
ROAD SAFETY OUTCOMES

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

1 April to 30 June 2019

Q4 2018/19



Cover picture: **Safe Vehicles**. The ACC [Ride Forever](#) website contains valuable advice when buying a new or used bike. Options such as ABS and traction control have huge safety benefits, well worth the small extra cost, much of which can be recovered when reselling the bike. Good bike maintenance is covered on the website too. A rider's life depends on the tyres of their motorcycle, which need regular checking and proper maintenance to keep them in top shape. Poor grip or a puncture on four wheels are nothing compared to the dramas on just two, so attention to tyres makes sense. Correctly functioning suspension is also critical to safety, affecting braking performance, steering, ground clearance in corners, and holding a course through a bend. Suspension should be checked every couple of weeks.

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 *Safer Journeys* areas of concern over the past five years in each NZ Transport Agency Relationship Zone
- 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 2019 in some cases but usually to March 2019. Injury data from the Crash Analysis System and from hospital discharge data are incomplete for the most recent quarter and should be treated as provisional.

Some measures are only available annually. National measures are not always 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.

Key results for the quarter

- 103 people were killed in road crashes in the quarter, the highest quarterly total since January-March 2018 (104); these levels have not been seen since 107 were killed in April-June 2009
- vehicle faults (mainly tyres and brakes) have contributed to between 3% and 6% of fatal and serious injuries consistently over the last five years
- Police-reported serious injuries have fallen in most categories, but ACC claims and hospitalisations for motorcyclists, pedestrians and cyclists continue to increase
- central North Island regions have higher than average casualty rates related to excessive speed, young drivers or head-on and run-off road crashes.

More information ...

Published July 31st 2019

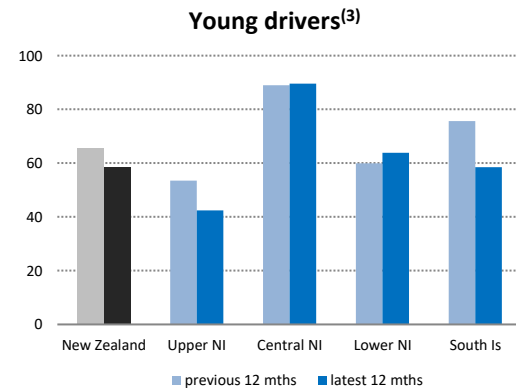
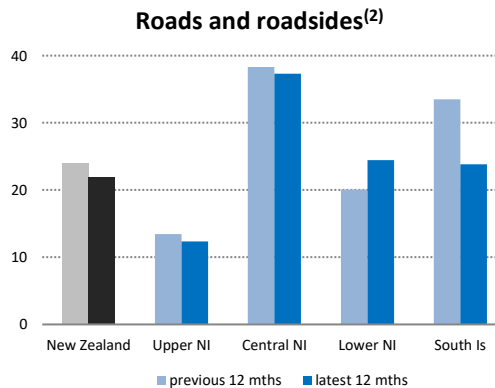
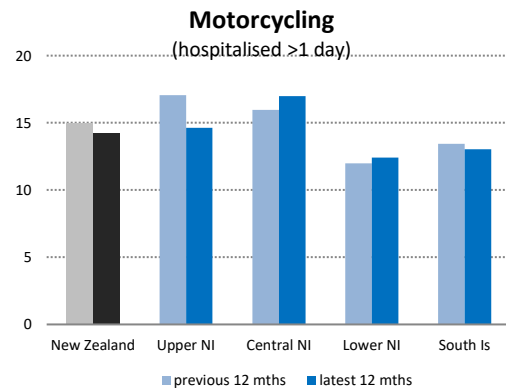
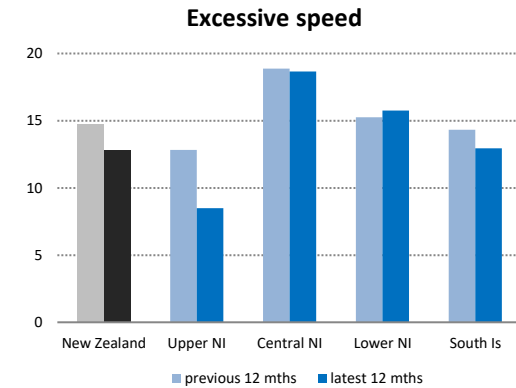
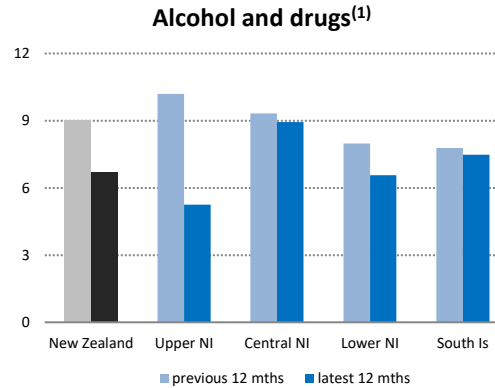
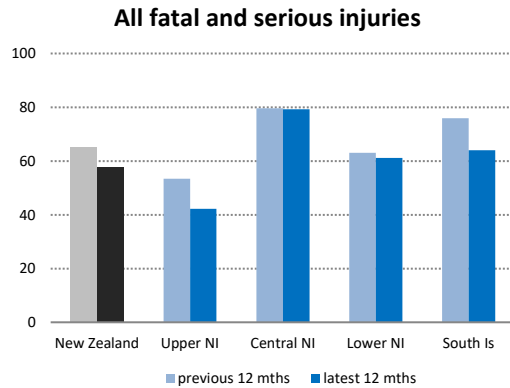
NZ Transport Agency, Private Bag 6995, Wellington 6141

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/>.

HIGH PRIORITIES: NZTA RELATIONSHIP ZONES, 2017/18 and 2018/19

The following charts compare per capita casualty rates for the *Safer Journeys* high priority road safety concerns in the four NZ Transport Agency Relationship Zones*, which apply from February 2017. The rates for the latest (to Jun. 2019) and the preceding 12 months, allow comparisons across years, zones and priority concerns.

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



The North Island relationship zones comprise Upper NI (Northland and Auckland), Central NI (Waikato, Bay of Plenty and Taranaki) and Lower NI.

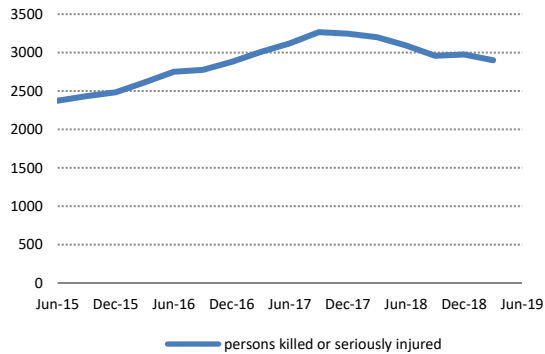
(1) alcohol only, if confirmed by breath/blood test; (2) casualties result from open road head-on and run off road crashes (80-100 km/h); (3) young driver rates are per 100,000 15-24 year olds.

ROAD SAFETY OUTCOME TRENDS 2015-2019 (12 month rolling figures)

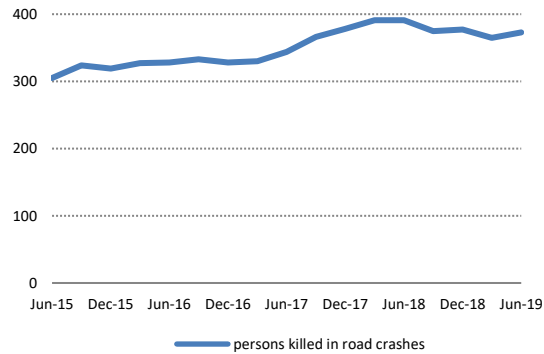
Road safety outcome measures in the following charts and tables are provided for the last five years, up to the most recently available quarter. The measures are obtained from the Transport Agency's Crash Analysis System*, ACC entitlement claims, Ministry of Health hospital discharge data*, Ministry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

(* Injury data from the Crash Analysis System and from hospital discharge data are incomplete for the most recent quarter and should be treated as provisional.)

