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# ROAD SAFETY OUTCOMES

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

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**Q3** 2015/16

1 January to 31 March 2016



## 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 March 2016 in some cases but usually to December 2015. 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.

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Cover picture: **Safe Roads.** Recently installed matting on the approaches to the SH6 Taramakau Road-Rail Bridge near Greymouth has improved safety for both motorcyclists and cyclists by providing them with greater traction. The West Coast is a popular cycling and motorcycling destination, particularly with the new cycling rail trail between Greymouth, Kumara and Hokitika/ Ross, but the Taramakau Bridge approaches have been a problem for these road users. There were a number of crashes on or within close vicinity of the bridge as cycle wheels got stuck and motorcyclists lost traction and went over.

## Key results for the quarter

- 332 people were killed in road crashes in the 12 months to March 2016, the highest annual figure since March 2011; 16% were motorcyclists, 72% were males
- injury totals have also continued to rise, with now more than 5000 ACC entitlement claims per year, an increase of 20% in the three years since March 2013
- motorcycle casualties continue to increase in the NZTA Central and Southern regions, where 40% of hospitalised motorcyclists were aged 50+ years (80% male)
- 103 vehicle occupants killed in the past 12 months were not wearing their seatbelts – 27 were passengers, 81 males, 68 on rural roads, 47 aged under 30, 44 at night.

## What road safety issues concern New Zealanders

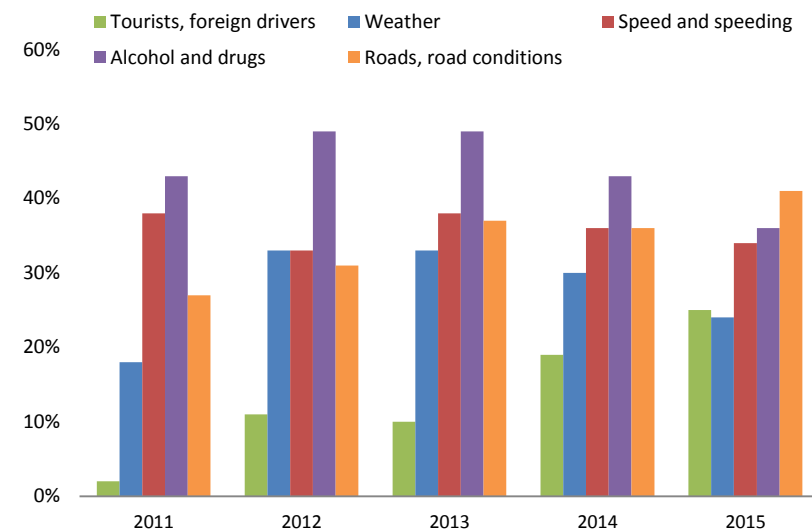
As part of regular monitoring of its national road safety advertising campaigns, the NZ Transport Agency conducts a continuous survey of audience reactions to the advertising as well as a range of attitudinal questions. One question asks survey respondents what in their opinion makes driving in New Zealand unsafe. This is a useful indicator of public reaction to both short- and long-term issues in road safety.

The chart on the right shows the top 5 road safety issues in 2015, as perceived by the survey respondents, and the change in their ranking over the last five years. Notable patterns are the increasing importance given to tourists and foreign drivers since 2011, the concern with road conditions, and continuing public interest in the weather.

During this period:

- the percentage of people surveyed who thought tourists and foreign drivers made driving in New Zealand unsafe increased from 2% in 2011 to 25% in 2015
- alcohol and drug affected driving was the most concerning issue until 2015, when roads and road conditions was mentioned by 41% of survey respondents
- speed and speeding drivers are a constant concern for on average 36% of the people in this survey.

Top five factors making driving in NZ unsafe (survey result)



## More information ...

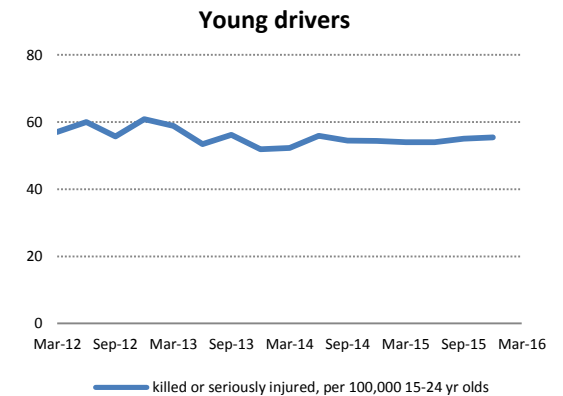
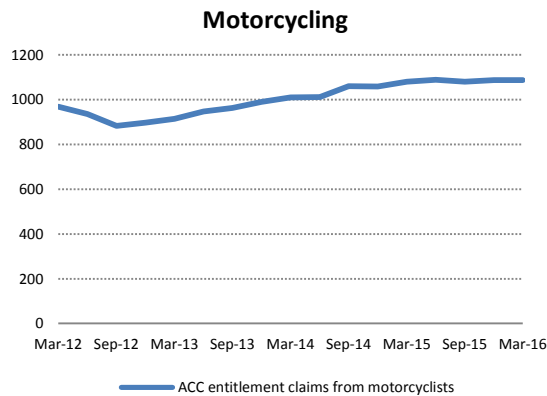
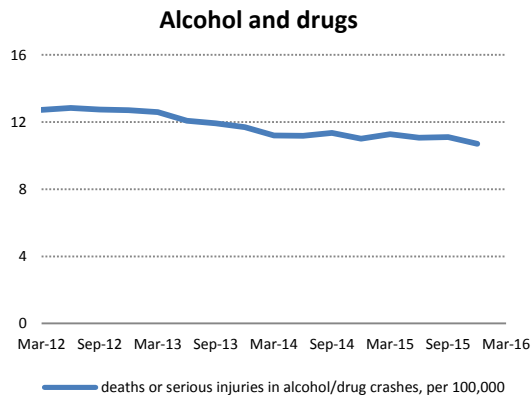
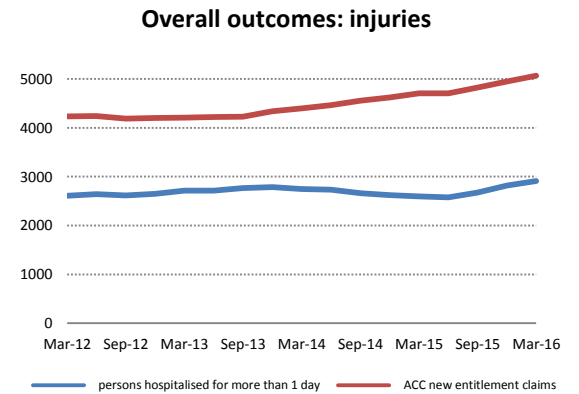
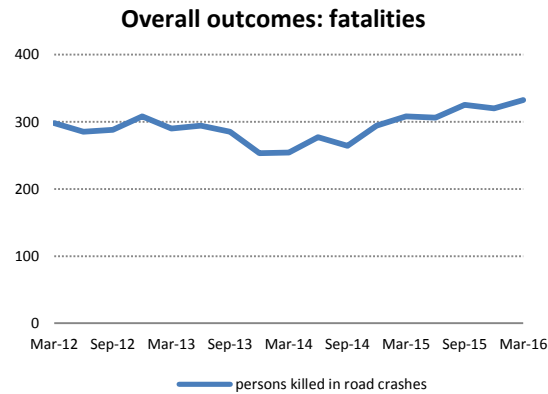
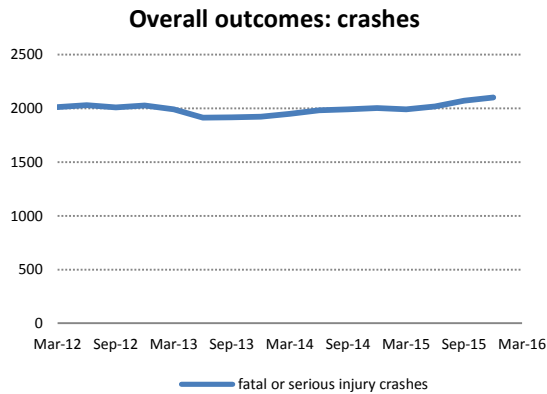
Published 1 May 2016

