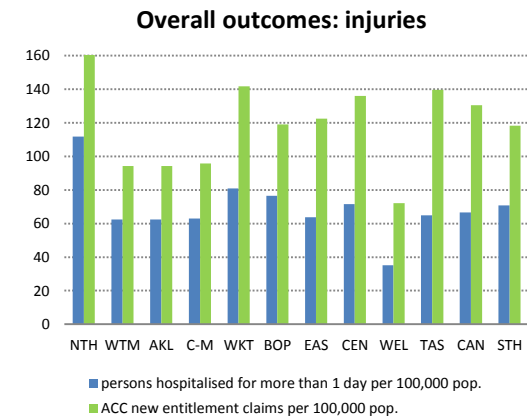
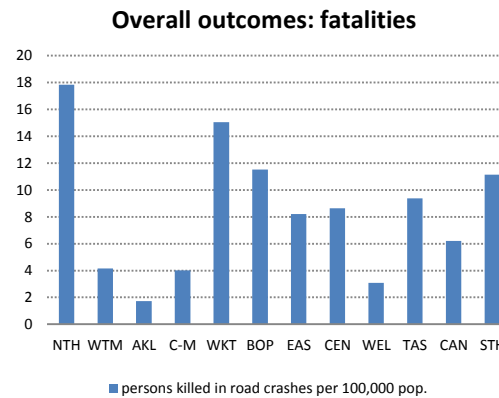
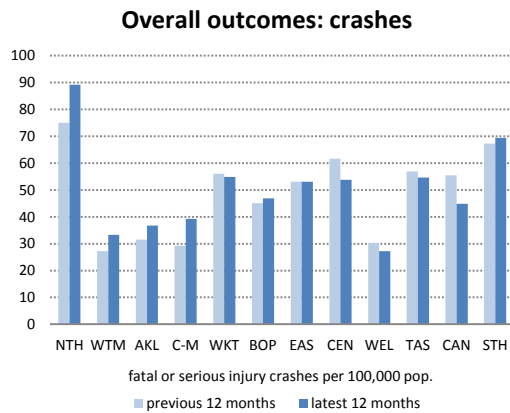
NZTA SOUTHERN REGION OUTCOME TRENDS (12 month rolling figures)

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.

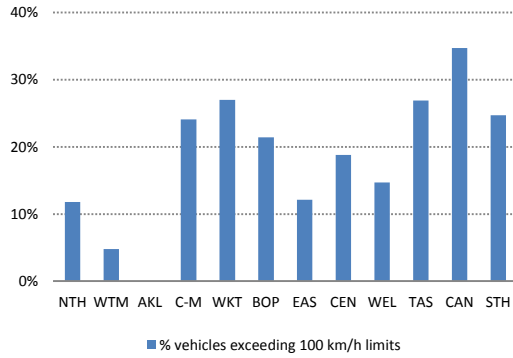


COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

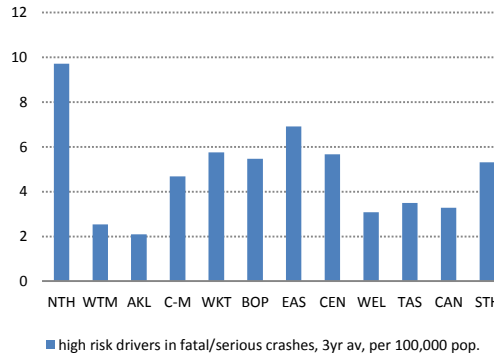
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful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