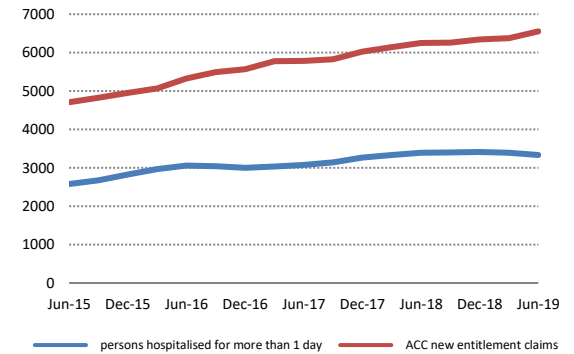
Overall outcomes: DSIs



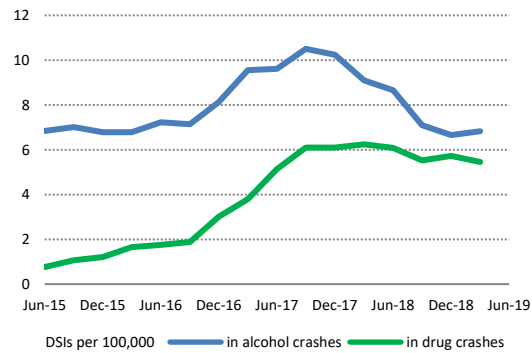
Overall outcomes: fatalities



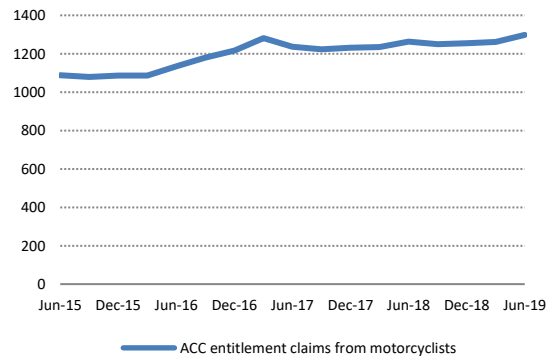
Overall outcomes: injuries



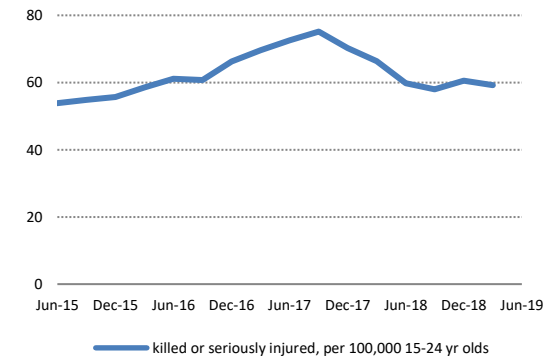
Alcohol and drugs

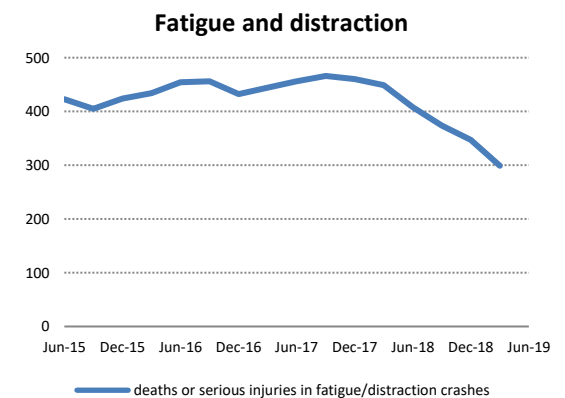
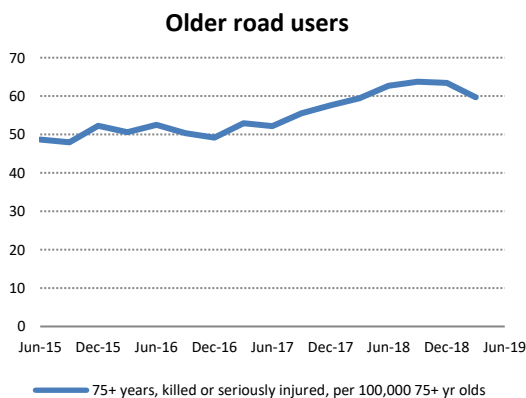
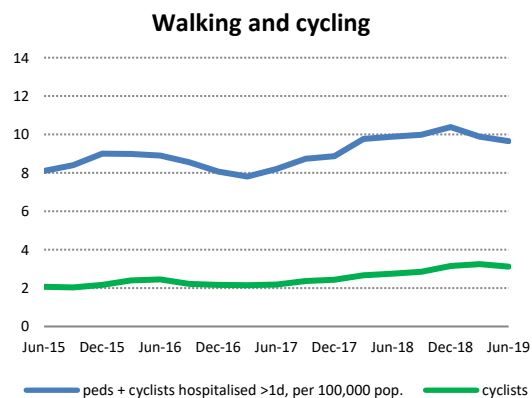
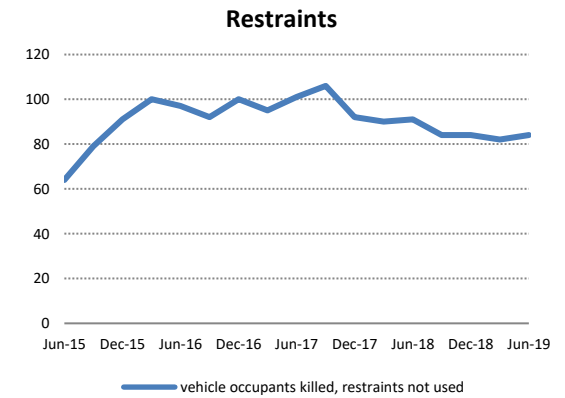
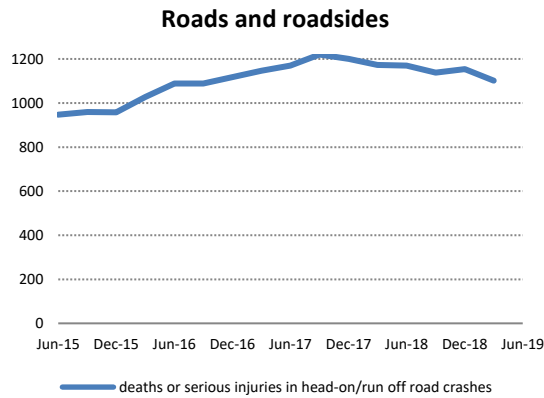
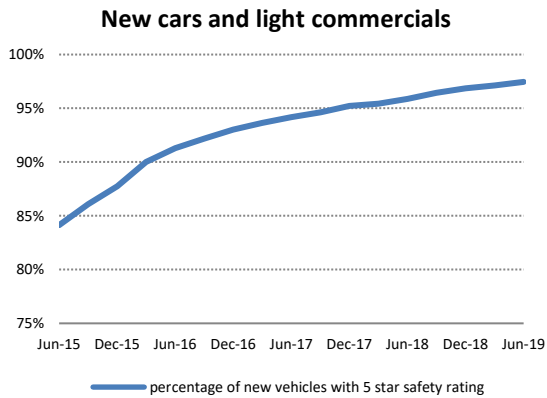
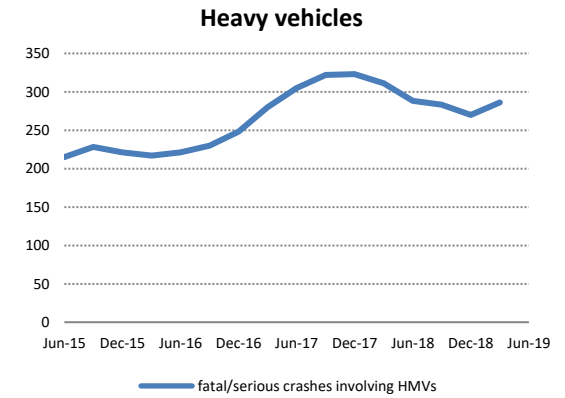
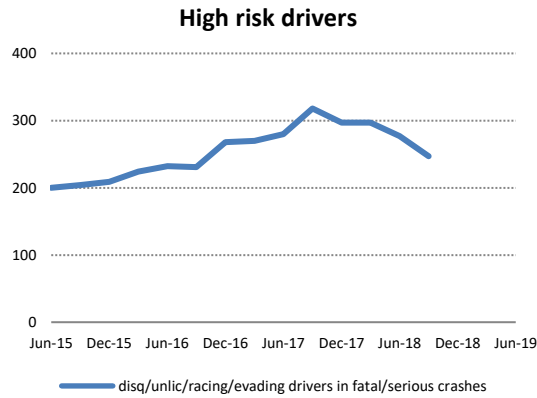
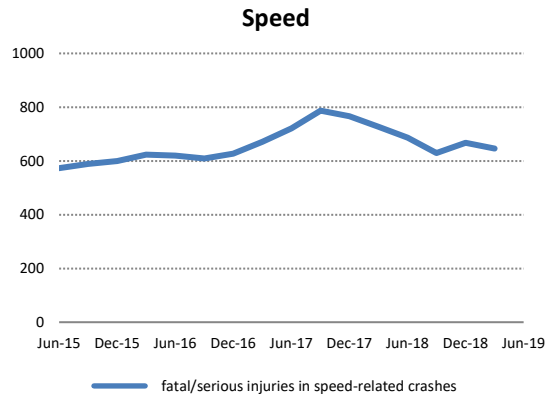


