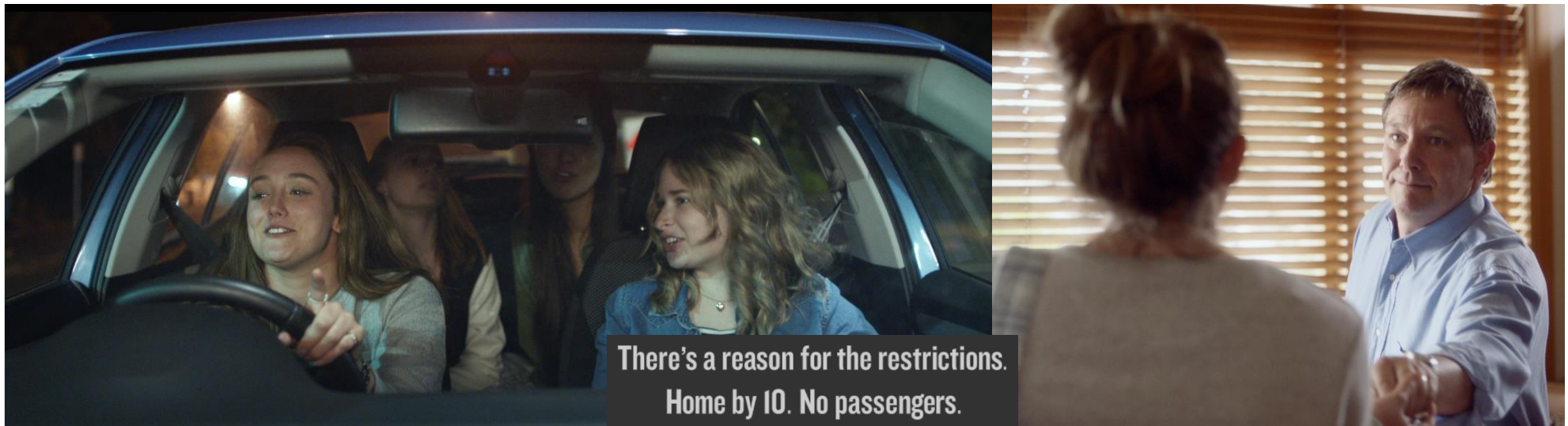

ROAD SAFETY OUTCOMES

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

1 July to 30 September 2016

Q1 2016/17



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 September 2016 in some cases but usually to June 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 Use.** The scenes are from the NZTA's advertising campaign targeting young drivers. A high concern in *Safer Journeys*, young drivers on their restricted licence are over-represented in crashes on New Zealand roads. Restricted drivers are seven times more likely to be involved in a fatal or serious-injury crash than other drivers [MoT, 2015]. A restricted licence allows the holder to drive independently but they cannot drive after 10 pm at night, nor can they drive with passengers unless one of the passengers is a formal supervisor. However, breaking these conditions appears to be the norm, by teens and frequently with parental acquiescence. This campaign aims to encourage parents to enforce the two restricted licence conditions and show them that they are there for a reason.

Key results for the quarter

- 335 people were killed in road crashes in the 12 months to September 2016, the highest figure since March 2011; 54 were motorcyclists, 8 were cyclists
- the casualty trends are increasing across most *Safer Journeys* areas of concern, except for older road users and vulnerable users (cyclists and pedestrians)
- crash and casualty rates are very high in Northland, especially those involving alcohol and drugs, motorcycling, young drivers and head on/run off road crashes
- the number of people killed while not wearing their seatbelts has fallen for the second quarter in succession, although it is still well above historical levels.

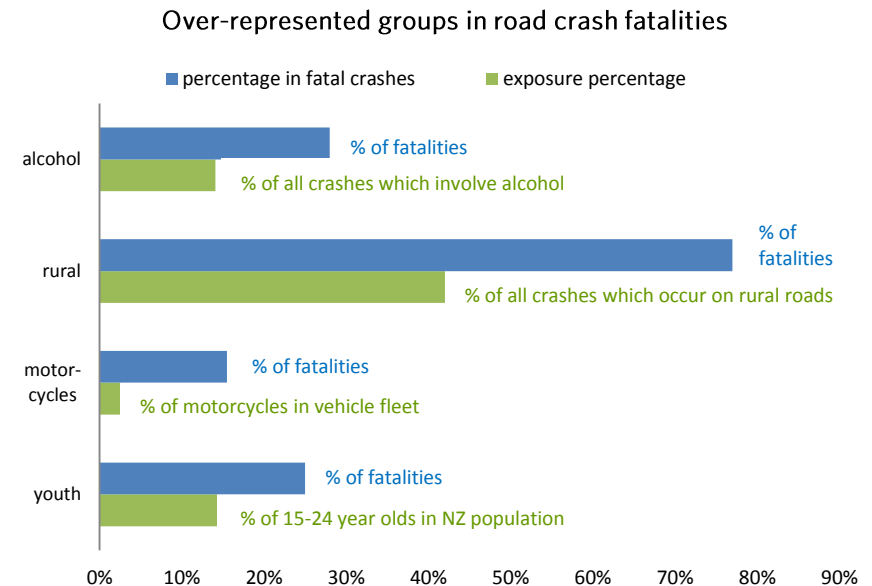
Fatalities and fatal crashes

The past 18 to 24 months have seen a significant increase in the number of people killed in road crashes each year. Some user groups and some population segments are over-represented, and some crash types are more common in fatal crashes.