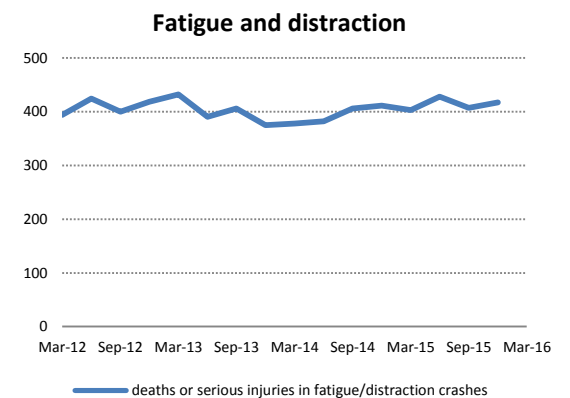
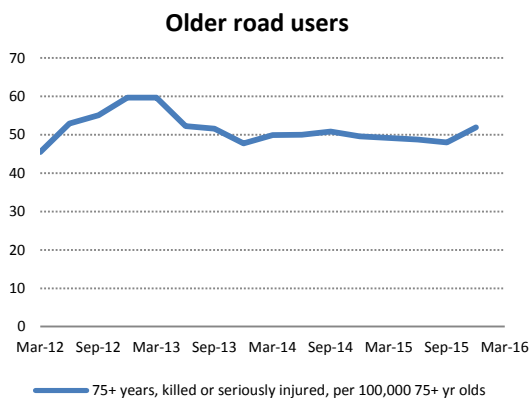
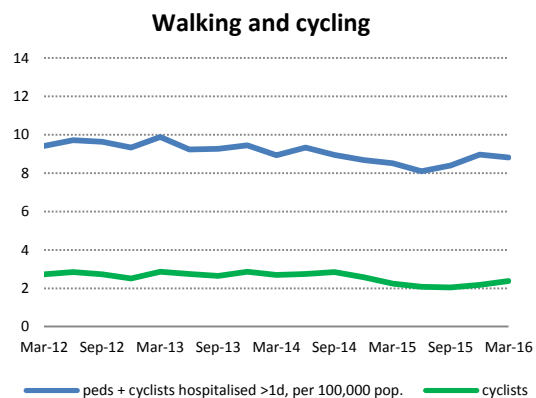
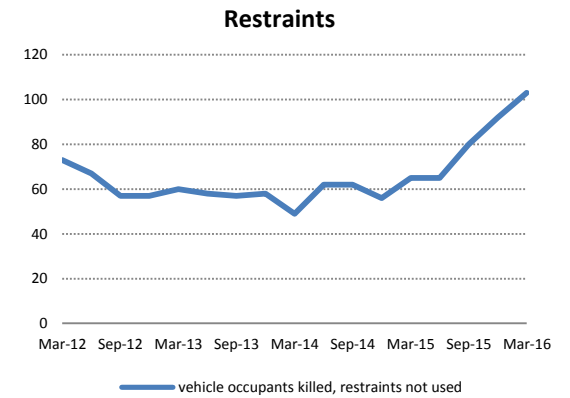
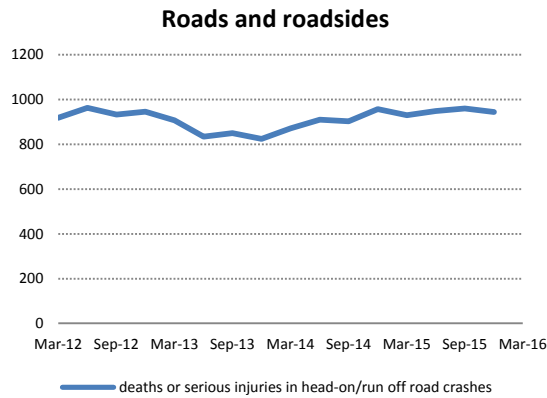
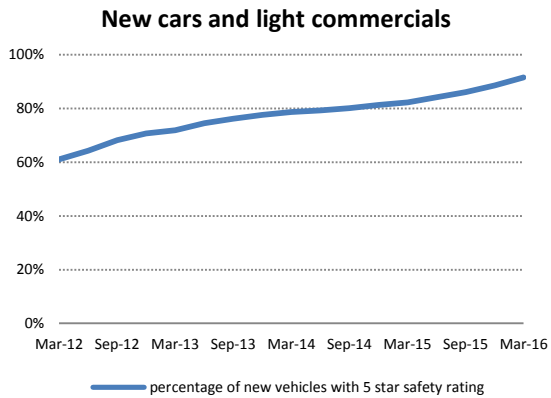
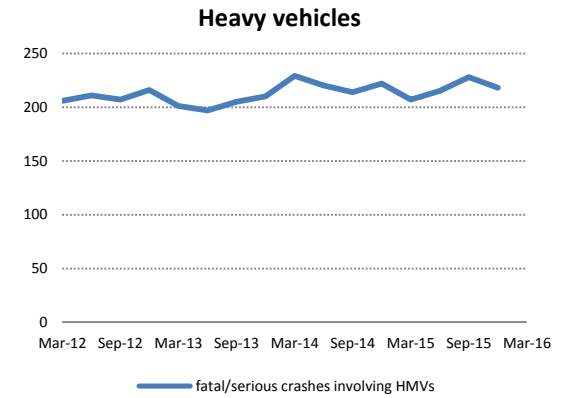
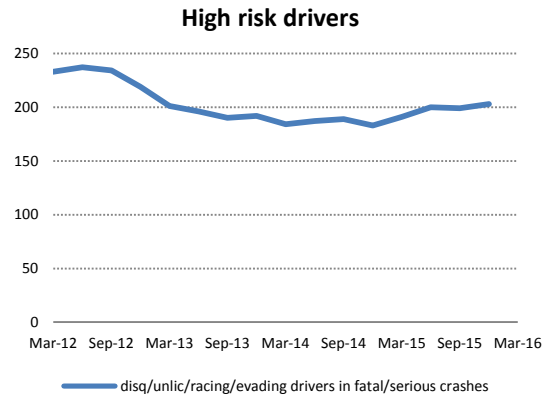
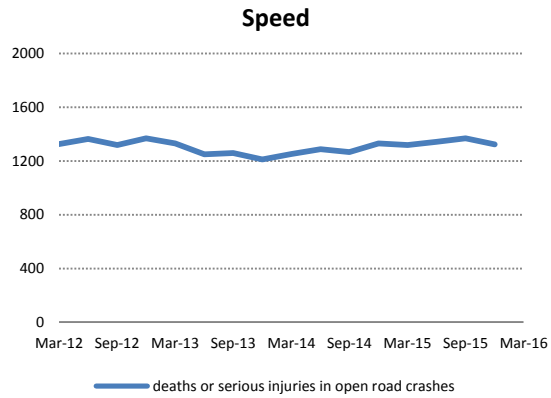
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This document and its regional time series data are available on the NZ Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

# ROAD SAFETY OUTCOME TRENDS 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	2011	2012	2013	2014	2015
<b>Overall outcomes</b>								
<b>persons killed or seriously injured in road crashes</b>	674	2451	Dec 2015	2371	2411	2273	2369	2451
fatal or serious injury crashes	567	2099	Dec 2015	2000	2026	1922	2003	2099
persons killed in road crashes	93	332	Mar 2016	284	308	253	294	320
persons killed in road crashes, per 100,000 population, per year	8.0	7.1	Mar 2016	6.5	7.0	5.7	6.5	6.9
persons killed or seriously injured, per 100,000 population, per year	58	53	Dec 2015	54	54	51	52	53
persons killed or seriously injured, per 100 million vehicle km travelled	6.3	5.7	Dec 2015	5.7	5.8	5.4	5.6	5.7
persons hospitalised for more than 1 day (>1d), non-fatal	777	2910	Mar 2016	2682	2647	2788	2626	2817
ACC new entitlement claims	1291	5065	Mar 2016	4331	4202	4339	4618	4951
<b>Alcohol and drugs</b>								
<b>fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year</b>	10.8	10.7	Dec 2015	12.5	12.7	11.7	11.0	10.7
drivers killed with excess alcohol	9	42	Sep 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%
<b>Young drivers</b>								
<b>young drivers killed or seriously injured, per 100,000 15-24 year olds, per year</b>	54	55	Dec 2015	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	7.8	7.6	Mar 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	1.2	2.1	Sep 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	70	287	Dec 2015	255	217	219	244	287
fatal and serious crashes involving 15-19 year old drivers	66	276	Dec 2015	282	254	215	233	276
<b>Speed</b>								
<b>deaths or serious injuries in all open road crashes, 80-100 km/h roads</b>	363	1324	Dec 2015	1323	1369	1210	1331	1324
% 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	184	522	Dec 2015	420	386	394	447	522
% 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
<b>Motorcycling</b>								
<b>ACC entitlement claims from motorcyclists</b>	304	1087	Mar 2016	1026	897	990	1060	1087
motorcycle and moped riders killed, per 100,000 population, per year	1.2	1.2	Mar 2016	0.7	1.0	0.8	0.9	1.1
% of motorcycles in crashes with non-current WoFs	28%	25%	Dec 2015	26%	25%	28%	25%	25%
motorcyclists hospitalised >1d, per 100,000 population, per year <sup>(1)</sup>	15.4	13.1	Mar 2016	13.6	11.9	12.7	12.4	13.2
<b>Roads and roadsides</b>								
<b>fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads</b>	275	944	Dec 2015	912	945	824	956	944
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	118	321	Dec 2015	304	300	240	322	321
fatal or serious injuries in run off road crashes, 80-100 km/h roads	157	623	Dec 2015	608	645	584	634	623
fatal or serious injuries in intersection crashes	180	709	Dec 2015	699	769	663	712	709
fatal or serious injuries in pedestrian/cyclist crashes	118	438	Dec 2015	422	436	460	434	438
fatal or serious injuries in all crashes on SH network	264	921	Dec 2015	924	983	837	937	921