Motorcycling



Young drivers





NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2014	2015	2016	2017	2018
Overall outcomes								
persons killed or seriously injured in road crashes	752	2902	Mar 2019	2369	2483	2880	3244	2975
fatal or serious injury crashes	630	2402	Mar 2019	2003	2124	2401	2755	2457
persons killed in road crashes	103	373	Jun 2019	294	319	328	378	377
persons killed in road crashes, per 100,000 population, per year	8.3	7.5	Jun 2019	6.5	6.9	6.9	7.8	7.6
persons killed in road crashes, per billion vehicle km travelled	8.6	7.8	Jun 2019	6.9	7.5	7.4	8.2	8.0
persons killed or seriously injured, per 100,000 population, per year	61	59	Mar 2019	52	53	61	67	60
persons hospitalised for more than 1 day (>1d), non-fatal	771	3336	Jun 2019	2626	2822	2996	3269	3411
ACC new entitlement claims	1758	6552	Jun 2019	4618	4953	5567	6024	6340
Alcohol and drugs								
fatal or serious injuries in alcohol (+ve test), per 100,000 population, per year	8.6	6.8	Mar 2019	6.5	6.8	8.1	10.2	6.7
drivers killed with excess alcohol, per 100,000 population	0.9	1.0	Sep 2018	0.7	1.1	1.1	1.0	
fatal or serious injuries in drug-related crashes (suspected/confirmed), per 100,000	5.3	5.4	Mar 2019	0.5	1.2	3.0	6.1	5.7
% think high probability being stopped at CBT checkpoint	-	50%	2016	50%	49%	50%	-	-
% admit driven while affected by prescription or other drugs	-	9%	2016	10%	8%	9%	-	-
Young drivers								
young drivers killed or seriously injured, per 100,000 15-24 year olds, per year	63	59	Mar 2019	54	56	66	70	61
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	59	39	Jun 2019	46	45	45	53	49
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	6.0	7.3	Jun 2019	4.6	8.1	6.7	6.8	8.2
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	1.8	1.9	Sep 2018	2.0	2.9	3.3	2.5	
% youth believe will be stopped for non-alcohol/speed traffic offences	-	39%	2016	49%	45%	39%	-	-
drivers on GDL primary contributor in fatal/serious crashes	75	289	Sep 2018	245	289	308	371	
fatal and serious crashes involving 15-19 year old drivers	60	283	Dec 2018	233	278	341	328	283
Speed								
deaths or serious injuries in speed-related crashes	145	646	Mar 2019	553	599	627	766	668
% vehicles exceeding 100 km/h limits	-	23%	2015	22%	23%			
deaths or serious injuries in open road (80-100km/h) crashes	416	1592	Mar 2019	1331	1336	1599	1727	1660
fatal/serious speed-related crashes	120	500	Mar 2019	447	502	492	617	508
% disagree probability being detected speeding is small	-	55%	2016	57%	57%	55%	-	-
mean rural speed (km/h)	-	95.7	2015	95.3	95.7			
mean urban speed (km/h)	-	50.4	2015	51.1	50.4			
Motorcycling								
ACC entitlement claims from motorcyclists	343	1298	Jun 2019	1058	1087	1217	1232	1255
motorcycle and moped riders killed, per 100,000 population, per year	1.0	1.1	Jun 2019	0.9	1.1	1.1	0.9	1.1
% of motorcycles in crashes with non-current WoFs	19%	20%	Mar 2019	25%	25%	20%	16%	19%
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	14.7	14.9	Jun 2019	12.4	13.2	13.9	15.1	14.4
Roads and roadsides								
fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads	278	1101	Mar 2019	956	957	1118	1200	1154
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	107	419	Mar 2019	322	323	316	419	435
fatal or serious injuries in run off road crashes, 80-100 km/h roads	171	682	Mar 2019	634	634	802	781	719
fatal or serious injuries in intersection crashes	252	883	Dec 2018	712	718	819	932	883
fatal or serious injuries in pedestrian/cyclist crashes	124	494	Sep 2018	434	449	470	542	
fatal or serious injuries in all crashes on SH network	268	1060	Mar 2019	937	931	1057	1200	1145

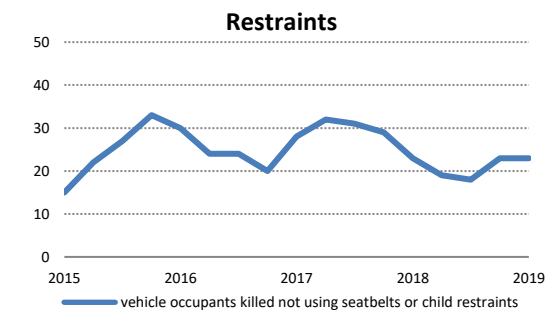
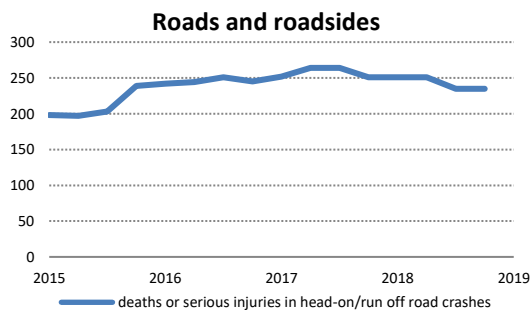
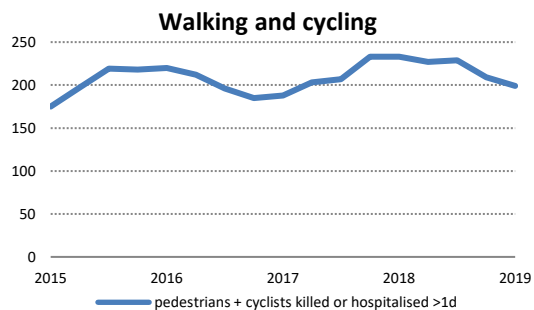
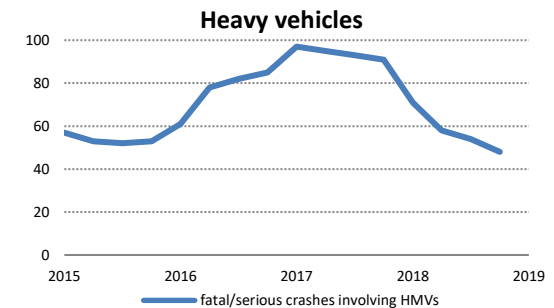
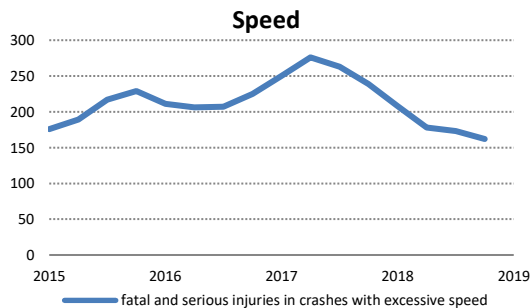
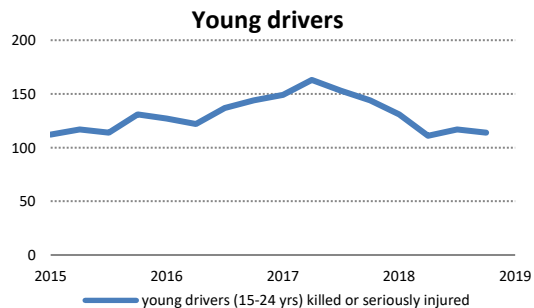
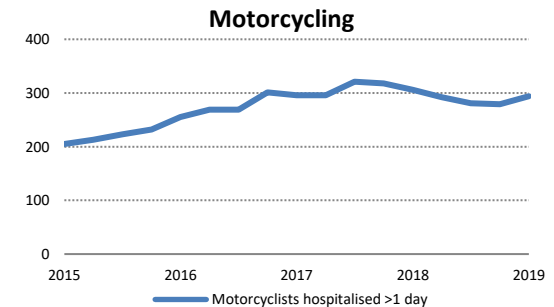
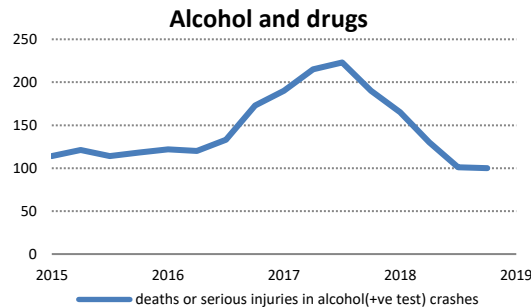
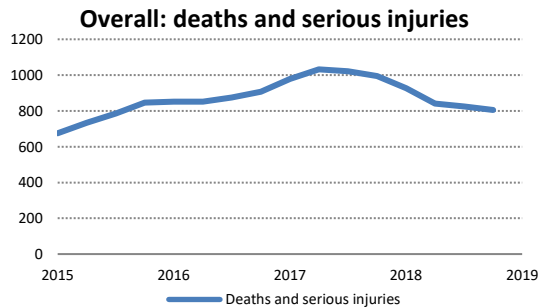
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2014	2015	2016	2017	2018
High risk drivers								
high risk drivers⁽¹⁾ in fatal or serious injury crashes	57	247	Sep 2018	183	209	268	296	
disqualified drivers detected driving	1735	7406	Jun 2019	7860	7368	7938	7878	7777
notices issued for 3 rd or subsequent drunk/drugged driving offences	998	4396	Jun 2019	4974	4281	4242	4355	4482
disqualified or unlicensed drivers involved in fatal/serious crash	53	214	Sep 2018	167	185	241	244	
Light vehicles								
% of new vehicles with 5-star safety rating	98%	97%	Jun 2019	81%	88%	93%	95%	97%
% of vehicles in fatal/serious crashes with non-current WOFs ⁽²⁾	16%	17%	Mar 2019	9%	11%	15%	18%	17%
% of fatal/serious injuries in crashes with contributing vehicle faults	3%	4%	Mar 2019	3%	3%	5%	6%	5%
average (median) age of light vehicle fleet (years)	-	14.2	Mar 2019	14.0	14.0	14.1	14.0	14.2
Fatigue and distraction								
fatal or serious injuries in fatigue/distraction crashes	70	299	Mar 2019	411	424	432	460	347
fatal/serious injuries in crashes with contributing driver fatigue	30	139	Mar 2019	196	214	206	180	165
fatal/serious injuries in crashes with contributing driver distraction	42	164	Mar 2019	225	220	245	284	184
Heavy vehicles								
fatal/serious crashes involving HMVs	85	286	Mar 2019	222	221	248	324	270
fatal/serious injuries in HMV crashes	100	346	Mar 2019	277	259	321	404	333
% of fatal/serious HMV crashes where HMV was primary contributor	54%	54%	Mar 2019	47%	53%	44%	47%	53%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	31%	31%	-	-	-
Walking and cycling								
pedestrians and cyclists hospitalised >1d, per 100,000 population, per year	9.6	9.6	Jun 2019	8.7	9.0	8.1	8.9	10.4
pedestrians hospitalised >1 day, per 100,000 population, per year	7.2	6.5	Jun 2019	6.1	6.8	5.9	6.4	7.2
pedestrians and cyclists killed, per 100,000 population, per year	0.9	0.9	Jun 2019	1.2	0.7	0.7	1.2	0.9
fatal or serious injuries to school age (5-17) cyclists and pedestrians	17	69	Mar 2019	78	67	65	68	73
cyclists killed or hospitalised >1 day	35	165	Jun 2019	127	107	108	136	160
% cyclists wearing helmets	-	94%	2015	-	94%	-	-	-
Older road users								
persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year	49	60	Mar 2019	50	52	49	58	63
persons 75+ years killed in road crashes	6	31	Jun 2019	36	30	27	37	42
persons 75+ years hospitalised >1d	103	396	Jun 2019	317	335	377	381	386
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	101	87	Jun 2019	75	80	80	80	84
Restraints								
vehicle occupant deaths where restraints not worn	27	84	Jun 2019	56	91	100	92	84
% of children (5-9 years) in booster seats or child restraints	-	26%	2015	-	26%	-	-	-
% front seat adult vehicle occupants restrained	-	97%	2016	97%	-	97%	-	-
% child (0-4 years) vehicle occupants restrained	-	93%	2016	93%	-	93%	-	-
% drivers think highly likely to be stopped for non-compliance	-	40%	2016	43%	41%	40%	-	-
Overseas-licensed drivers involved in fatal/serious crash	37	107	Mar 2019	126	127	142	151	121