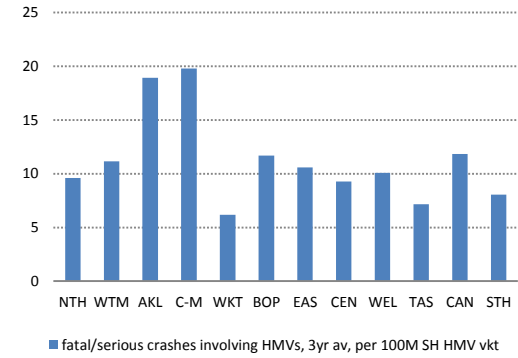
Speed



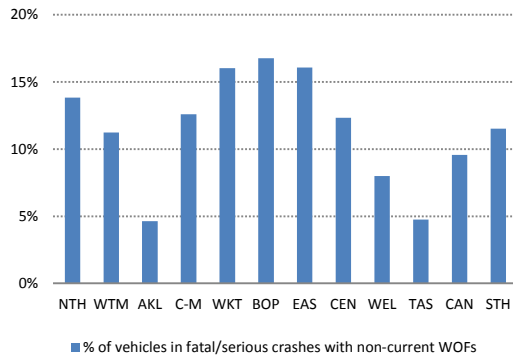
High risk drivers



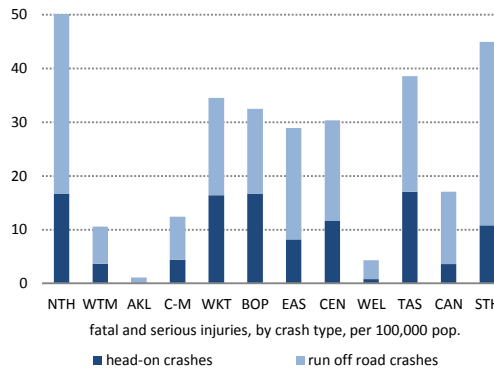
Heavy vehicles



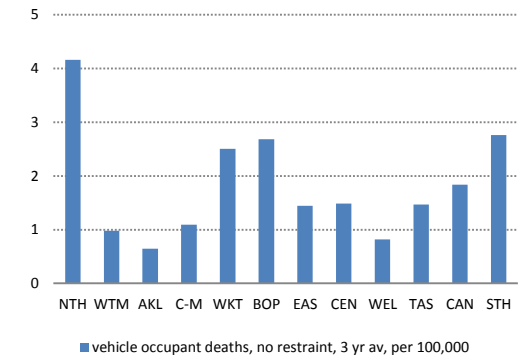
Light vehicles



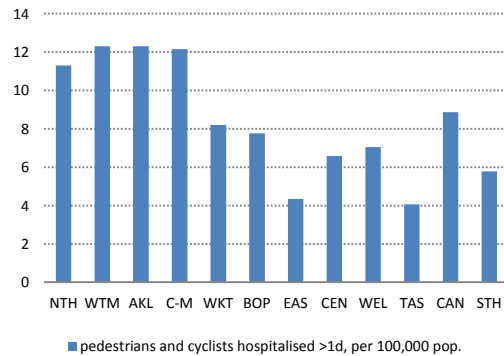
Roads and roadsides



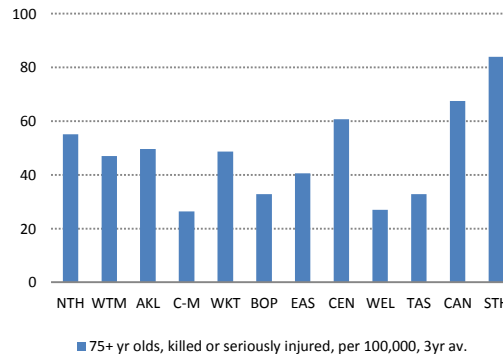
Restraints



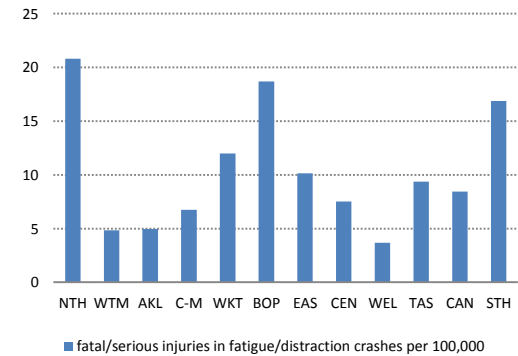
Walking and cycling



Older road users

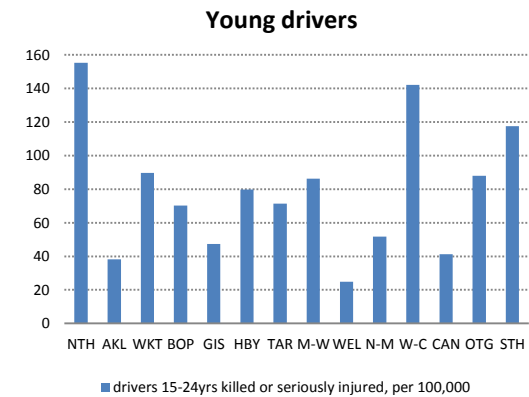