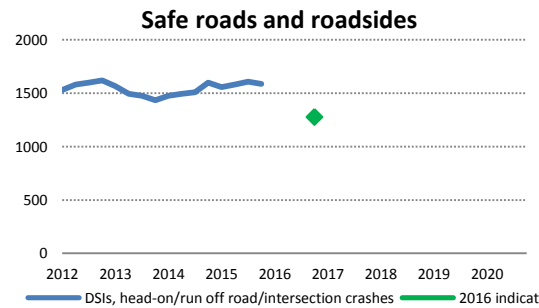
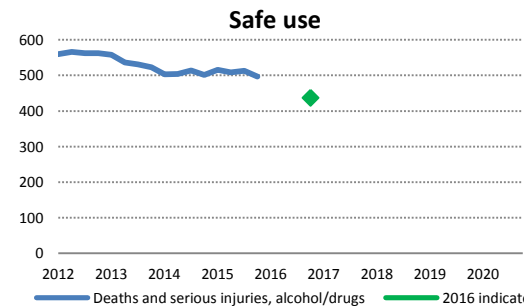
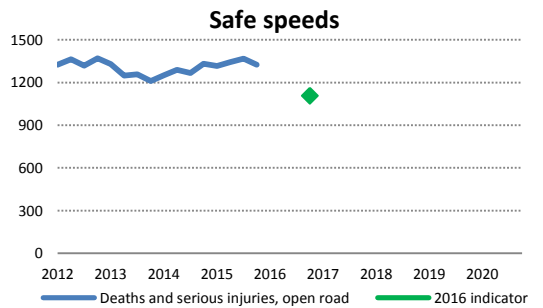
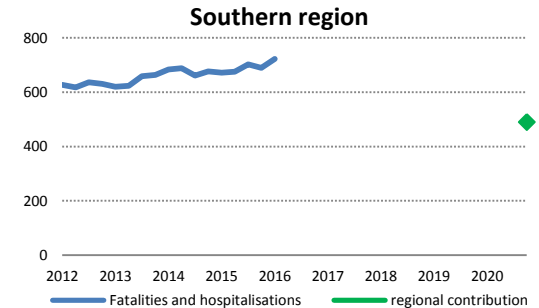
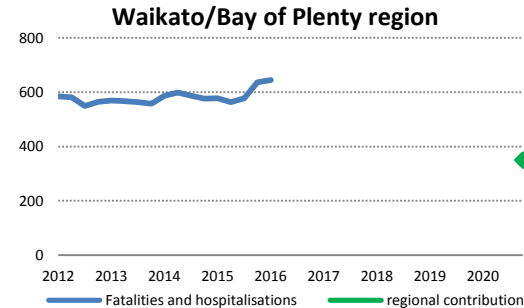
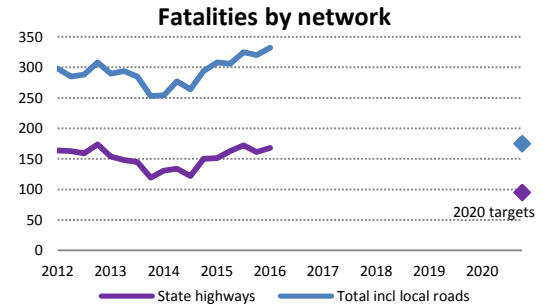
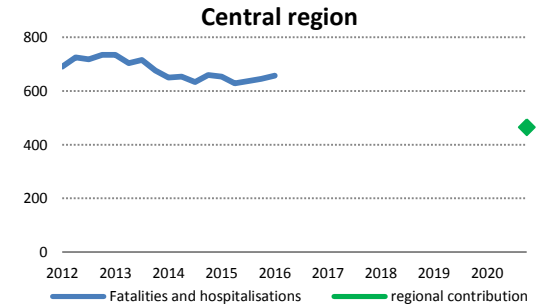
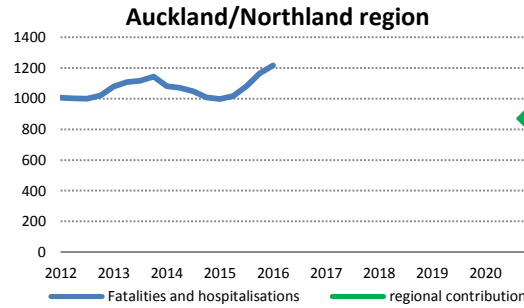
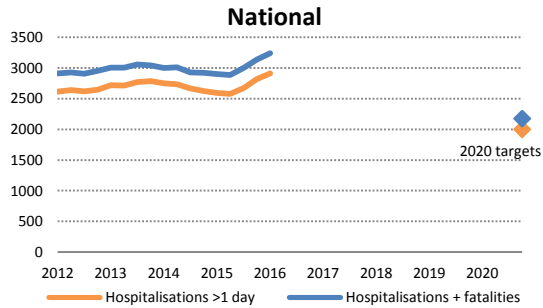
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2011	2012	2013	2014	2015
<b>High risk drivers</b>								
<b>high risk drivers<sup>(2)</sup> in fatal or serious injury crashes</b>	53	203	Dec 2015	208	219	192	183	203
disqualified drivers detected driving	1923	7333	Dec 2015	9220	8440	8162	7859	7333
notices issued for 3 <sup>rd</sup> or subsequent drunk/drugged driving offences	1097	4251	Dec 2015	6754	6197	5692	4974	4251
disqualified or unlicensed drivers involved in fatal/serious crash	49	180	Dec 2015	180	184	169	167	180
<b>Light vehicles</b>								
<b>% of new vehicles with 5-star safety rating</b>	95%	91%	Mar 2016	58%	71%	78%	81%	89%
% of vehicles in fatal/serious crashes with non-current WOFs <sup>(1)</sup>	10%	11%	Dec 2015	12%	12%	12%	9%	11%
% of fatal/serious injuries in crashes with contributing vehicle faults	2.7%	2.7%	Dec 2015	4.0%	3.7%	2.6%	3.2%	2.7%
average (median) age of light vehicle fleet (years)	-	14.0	2015	13.6	13.8	13.9	13.9	14.0
<b>Fatigue and distraction</b>								
<b>fatal or serious injuries in fatigue/distraction crashes</b>	115	417	Dec 2015	409	418	375	411	417
fatal/serious injuries in crashes with contributing driver fatigue	67	200	Dec 2015	173	192	187	196	200
fatal/serious injuries in crashes with contributing driver distraction	50	217	Dec 2015	244	236	198	225	227
<b>Heavy vehicles</b>								
<b>fatal/serious crashes involving HMVs</b>	57	218	Dec 2015	209	216	210	222	218
fatal/serious injuries in HMV crashes	64	255	Dec 2015	261	255	233	277	255
% of fatal/serious HMV crashes where HMV was primary contributor	56%	53%	Dec 2015	43%	46%	46%	47%	53%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	44%	39%	32%	31%	31%
<b>Walking and cycling</b>								
<b>pedestrians and cyclists hospitalised &gt;1d, per 100,000 population, per year</b>	7.1	8.8	Mar 2016	10.0	9.3	9.5	8.7	9.0
pedestrians hospitalised >1 day, per 100,000 population, per year	4.6	6.4	Mar 2016	7.0	6.8	6.6	6.1	6.8
pedestrians and cyclists killed, per 100,000 population, per year	0.6	0.7	Mar 2016	0.9	0.9	0.8	1.2	0.7
fatal or serious injuries to school age (5-17) cyclists and pedestrians	15	67	Dec 2015	91	77	87	78	67
cyclists killed or hospitalised >1 day	31	111	Mar 2016	138	119	136	127	107
% cyclists wearing helmets	-	94%	2015	93%	92%	-	-	94%
<b>Older road users</b>								
<b>persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year</b>	61	52	Dec 2015	46	60	48	50	52
persons 75+ years killed in road crashes	9	34	Mar 2016	32	41	34	36	30
persons 75+ years hospitalised >1d	91	334	Mar 2016	290	373	369	317	335
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	75	82	Mar 2016	69	71	77	75	80
<b>Restraints</b>								
<b>vehicle occupant deaths where restraints not worn</b>	29	92	Mar 2016	74	57	58	56	92
% of children (5-9 years) in booster seats or child restraints	-	21%	2015	23%	-	21%	-	26%
% front seat adult vehicle occupants restrained	-	97%	2014	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	Dec 2015	111	120	102	127	123

(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.

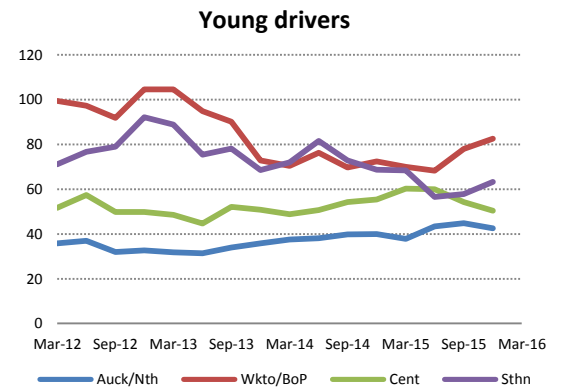
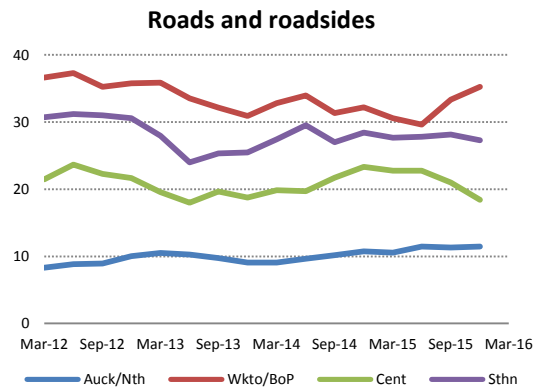
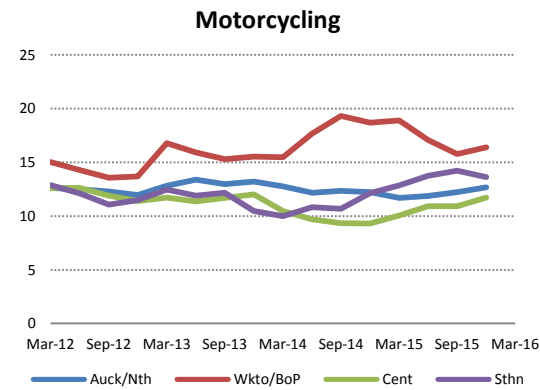
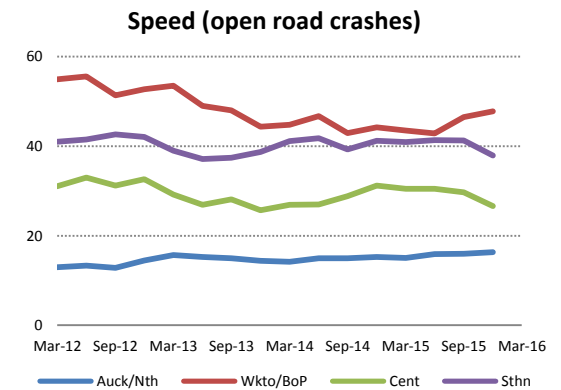
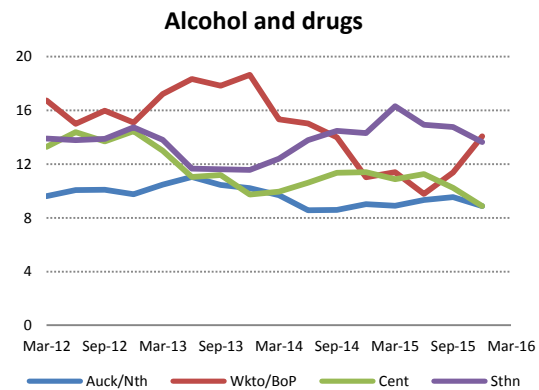
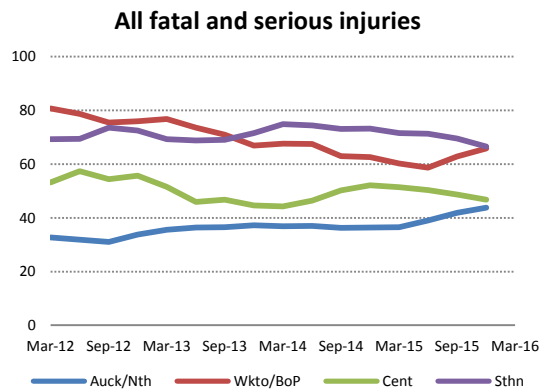