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

(2) The national headline measure is not available at regional/district level; this measure is used instead for local government region and police district charts

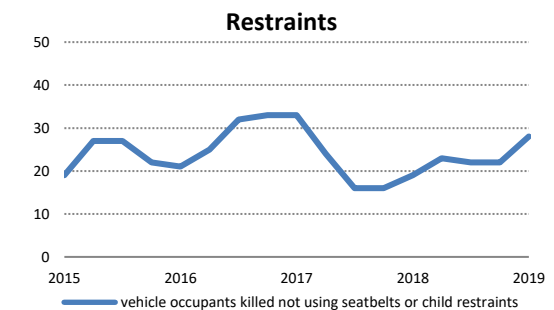
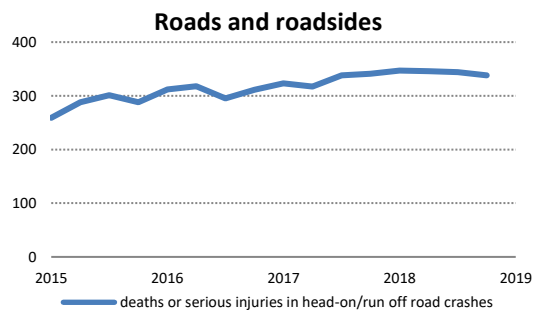
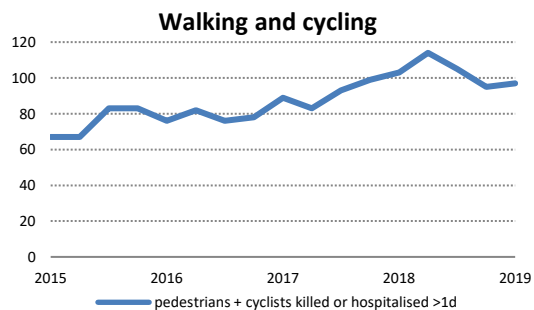
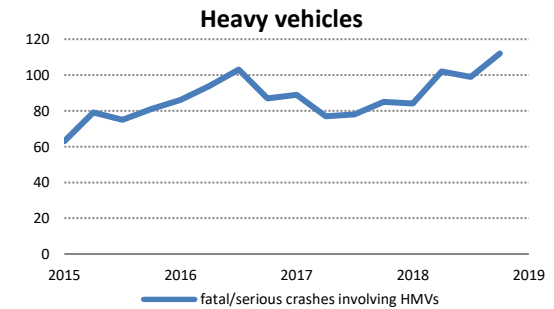
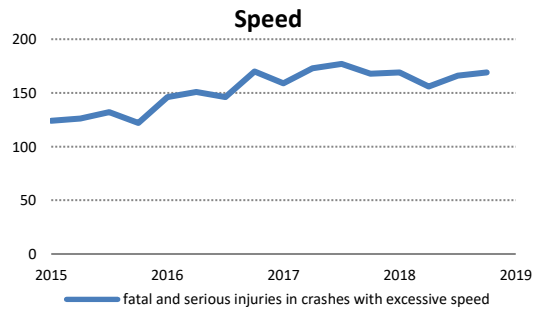
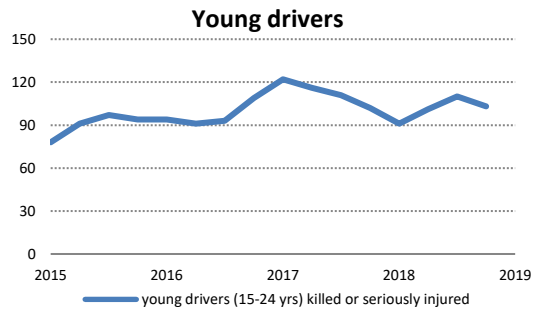
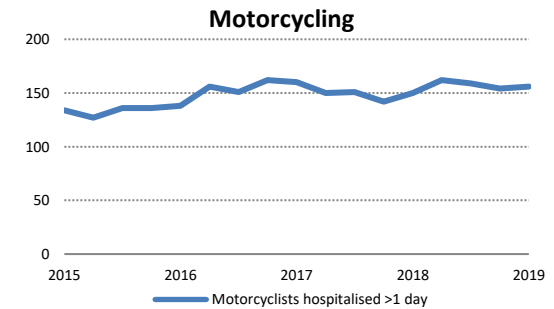
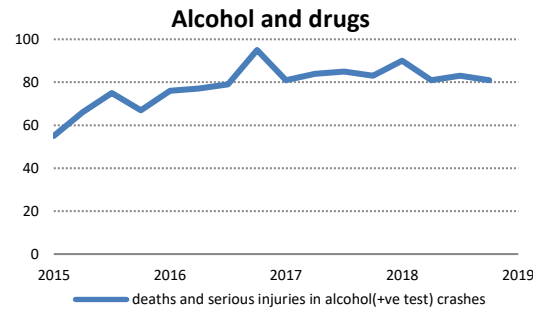
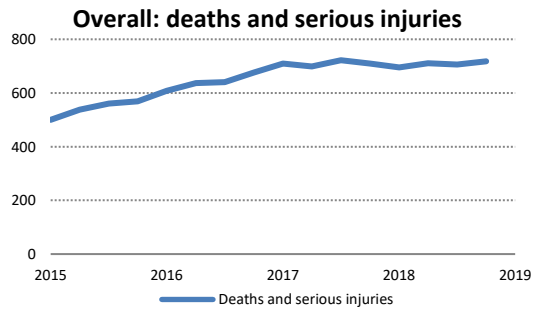
REGIONAL OUTCOME TRENDS, UPPER NORTH ISLAND (12 month rolling figures)

Road safety outcome measures for the four Transport Agency regional groupings 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.