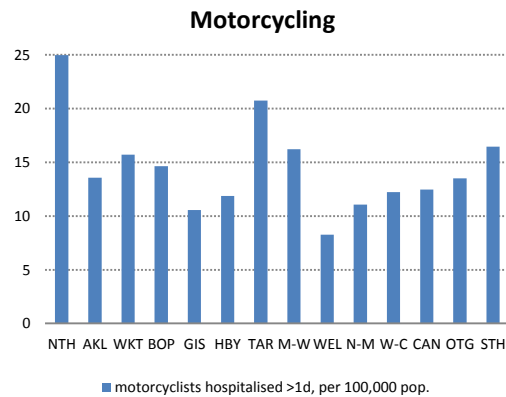
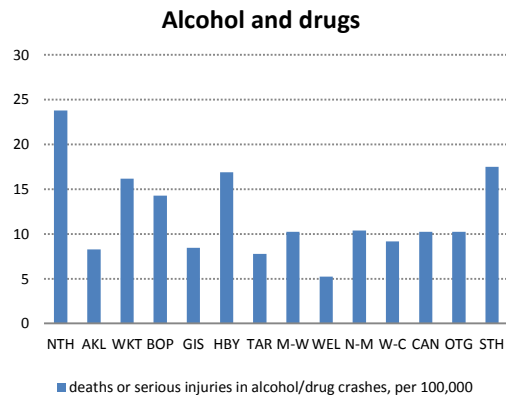
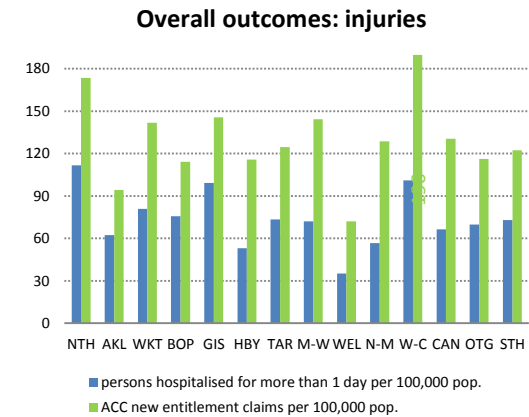
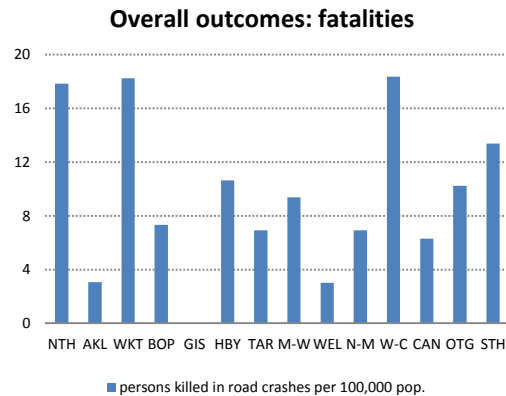
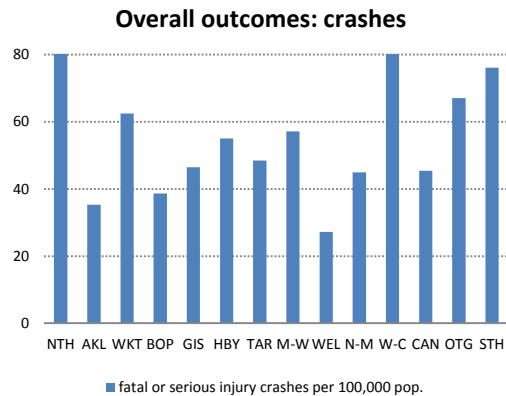


Fatigue and distraction

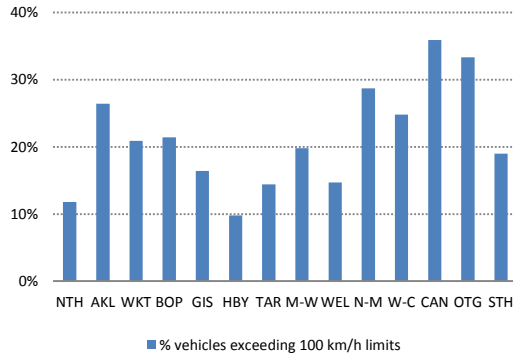


COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

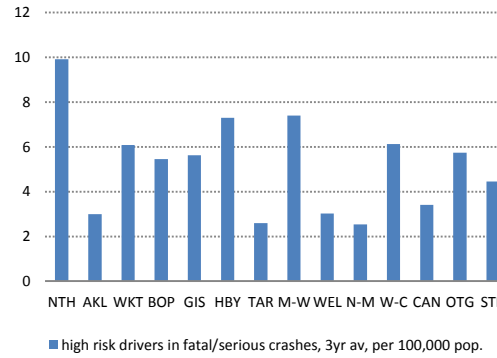
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful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