# NZTA REGIONAL COMPARISONS 2011-2015 (12 month rolling figures)

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



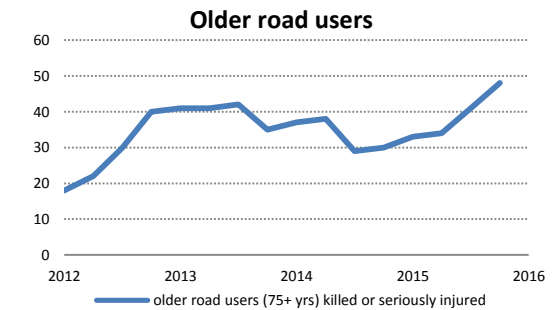
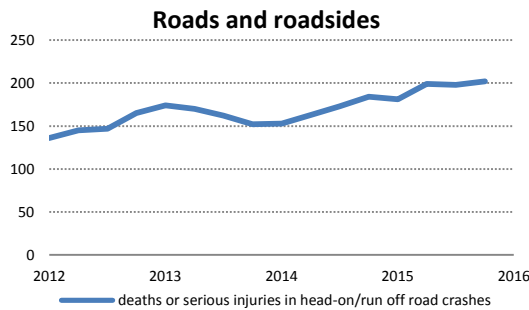
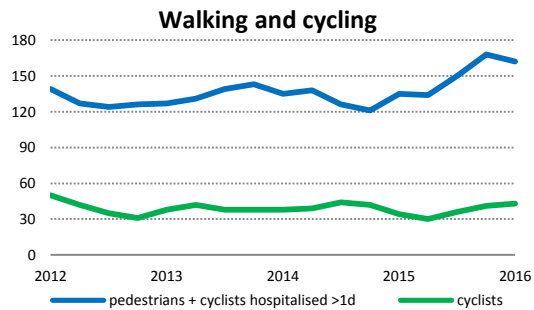
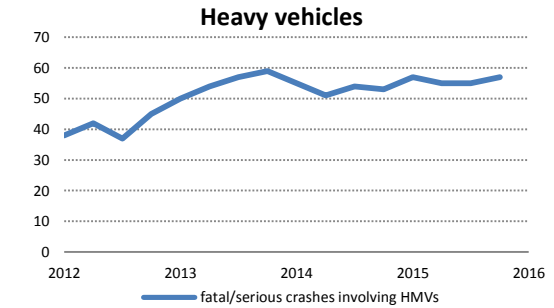
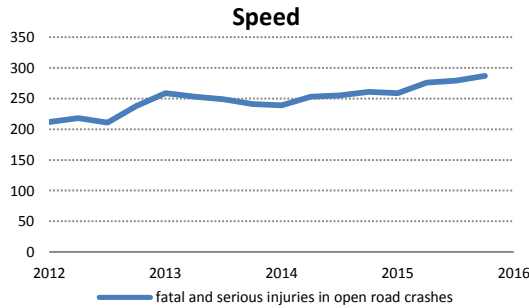
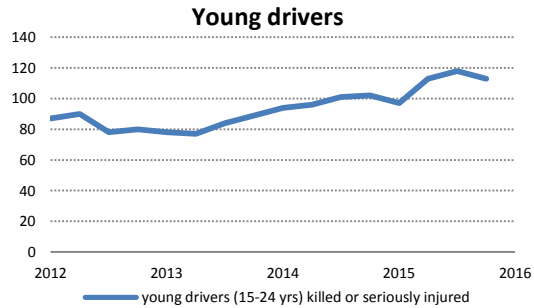
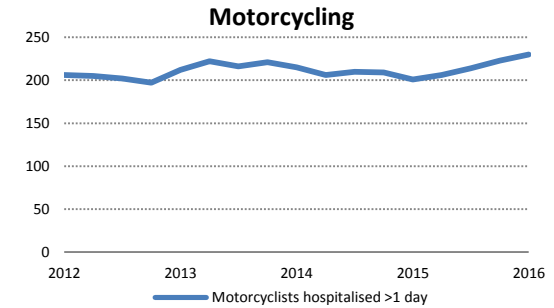
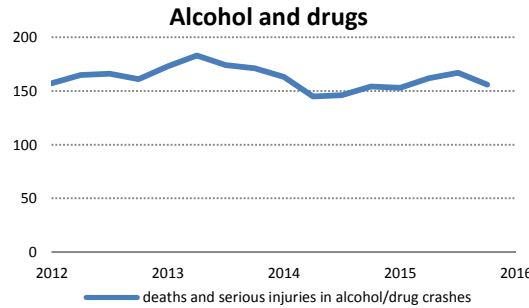
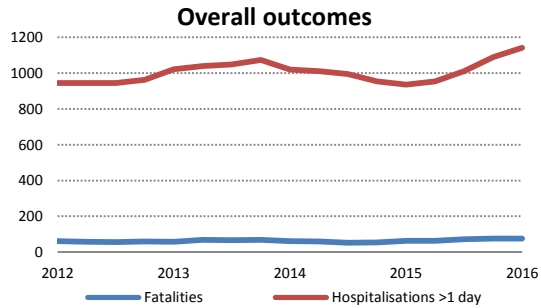
\* Motorcycle casualties = hospitalisations for more than 1 day; head-on and run off road crashes are open road crashes (80-100 km/h); young driver rates expressed per 100,000 15-24 year olds.

NZ TRANSPORT AGENCY REGIONS - OUTCOMES		LAST FIVE YEARS				
		2011	2012	2013	2014	latest 12 months, to Dec 2015
<b>Overall outcomes</b>						
<b>fatal or serious injuries in all crashes, per 100,000 population</b>	NZ =	53	54	51	52	53
Northland and Auckland region		33	34	37	36	44
Waikato and Bay of Plenty region		85	76	67	63	66
Central region		50	56	45	52	47
Southern region		69	73	71	73	67
<b>Alcohol and drugs</b>						
<b>fatal or serious injuries in alcohol/drug crashes, per 100,000 population</b>	NZ =	13	13	12	11	11
Northland and Auckland region		9	10	10	9	9
Waikato and Bay of Plenty region		18	15	19	11	14
Central region		13	14	10	11	9
Southern region		14	15	12	14	14
<b>Young drivers</b>						
<b>young drivers killed or seriously injured, per 100,000 total population</b>	NZ =	8	8	7	8	8
Northland and Auckland region		5	5	5	6	6
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
<b>young drivers killed or seriously injured, per 100,000 15-24 year olds</b>	NZ =	56	60	52	55	55
Northland and Auckland region		35	33	36	40	43
Waikato and Bay of Plenty region		98	105	73	72	83
Central region		52	50	51	55	50
Southern region		71	92	68	69	63
<b>Speed</b>						
<b>fatal or serious injuries in open road (80-100km/h) crashes, per 100,000 population</b>	NZ =	30	31	27	29	28
Northland and Auckland region		14	14	14	15	16
Waikato and Bay of Plenty region		58	53	44	44	48
Central region		28	33	26	31	27
Southern region		40	42	39	41	38
<b>Motorcycling</b>						
<b>motorcyclists hospitalised &gt;1d from road crashes, per 100,000 population</b>	NZ =	14	12	13	12	13
Northland and Auckland region		13	12	13	12	13
Waikato and Bay of Plenty region		17	14	16	19	16
Central region		12	11	12	9	12
Southern region		16	11	10	12	14
<b>Roads and roadsides</b>						
<b>fatal or serious injuries in head-on and run off road crashes, per 100,000 population</b>	NZ =	21	21	18	21	20
Northland and Auckland region		9	10	9	11	11
Waikato and Bay of Plenty region		39	36	31	32	35
Central region		19	22	19	23	18
Southern region		30	31	25	28	27

NZ TRANSPORT AGENCY REGIONS - OUTCOMES		LAST FIVE YEARS				
		2011	2012	2013	2014	latest 12 months, to Dec 2015
<b>High risk drivers</b>						
<b>high risk drivers in fatal or serious crashes, per 100,000 population</b>	NZ =	4.7	4.9	4.3	4.0	4.3
Northland and Auckland region		5.1	5.7	5.1	4.5	5.9
Waikato and Bay of Plenty region		4.3	4.8	4.3	2.9	3.5
Central region		4.2	5.2	3.8	4.3	4.5
Southern region		4.2	3.0	3.0	3.6	2.9
<b>Light vehicles</b>						
<b>percentage of light vehicles in fatal/serious crashes without current WOF</b>	NZ =	12%	12%	12%	9%	11%
Northland and Auckland region		11%	14%	9%	9%	10%
Waikato and Bay of Plenty region		11%	11%	15%	10%	10%
Central region		12%	15%	15%	9%	14%
Southern region		14%	10%	10%	8%	10%
<b>Fatigue and distraction</b>						
<b>fatal or serious injuries in fatigue/distraction crashes, per 100,000 population</b>	NZ =	9	9	8	9	9
Northland and Auckland region		5	5	5	6	7
Waikato and Bay of Plenty region		15	17	14	13	16
Central region		10	10	9	10	7
Southern region		12	11	10	11	11
<b>Heavy vehicles</b>						
<b>fatal or serious HMV crashes, per 100 million vkt (SH, HMV)</b>	NZ =	11	11	10	11	10
Northland and Auckland region		11	12	16	14	15
Waikato and Bay of Plenty region		11	11	8	8	9
Central region		9	12	9	10	9
Southern region		11	8	10	12	10
<b>Walking and cycling</b>						
<b>pedestrians and cyclists hospitalised &gt;1 day, per 100,000 population</b>	NZ =	10	9	9	9	9
Northland and Auckland region		16	13	15	14	17
Waikato and Bay of Plenty region		6	5	6	4	5
Central region		8	9	8	9	7
Southern region		8	7	7	7	5
<b>Older road users</b>						
<b>persons 75+ years killed or seriously injured, per 100,000 75+ year olds</b>	NZ =	46	60	48	48	52
Northland and Auckland region		22	50	42	35	54
Waikato and Bay of Plenty region		73	70	48	41	37
Central region		34	57	27	42	52
Southern region		70	68	83	78	62
<b>Restraints</b>						
<b>vehicle occupants killed, restraints not worn, 3 year average, per 100,000 population</b>	NZ =	1.7	1.3	1.3	1.2	2.0
Northland and Auckland region		0.8	0.4	0.9	0.7	1.5
Waikato and Bay of Plenty region		3.3	3.1	2.5	1.7	3.8
Central region		1.9	1.5	1.0	1.2	1.0
Southern region		1.8	1.2	1.4	1.8	2.7