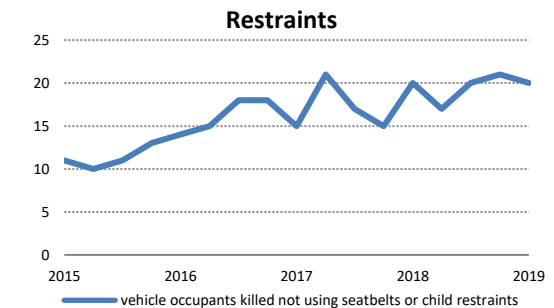
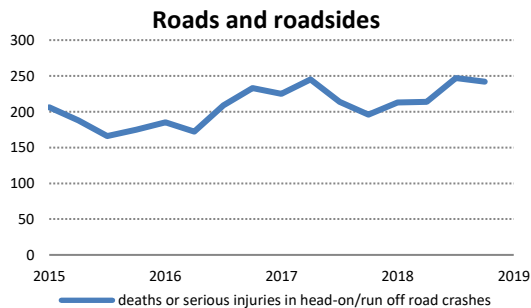
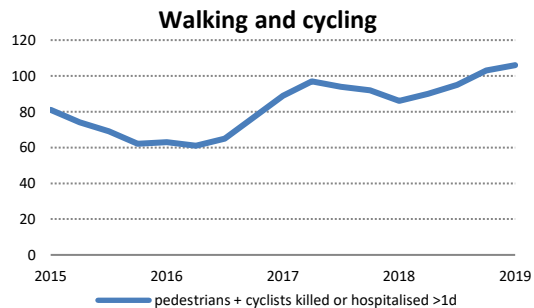
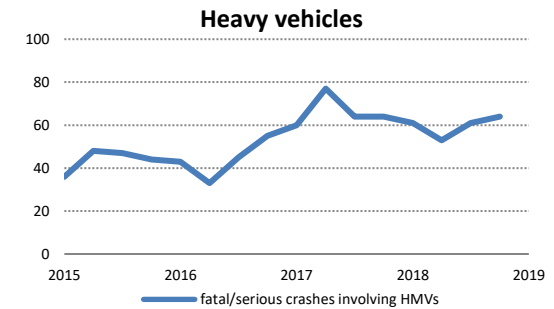
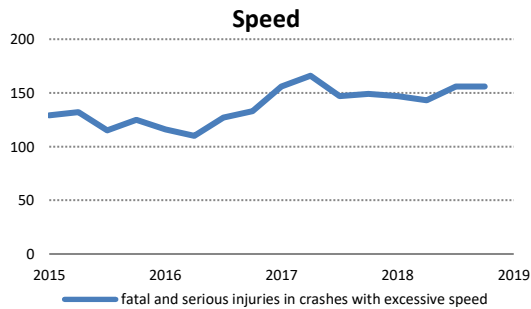
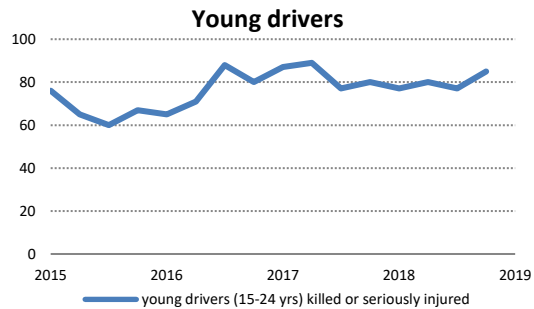
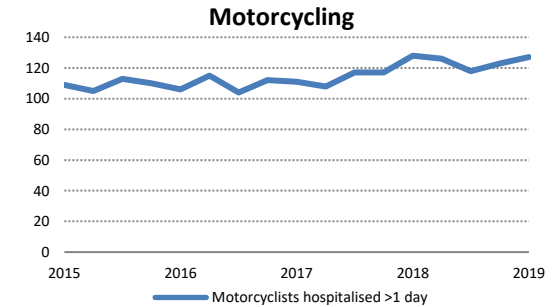
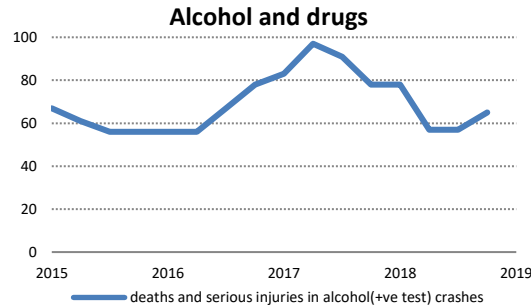
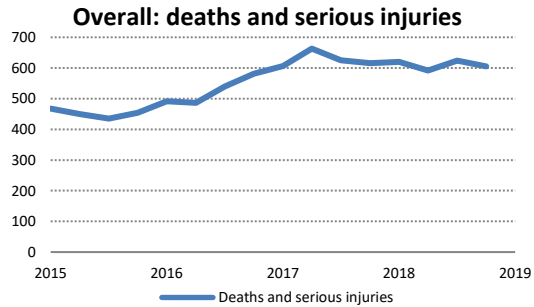
REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

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.



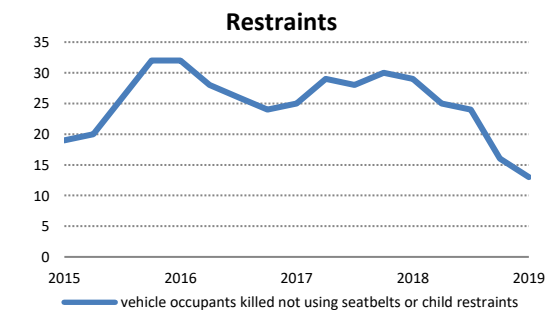
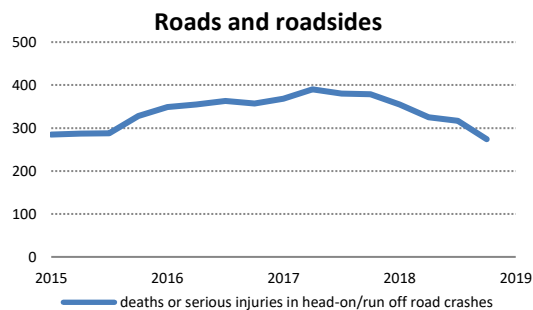
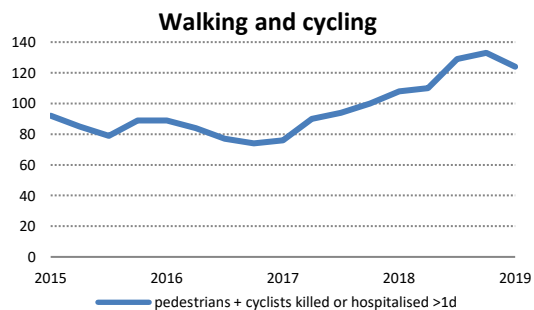
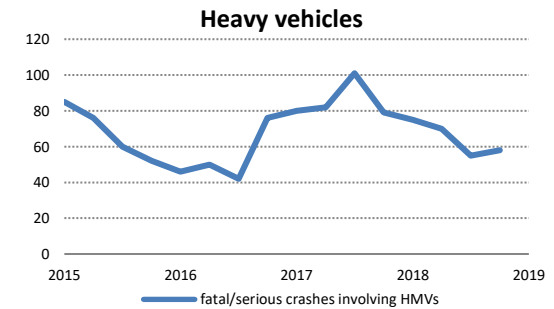
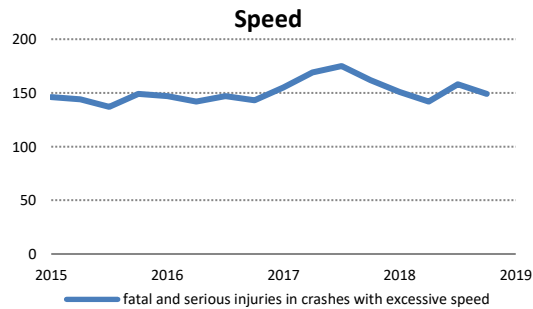
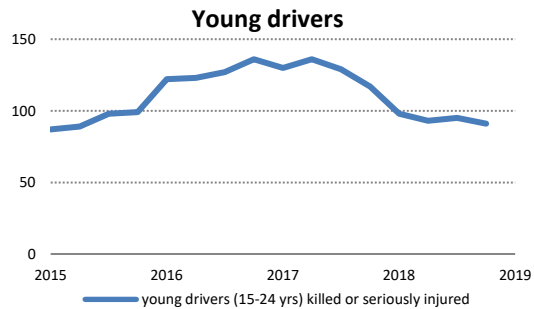
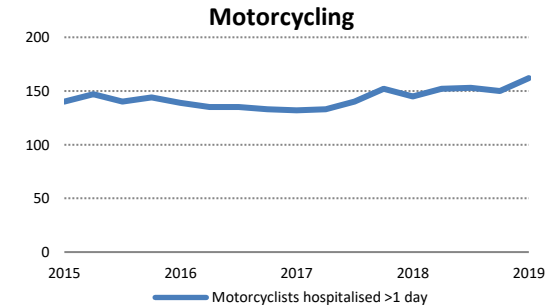
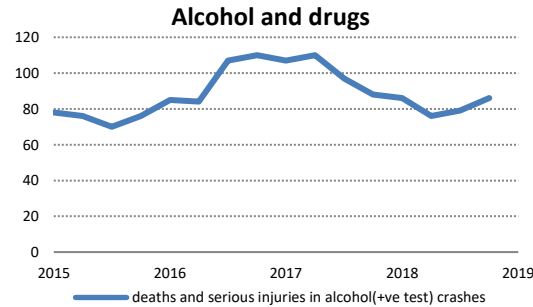
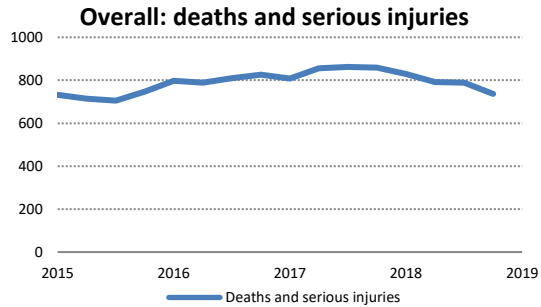
REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