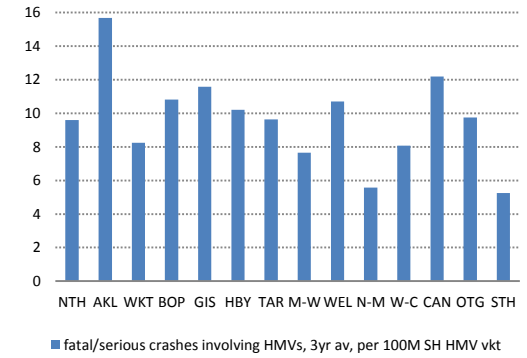
Speed



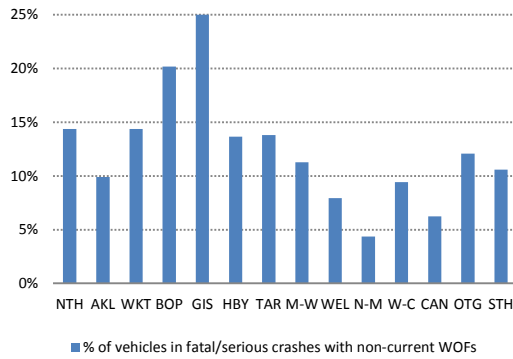
High risk drivers



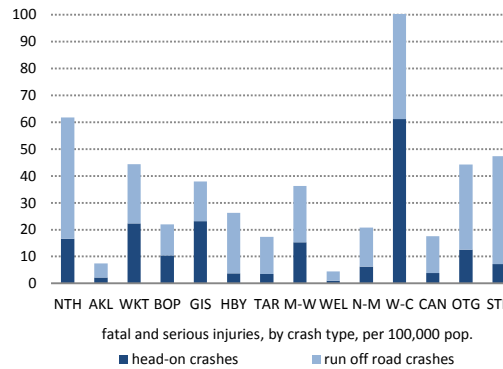
Heavy vehicles



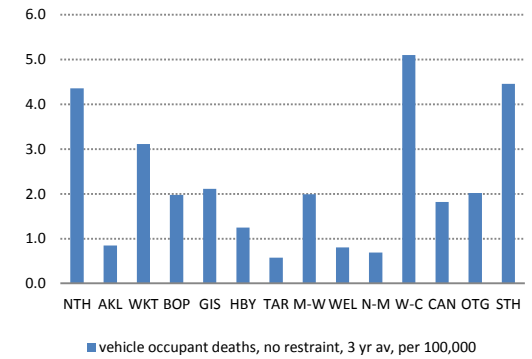
Light vehicles



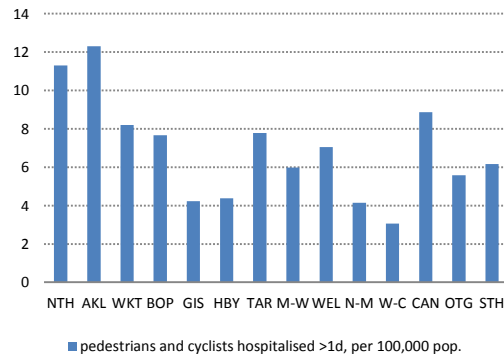
Roads and roadsides



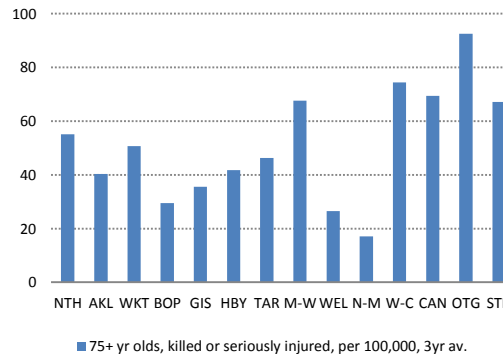
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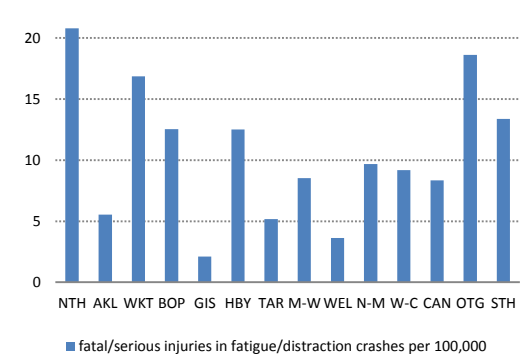
Walking and cycling