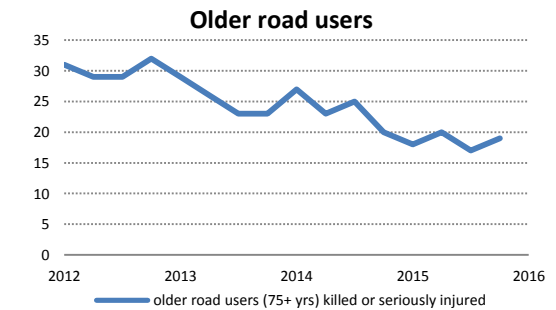
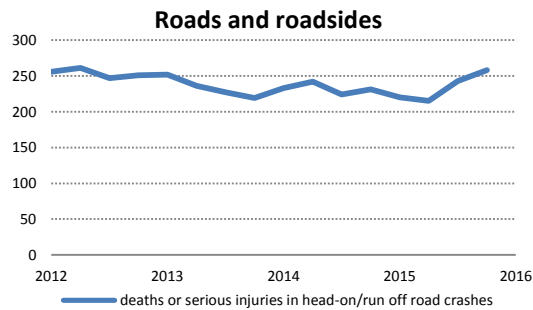
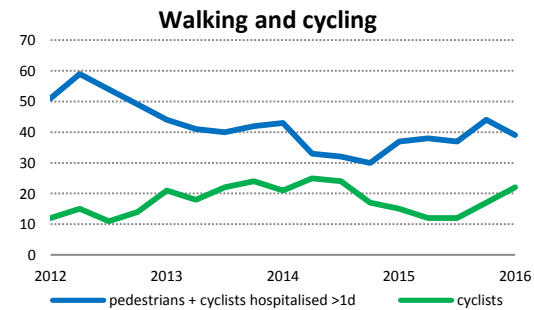
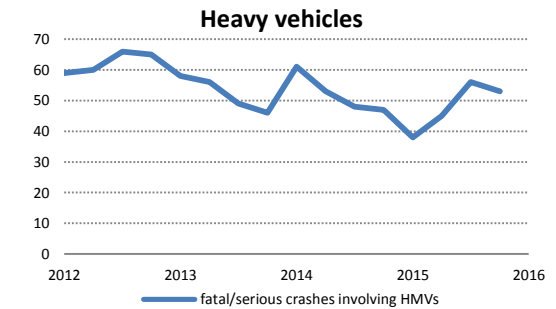
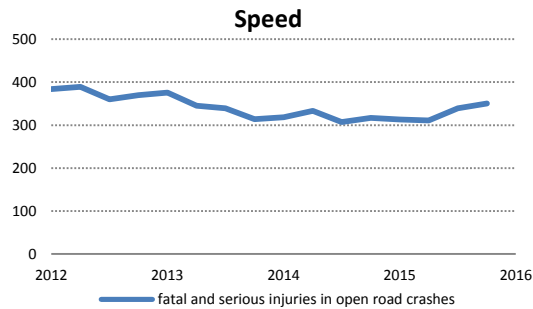
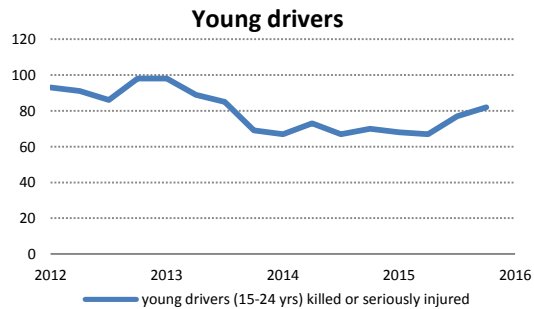
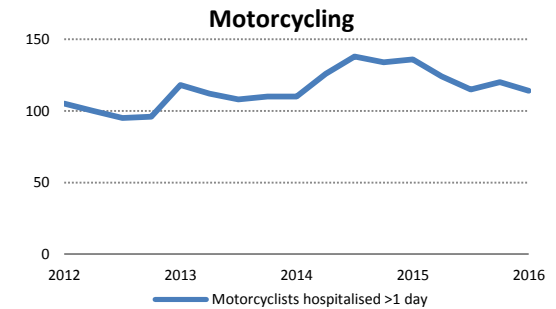
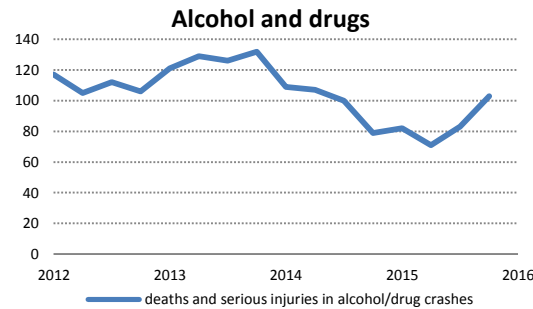
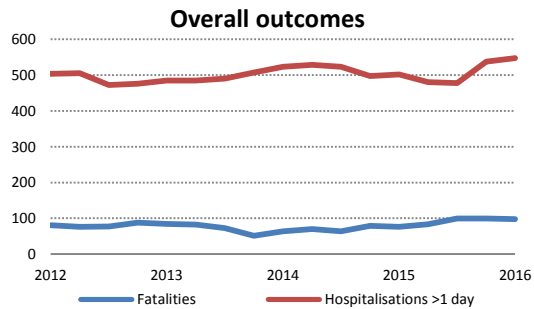
# NZTA AUCKLAND/NORTHLAND REGION OUTCOME TRENDS (12 month rolling figures)

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).



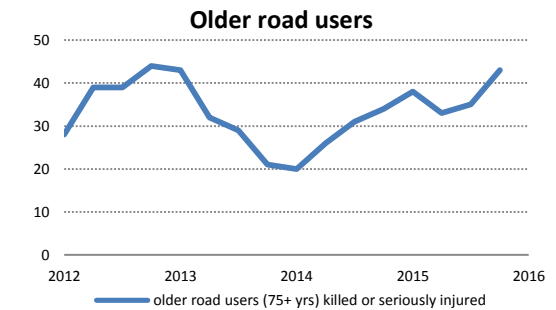
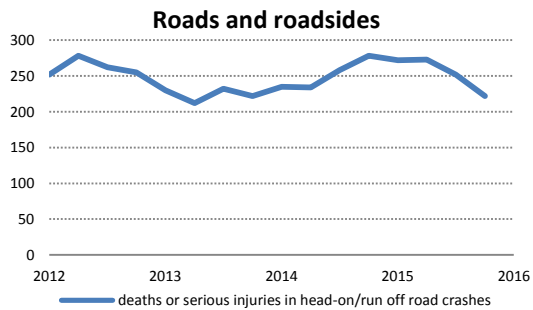
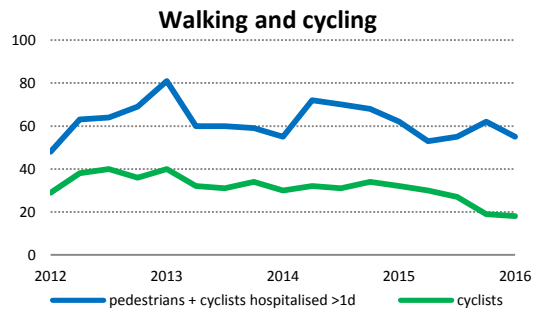
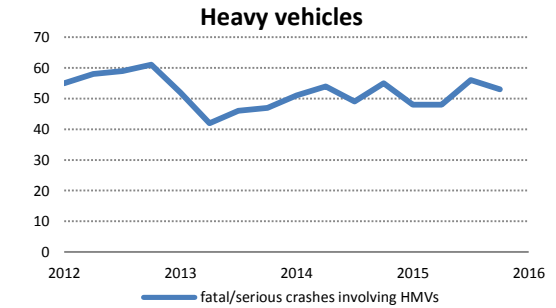
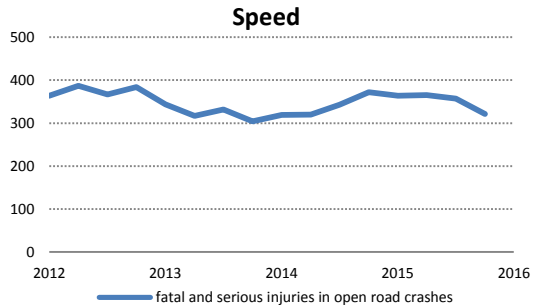
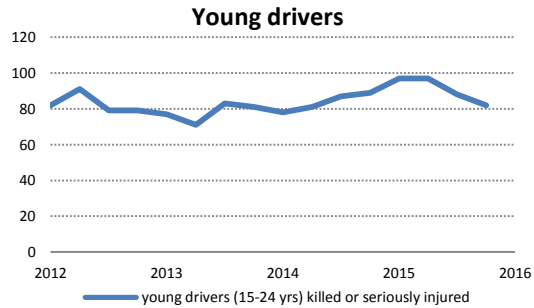
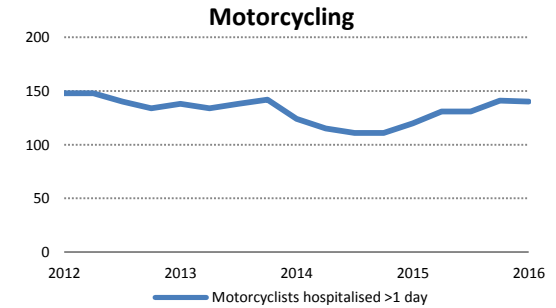
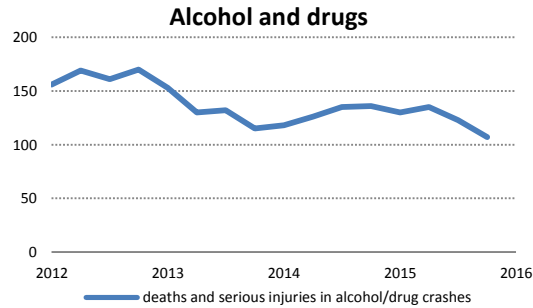
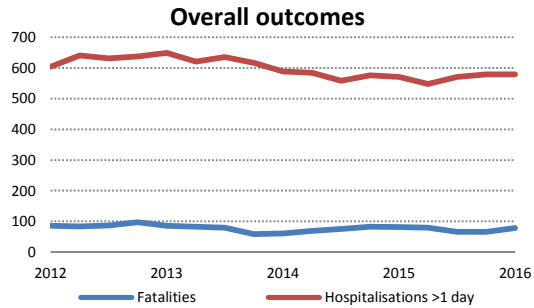
# NZTA WAIKATO/BAY OF PLENTY REGION OUTCOME TRENDS (12 month rolling figures)

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).