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.



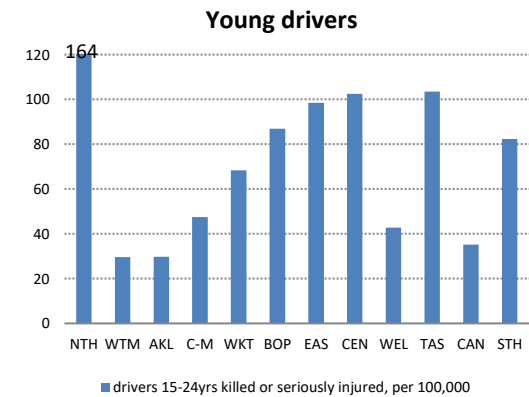
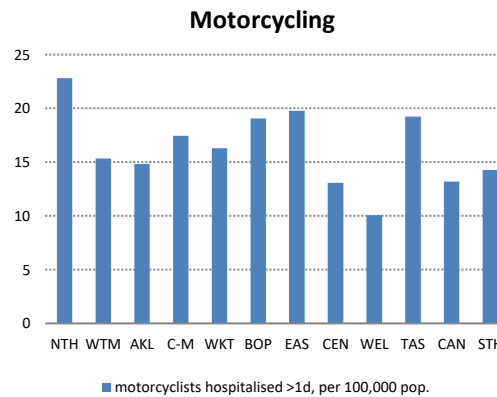
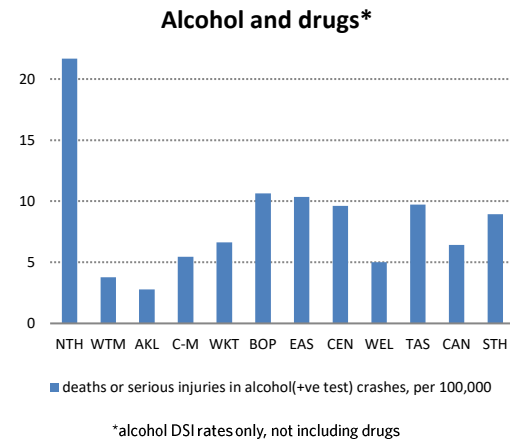
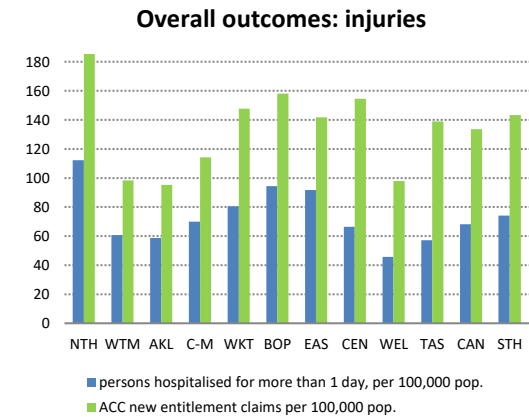
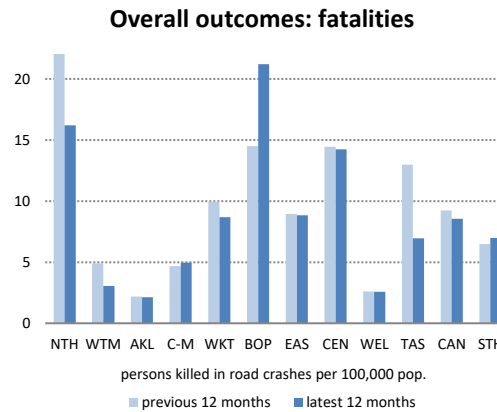
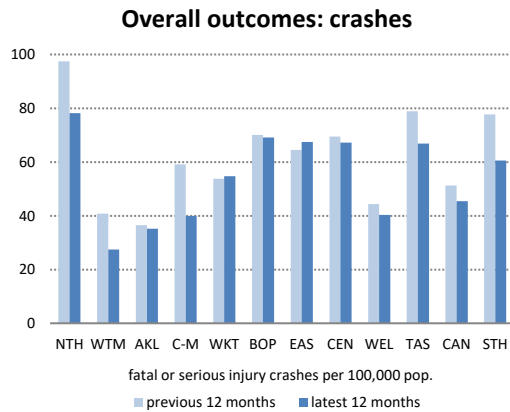
REGIONAL OUTCOME TRENDS, SOUTH ISLAND (12 month rolling figures)