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 popn.	89	33	37	39	36	55	47	53	54	27	55	45	69	46
	persons killed in road crashes, per 100,000 popn.	18	4	2	4	3	15	12	8	9	3	9	6	11	7.2
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	112	62	62	63	63	81	77	64	72	35	65	67	71	66
	ACC new entitlement claims, per 100000 popn.	173	94	94	96	95	142	119	122	136	72	140	130	118	115
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	23	9	5	12	9	14	16	15	9	5	10	10	12	11
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	160	33	25	56	39	86	79	72	78	25	66	42	95	58
Speed	% vehicles exceeding 100 km/h limits	12%	5%	0%	24%	17%	27%	21%	12%	19%	15%	27%	35%	25%	21%
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	10	3	2	5	3	6	5	7	6	3	3	3	5	4
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	17	4	0	4	3	16	17	8	12	1	17	4	11	7
	deaths + serious injuries, run off road crashes, per 100,000 popn.	45	7	1	8	6	18	16	21	19	3	21	13	34	14
	deaths + serious injuries, intersection crashes, per 100,000 popn.	17	10	18	15	14	14	12	16	19	10	14	20	24	15
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	11	9	15	9	11	8	8	9	9	8	9	9	15	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	25	14	14	14	14	16	15	12	17	8	11	12	14	14
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	14%	11%	5%	13%	10%	16%	17%	16%	12%	8%	5%	10%	12%	12%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	21	5	5	7	6	12	19	10	8	4	9	8	17	9
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	10	11	19	20	16	6	12	11	9	10	7	12	8	10
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	11	12	12	12	12	8	8	4	7	7	4	9	6	9
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	55	47	50	26	41	49	33	41	61	27	33	67	84	52
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.2	1.0	0.6	1.1	0.9	2.5	2.7	1.4	1.5	0.8	1.5	1.8	2.8	1.6

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 popn.	89	35	62	39	46	55	48	57	27	45	89	45	67	76
	persons killed in road crashes, per 100,000 popn.	18	3	18	7	0	11	7	9	3	7	18	6	10	13
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	112	62	81	76	99	53	73	72	35	57	101	67	70	73
	ACC new entitlement claims, per 100,000 popn.	173	94	142	114	146	116	124	144	72	129	190	130	116	122
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	24	8	16	14	8	17	8	10	5	10	9	10	10	17
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	155	38	90	70	47	80	71	86	25	52	142	41	88	118
Speed	% vehicles exceeding 100 km/h limits	12%	26%	21%	21%	16%	10%	14%	20%	15%	29%	25%	36%	33%	19%
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	10	3	6	5	6	7	3	7	3	3	6	3	6	4
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	17	2	22	10	23	4	3	15	1	6	61	4	13	7
	deaths + serious injuries, run off road crashes, per 100,000 popn.	45	5	22	11	15	23	14	21	3	15	49	14	32	40
	deaths + serious injuries, intersection crashes, per 100,000 popn.	17	14	15	10	13	18	15	21	10	12	15	20	25	21
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	11	11	8	7	2	11	12	7	7	11	0	9	17	11
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	25	14	16	15	11	12	21	16	8	11	12	12	13	16
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	14%	10%	14%	20%	25%	14%	14%	11%	8%	4%	9%	6%	12%	11%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	21	6	17	13	2	13	5	9	4	10	9	8	19	13
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	10	16	8	11	12	10	10	8	11	6	8	12	10	5
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	11	12	8	8	4	4	8	6	7	4	3	9	6	6
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	55	40	51	29	36	42	46	68	27	17	74	69	92	67
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.4	0.8	3.1	2.0	2.1	1.3	0.6	2.0	0.8	0.7	5.1	1.8	2.0	4.5