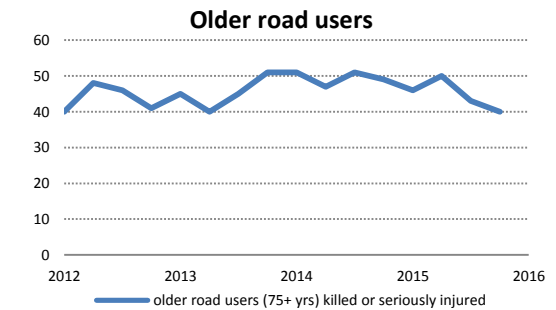
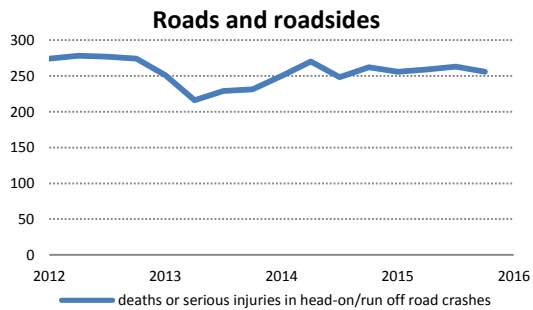
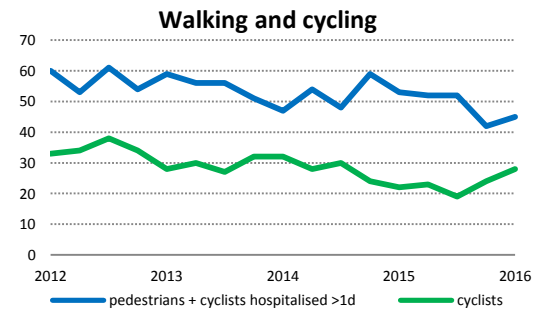
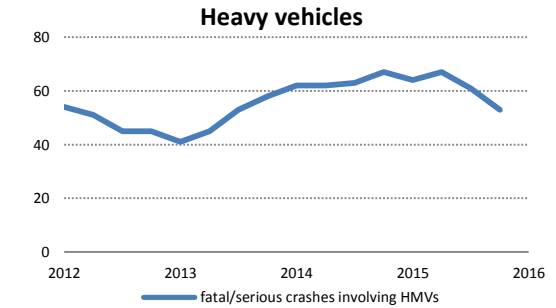
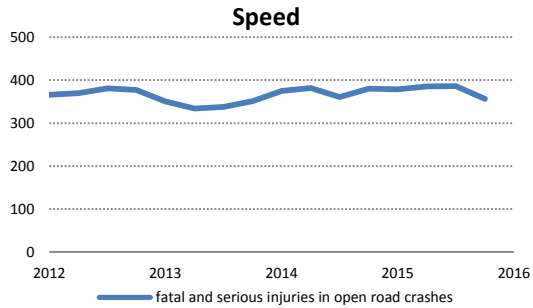
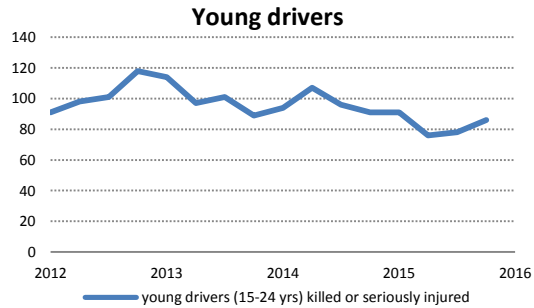
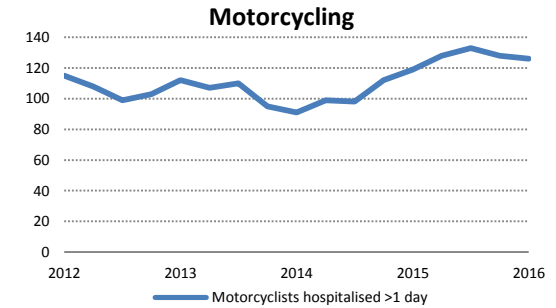
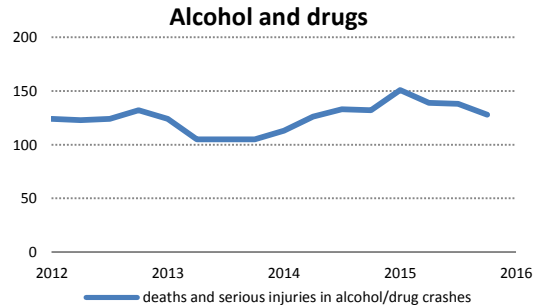
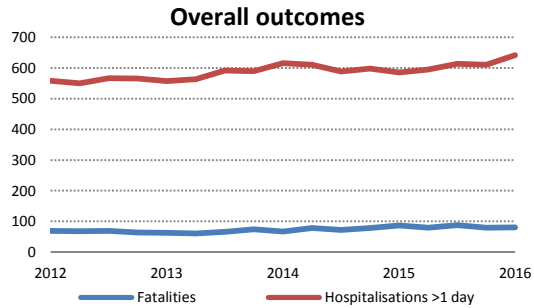
# NZTA CENTRAL REGION OUTCOME TRENDS (12 month rolling figures)

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).



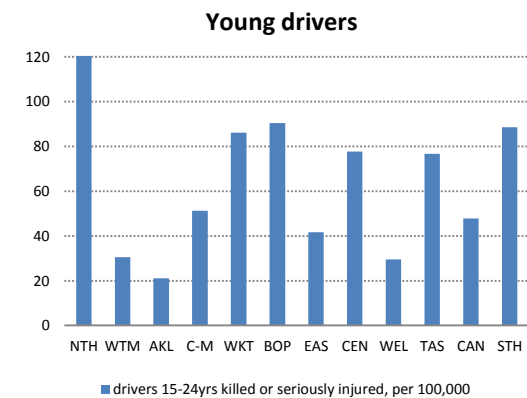
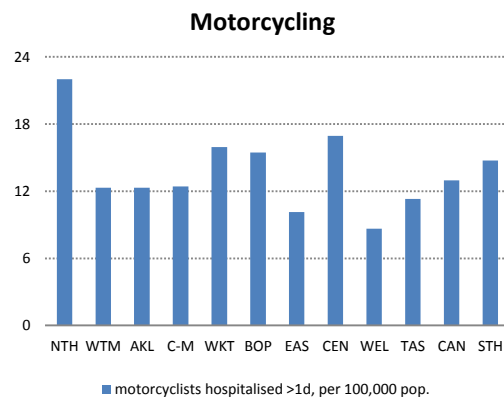
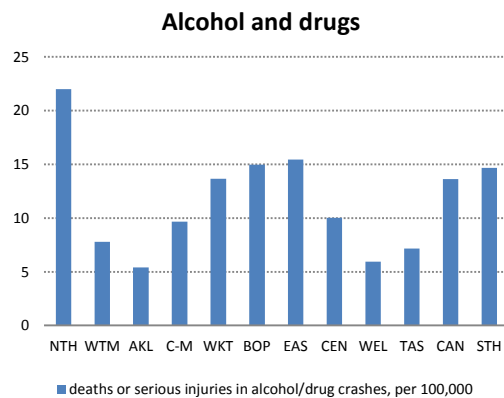
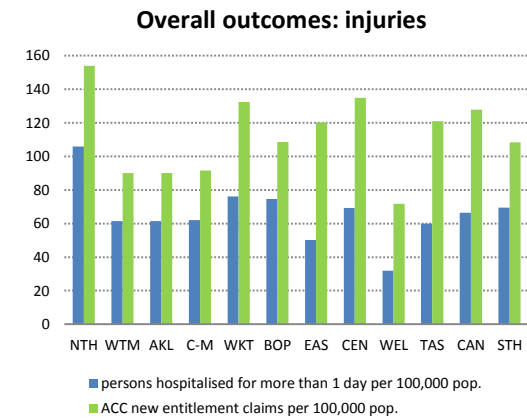
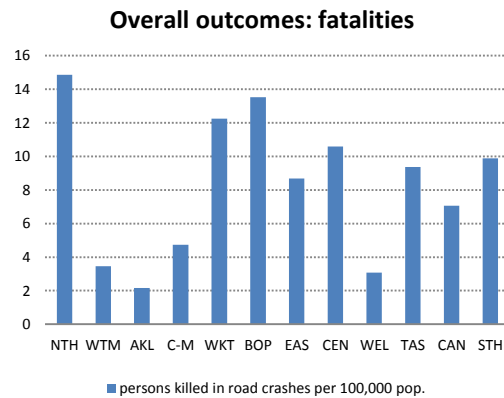
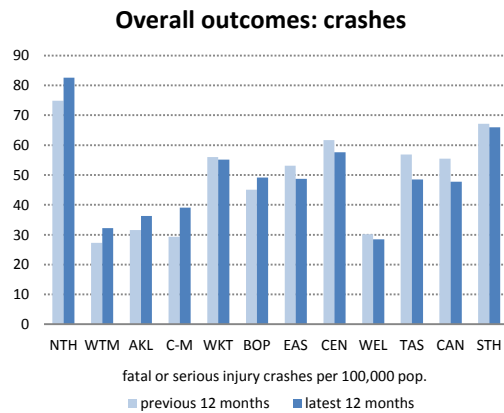
# NZTA SOUTHERN REGION OUTCOME TRENDS (12 month rolling figures)

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 (refer page 3).