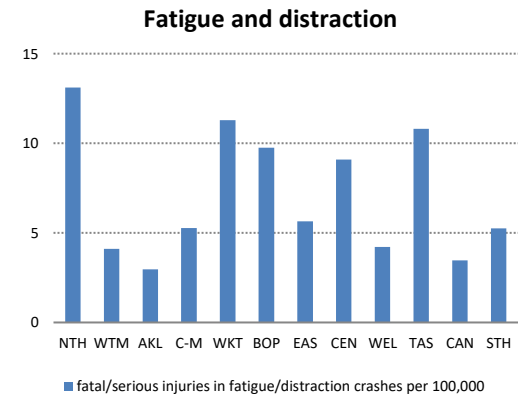
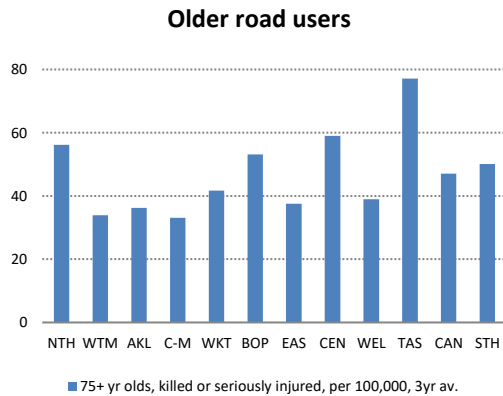
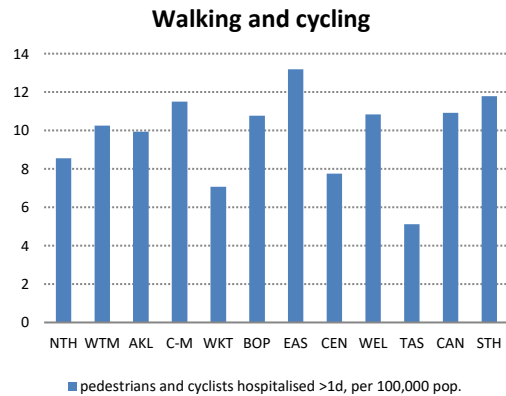
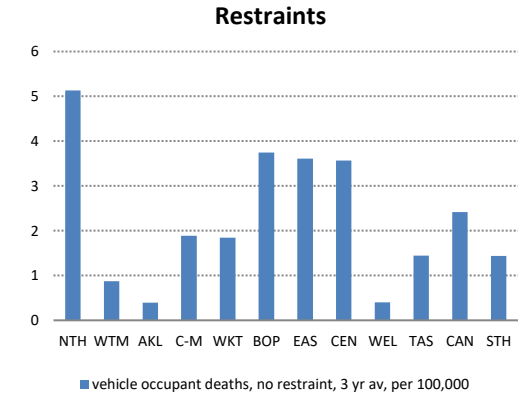
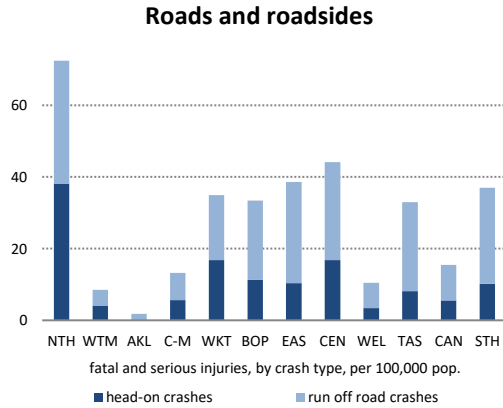
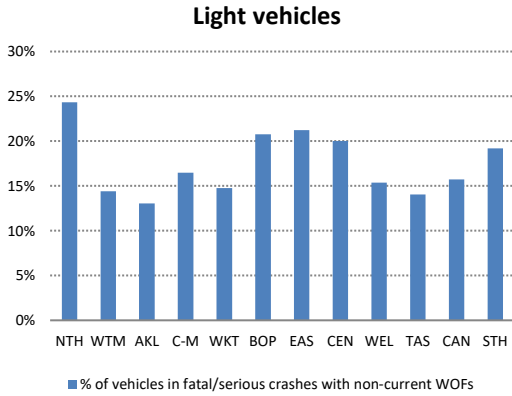
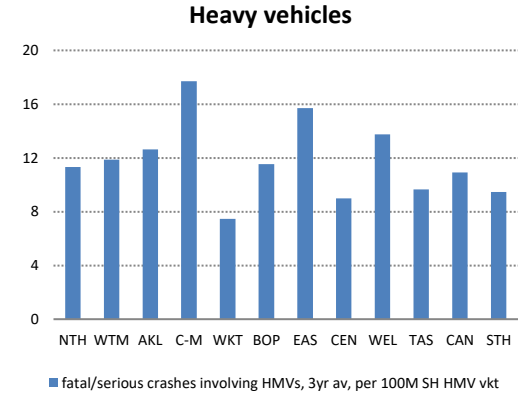
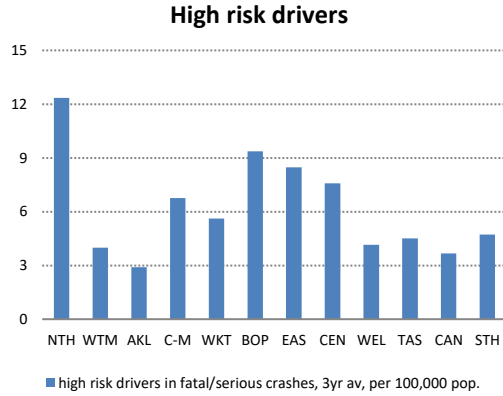
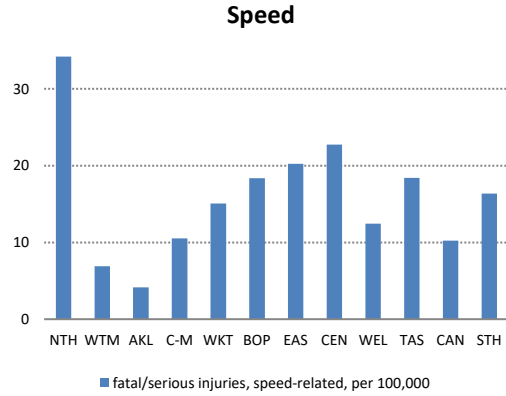
Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented 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

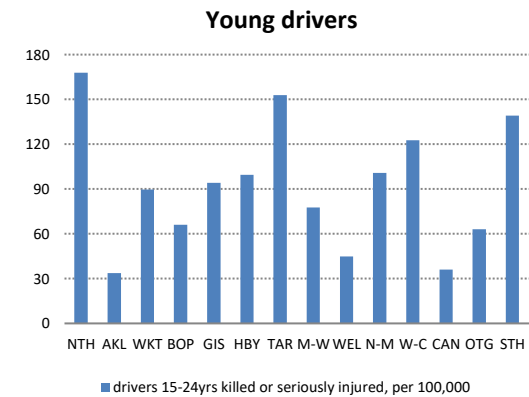
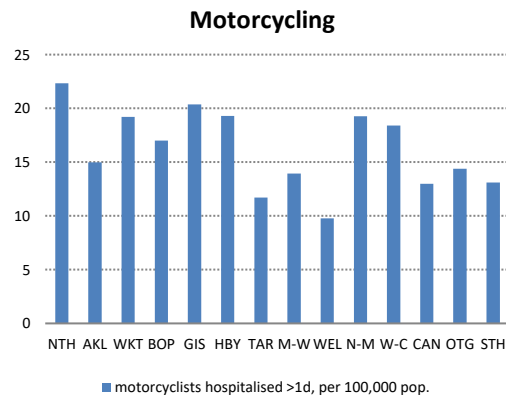
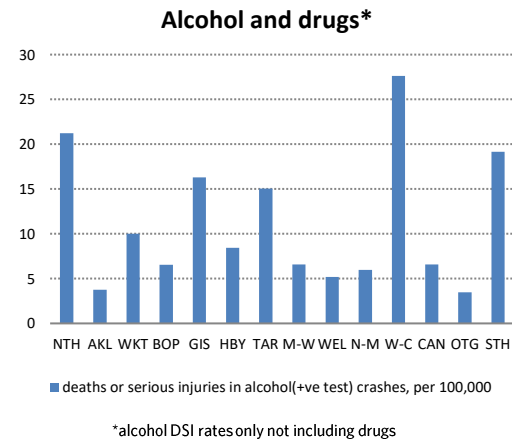
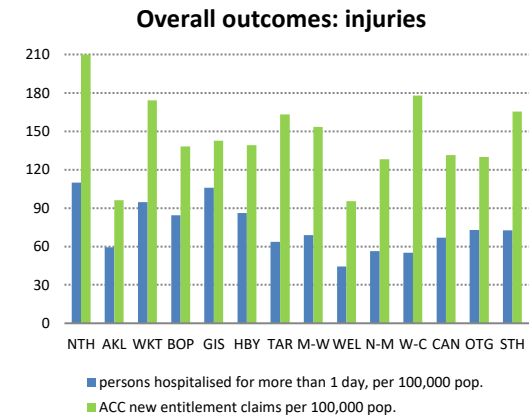
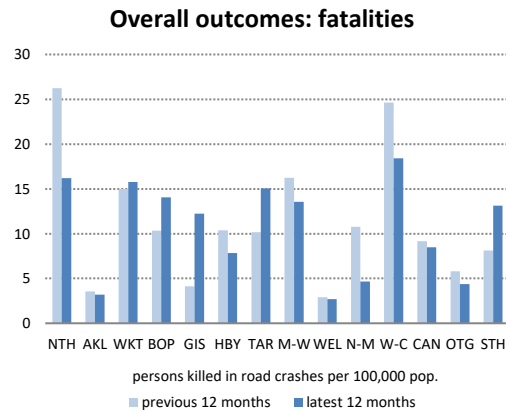
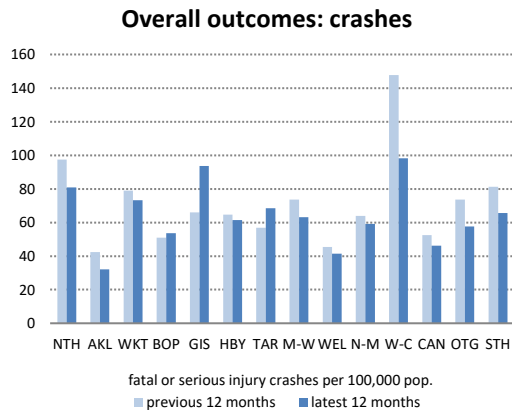
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Alternative measures are shown if the national measure is not available at a regional or Police district level. In cases where the numbers involved are too small to give meaningful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