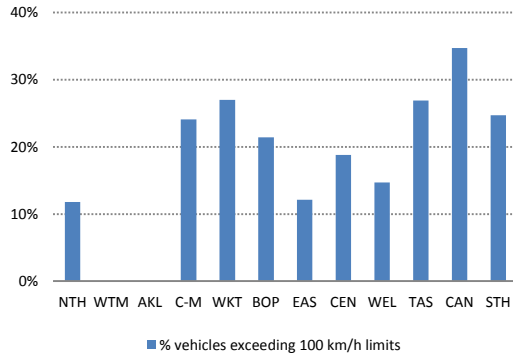
# COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

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.

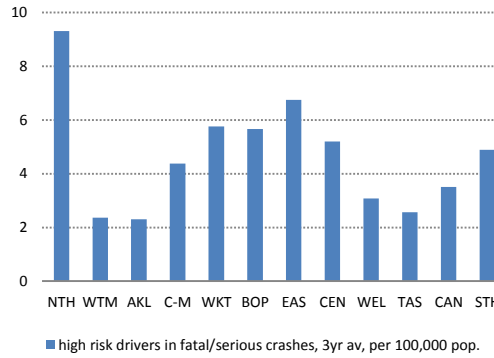




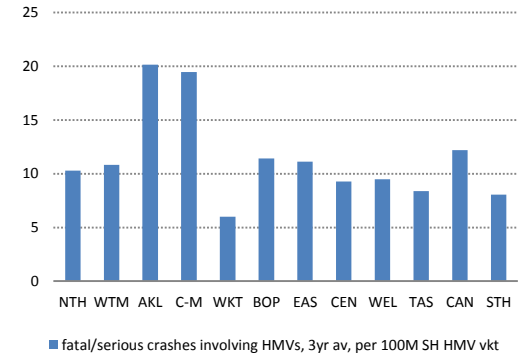
### Speed



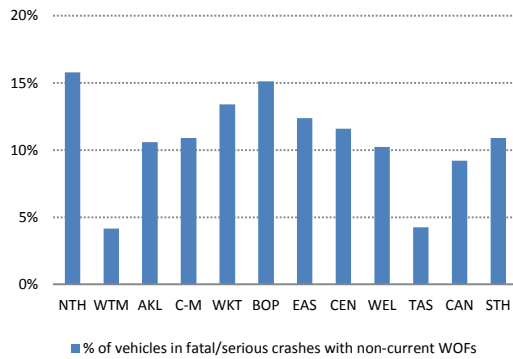
### High risk drivers



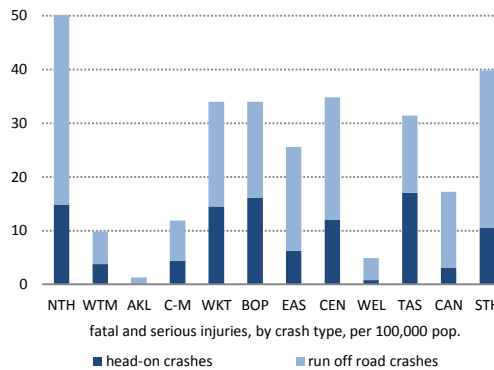
### Heavy vehicles



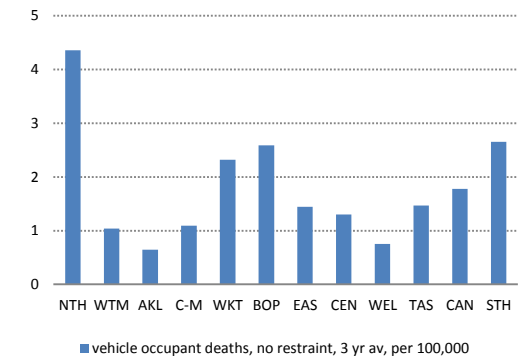
### Light vehicles



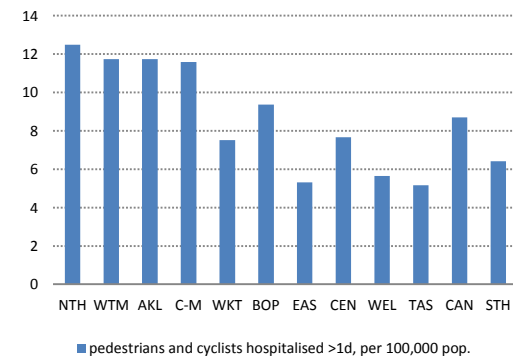
### Roads and roadsides



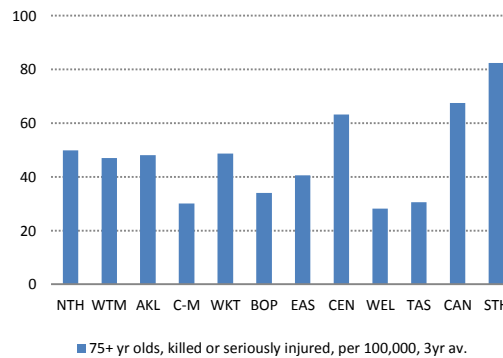
### Restraints



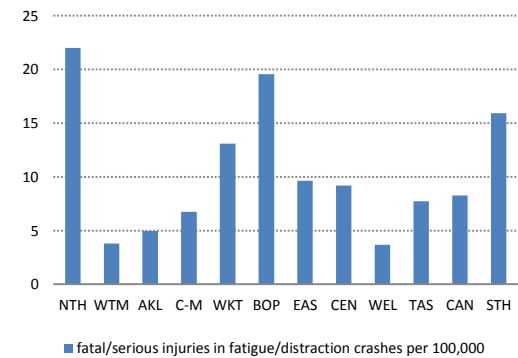
### Walking and cycling



### Older road users

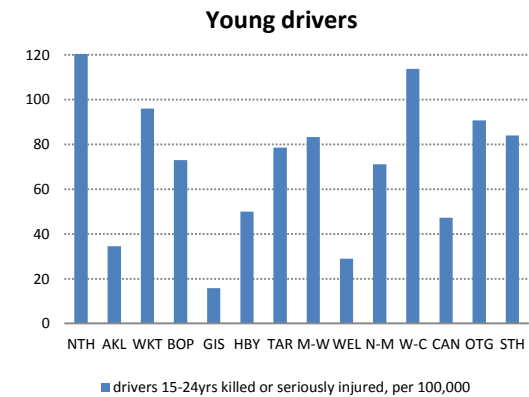
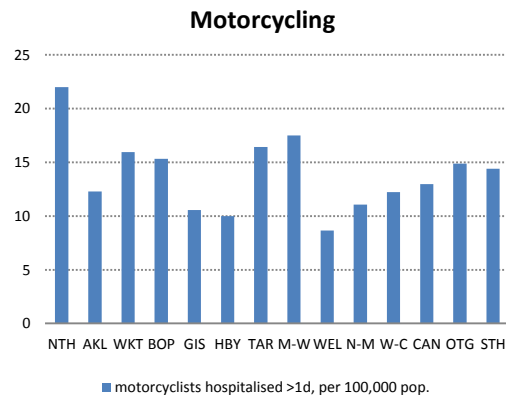
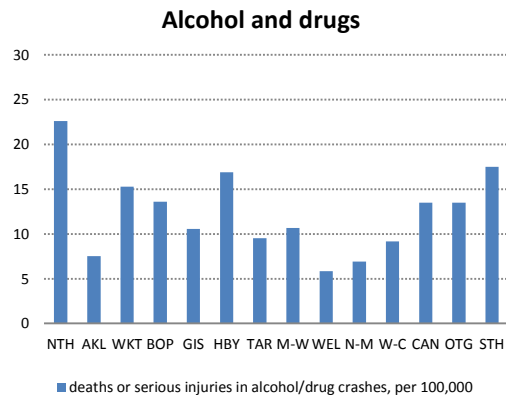
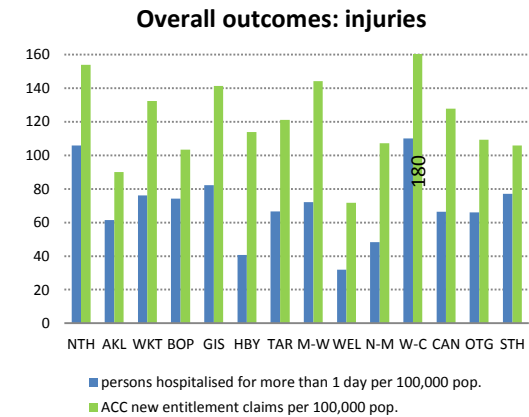
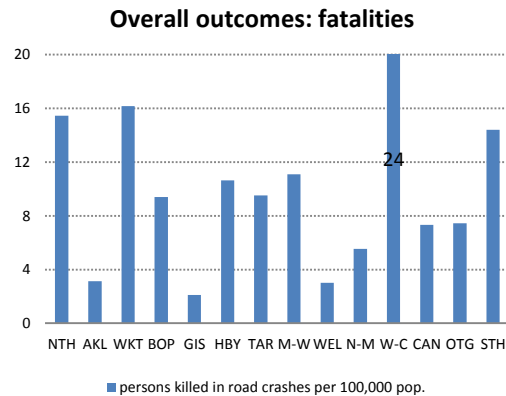
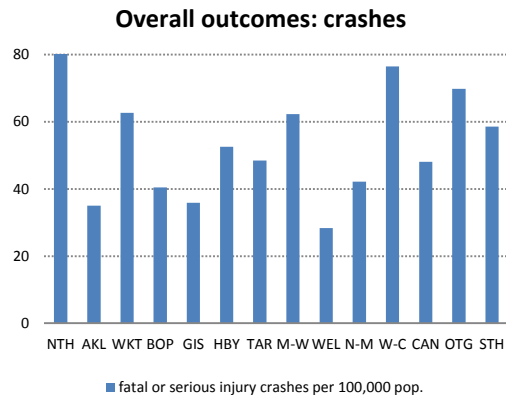


### Fatigue and distraction

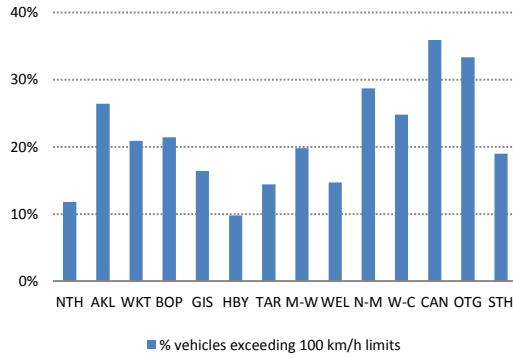


# COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

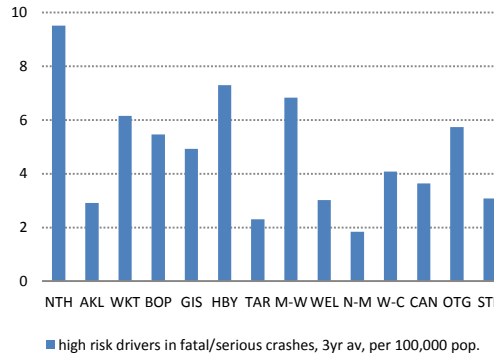
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful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