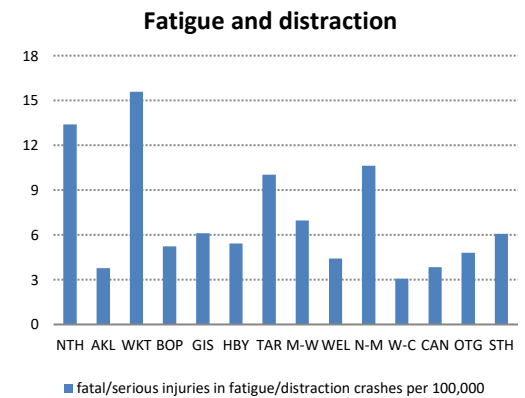
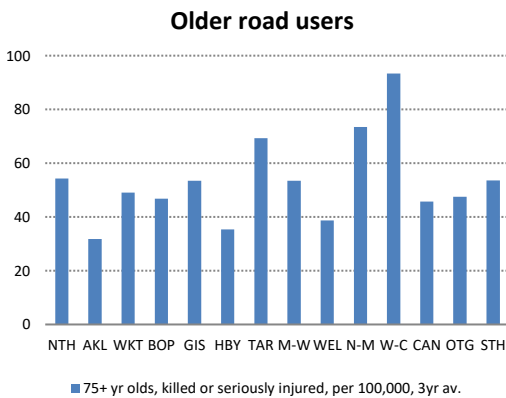
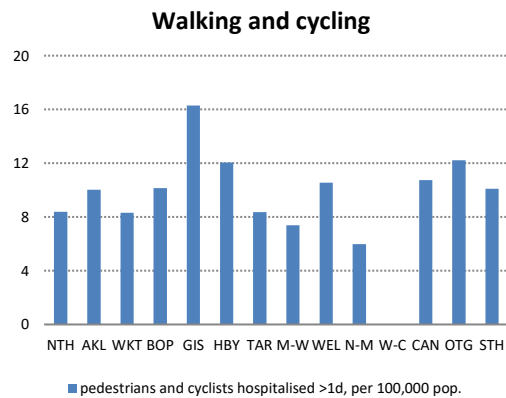
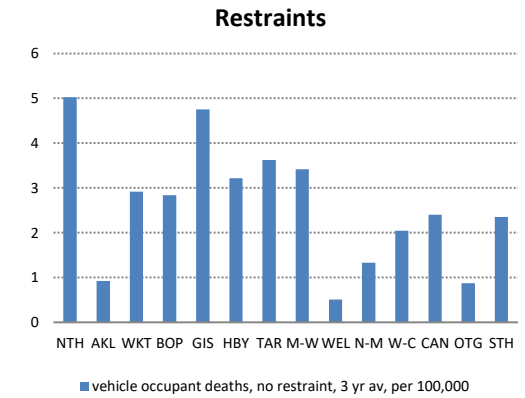
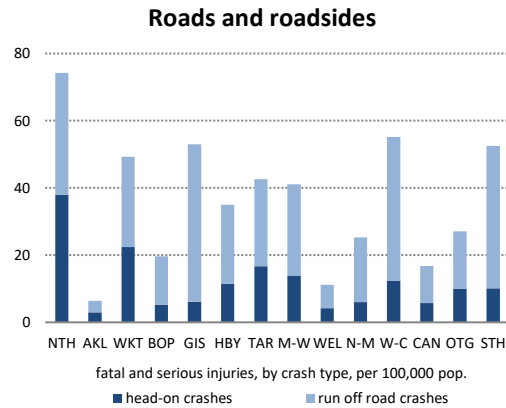
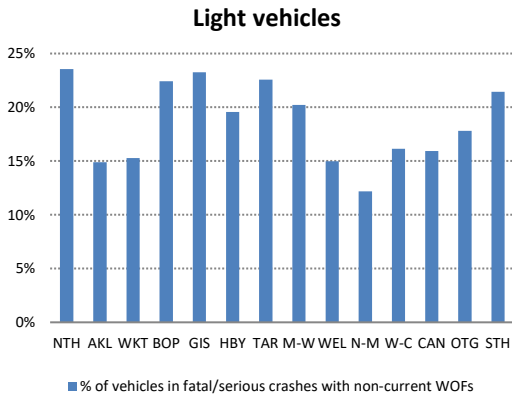
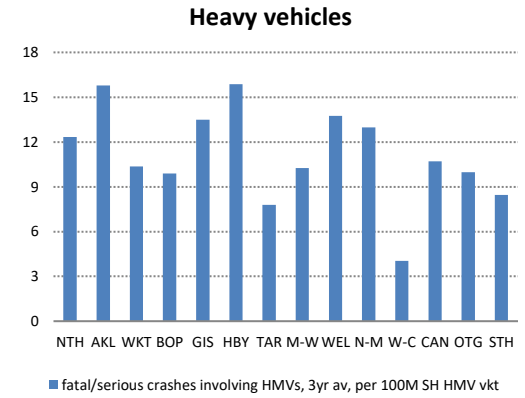
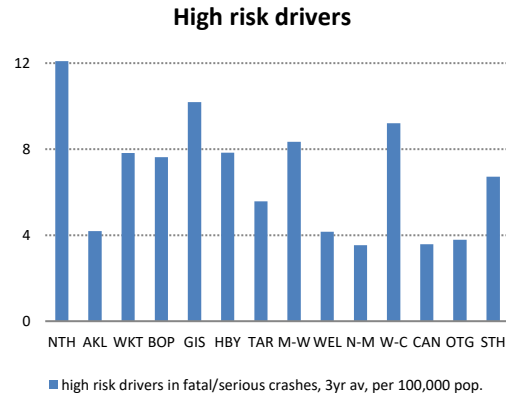
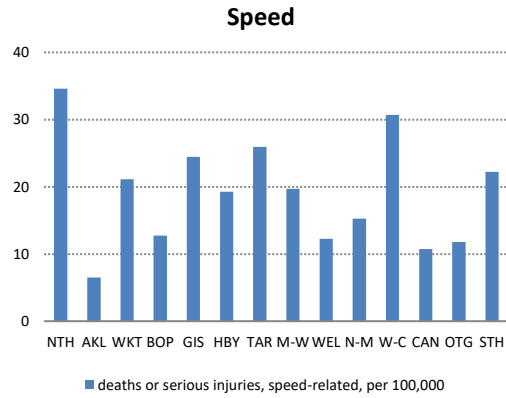




COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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.





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.	78	27	36	35	33	66	64	67	68	40	67	45	61	49
	persons killed in road crashes, per 100,000 popn.	17	3	2	5	3	9	22	9	14	3	7	9	7	7.8
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	112	61	59	70	63	80	94	92	66	46	57	68	74	70
	ACC new entitlement claims, per 100000 popn.	214	98	95	114	102	148	158	142	154	98	139	134	143	131
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	22	4	3	5	4	7	11	10	10	5	10	6	9	7
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	164	30	30	47	35	68	87	98	102	43	103	35	82	59
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	34	7	4	11	7	15	18	20	23	12	18	10	16	13
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	12	4	3	7	5	6	9	8	8	4	5	4	5	6
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	38	4	0	6	3	17	11	10	17	3	8	6	10	9
	deaths + serious injuries, run off road crashes, per 100,000 popn.	34	4	2	8	5	18	22	28	27	7	25	10	27	14
	deaths + serious injuries, intersection crashes, per 100,000 popn.	10	10	12	18	13	21	15	14	20	12	14	25	25	17
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	10	7	12	10	10	10	9	10	8	13	15	9	14	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	23	15	15	17	16	16	19	20	13	10	19	13	14	15
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	24%	14%	13%	16%	14%	15%	21%	21%	20%	15%	14%	16%	19%	17%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	13	4	3	5	4	11	10	6	9	4	11	3	5	6
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	11	12	13	18	14	7	12	16	9	14	10	11	9	11
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	9	10	10	12	11	7	11	13	8	11	5	11	12	10
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	56	34	36	33	34	42	53	38	59	39	77	47	50	46
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.1	0.9	0.4	1.9	1.0	1.8	3.7	3.6	3.6	0.4	1.4	2.4	1.4	1.9

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.	81	32	73	54	94	61	69	63	41	59	98	46	58	66
	persons killed in road crashes, per 100,000 popn.	16	3	16	14	12	8	15	14	3	5	18	8	4	13
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	110	59	95	84	106	86	64	69	44	56	55	67	73	73
	ACC new entitlement claims, per 100,000 popn.	210	96	174	138	143	139	163	153	95	128	178	131	130	165
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	21	4	10	7	16	8	15	7	5	6	28	7	3	19
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	168	34	90	66	94	99	153	78	45	101	123	36	63	139
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	35	6	21	13	24	19	26	20	12	15	31	11	12	22
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	12	4	8	8	10	8	6	8	4	4	9	4	4	7
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	38	3	22	5	6	11	17	14	4	6	12	6	10	10
	deaths + serious injuries, run off road crashes, per 100,000 popn.	36	3	27	14	47	24	26	27	7	19	43	11	17	42
	deaths + serious injuries, intersection crashes, per 100,000 popn.	9	12	26	11	16	13	18	20	13	15	12	24	24	26
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	9	9	11	8	18	8	10	7	13	16	9	9	15	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	22	15	19	17	20	19	12	14	10	19	18	13	14	13
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	24%	15%	15%	22%	23%	20%	23%	20%	15%	12%	16%	16%	18%	21%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	13	4	16	5	6	5	10	7	4	11	3	4	5	6
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	12	16	10	10	13	16	8	10	14	13	4	11	10	8
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	8	10	8	10	16	12	8	7	11	6	0	11	12	10
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	54	32	49	47	53	35	69	54	39	74	93	46	48	54
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.0	0.9	2.9	2.8	4.8	3.2	3.6	3.4	0.5	1.3	2.0	2.4	0.9	2.4

*alcohol DSI rates only, not including drug