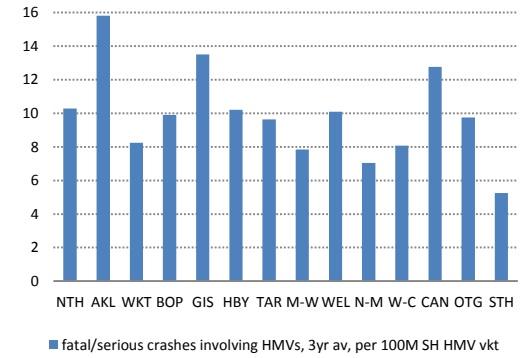
### Speed



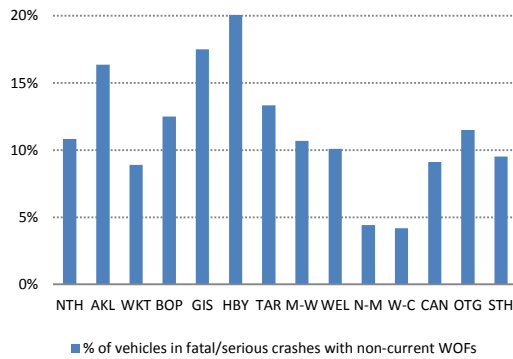
### High risk drivers



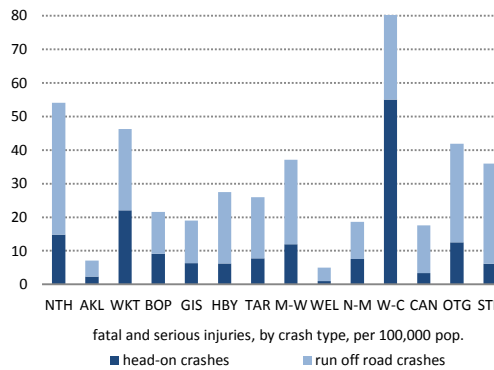
### Heavy vehicles



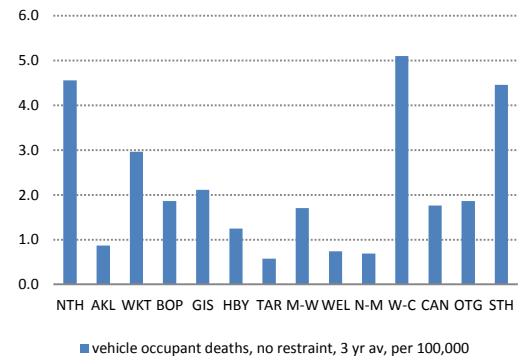
### Light vehicles



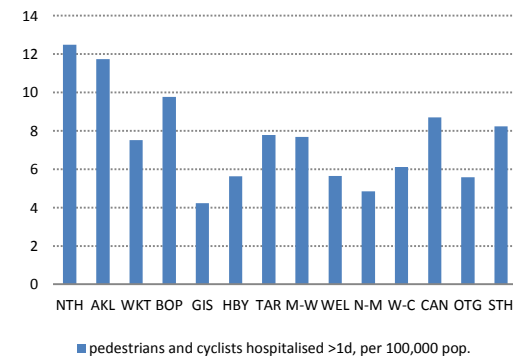
### Roads and roadsides



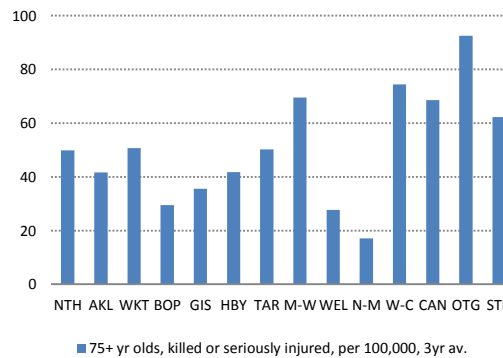
### Restraints



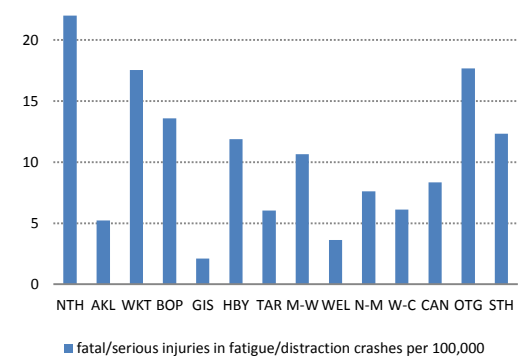
### Walking and cycling



### 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
<b>Overall</b>	fatal or serious injury crashes per 100,000 population	83	32	36	39	36	55	49	49	58	28	48	48	66	46
	persons killed in road crashes, per 100,000 population	15	3	2	5	4	12	14	9	11	3	9	7	10	7.2
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	106	61	61	62	62	76	75	50	69	32	60	66	69	63
	ACC new entitlement claims, per 100000 population	154	90	90	91	91	132	108	120	135	72	121	128	108	110
<b>Alcohol</b>	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	22	8	5	10	8	14	15	15	10	6	7	14	15	11
<b>Youth</b>	young driver fatal/serious injuries, per 100,000 15-24 year olds	155	30	21	51	35	86	90	42	78	30	77	48	89	57
<b>Speed</b>	% vehicles exceeding 100 km/h limits	12%	5%	0%	24%	17%	27%	21%	12%	19%	15%	27%	35%	25%	21%
<b>High risk</b>	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	9	2	2	4	3	6	6	7	5	3	3	4	5	4
<b>Roads and roadsides</b>	deaths + serious injuries in head-on crashes, per 100,000 popn.	15	4	0	4	3	14	16	6	12	1	17	3	11	7
	deaths + serious injuries, run off road crashes, per 100,000 popn.	39	6	1	7	5	19	18	19	23	4	14	14	29	14
	deaths + serious injuries, intersection crashes, per 100,000 popn.	18	10	17	15	14	15	12	12	20	11	10	23	20	15
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	10	9	15	9	11	6	7	8	9	8	10	9	13	10
<b>Motorcycles</b>	motorcyclists hospitalised >1d, per 100,000 population	22	12	12	12	12	16	15	10	17	9	11	13	15	13
<b>Light vehicles</b>	% of vehicles in fatal/serious crashes without current WoFs	16%	4%	11%	11%	8%	13%	15%	12%	12%	10%	4%	9%	11%	11%
<b>Fatigue</b>	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	22	4	5	7	5	13	20	10	9	4	8	8	16	9
<b>Heavy vehicles</b>	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	10	11	20	19	16	6	11	11	9	9	8	12	8	10
<b>Walk/cycle</b>	pedestrians and cyclists hospitalised >1d, per 100,000 population	12	12	12	12	12	8	9	5	8	6	5	9	6	9
<b>Older users</b>	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	50	47	48	30	41	49	34	41	63	28	30	67	82	53
<b>Restraints</b>	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.4	1.0	0.6	1.1	0.9	2.3	2.6	1.4	1.3	0.8	1.5	1.8	2.7	1.6

REGIONAL ROAD SAFETY OUTCOMES		NTH	AKL	WKT	BOP	GIS	HBV	TAR	M-W	WEL	N-M	W-C	CAN	OTG	STH
<b>Overall</b>	fatal or serious injury crashes per 100,000 population	83	35	63	40	36	53	48	62	28	42	76	48	70	59
	persons killed in road crashes, per 100,000 population	15	3	16	9	2	11	10	11	3	6	24	7	7	14
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	106	61	76	74	82	41	67	72	32	48	110	66	66	77
	ACC new entitlement claims, per 100,000 population	154	90	132	103	141	114	121	144	72	107	180	128	109	106
<b>Alcohol</b>	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	23	8	15	14	11	17	10	11	6	7	9	13	13	17
<b>Youth</b>	young driver fatal/serious injuries, per 100,000 15-24 year olds	150	34	96	73	16	50	79	83	29	71	114	47	91	84
<b>Speed</b>	% vehicles exceeding 100 km/h limits	12%	26%	21%	21%	16%	10%	14%	20%	15%	29%	25%	36%	33%	19%
<b>High risk</b>	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	10	3	6	5	5	7	2	7	3	2	4	4	6	3
<b>Roads and roadsides</b>	deaths + serious injuries in head-on crashes, per 100,000 popn.	15	2	22	9	6	6	8	12	1	8	55	3	13	6
	deaths + serious injuries, run off road crashes, per 100,000 popn.	39	5	24	13	13	21	18	25	4	11	28	14	29	30
	deaths + serious injuries, intersection crashes, per 100,000 popn.	18	14	16	10	8	13	14	24	11	10	12	23	22	15
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	10	11	8	6	0	10	10	9	8	11	3	9	14	9
<b>Motorcycles</b>	motorcyclists hospitalised >1d, per 100,000 population	22	12	16	15	11	10	16	17	9	11	12	13	15	14
<b>Light vehicles</b>	% of vehicles in fatal/serious crashes without current WoFs	11%	16%	9%	13%	18%	21%	13%	11%	10%	4%	4%	9%	11%	10%
<b>Fatigue</b>	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	22	5	18	14	2	12	6	11	4	8	6	8	18	12
<b>Heavy vehicles</b>	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	10	16	8	10	13	10	10	8	10	7	8	13	10	5
<b>Walk/cycle</b>	pedestrians and cyclists hospitalised >1d, per 100,000 population	12	12	8	10	4	6	8	8	6	5	6	9	6	8
<b>Older users</b>	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	50	42	51	29	36	42	50	69	28	17	74	68	92	62
<b>Restraints</b>	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.6	0.9	3.0	1.9	2.1	1.3	0.6	1.7	0.7	0.7	5.1	1.8	1.9	4.5