The chart highlights some of the risk factors for the 659 fatally-injured people in road crashes during the 24 months from October 2014 to September 2016. The likelihood of a fatal outcome is greater when alcohol is involved, or when the crash occurs on rural (i.e. higher speed) roads, or when the driver is young or a motorcyclist.

During this period:

- 42% of the fatalities were in crashes involving excessive speed, alcohol or both
- 38% of the fatalities occurred in single-vehicle crashes, and 26% occurred in head-on collisions on the open road
- 22% of the fatalities occurred in crashes involving trucks
- 51% of vehicle occupant fatalities occurred in vehicles more than 15 years old
- 15% of the 863 drivers in these fatal crashes held a learner or restricted licence.



More information ...

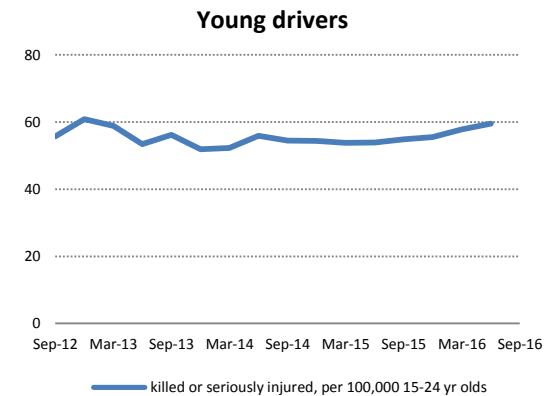
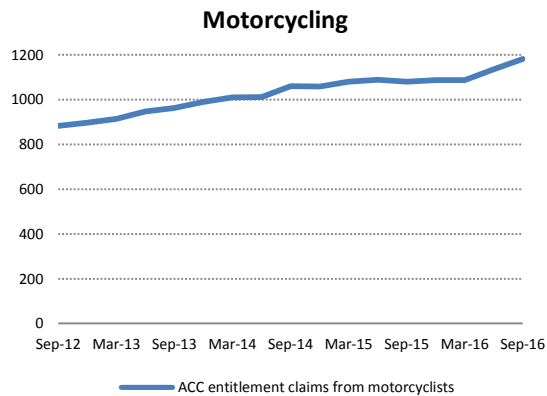
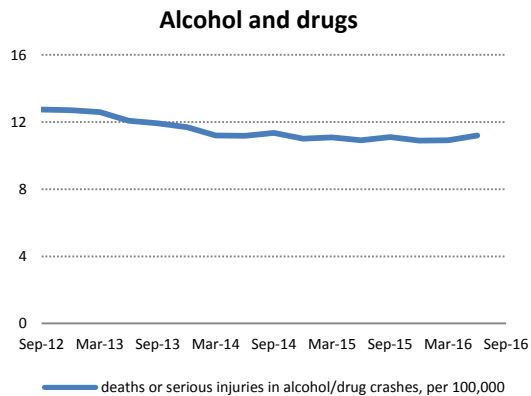
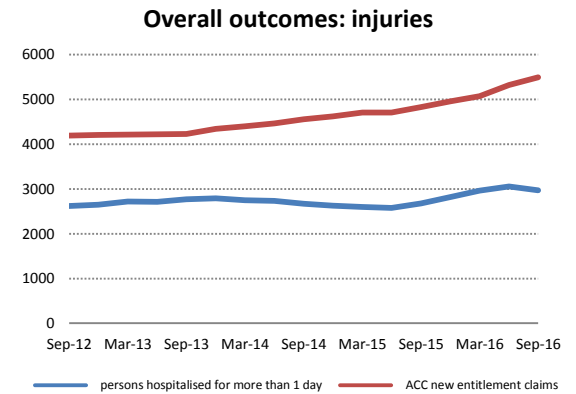
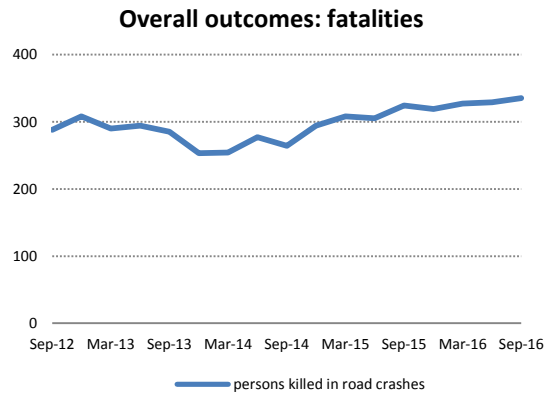
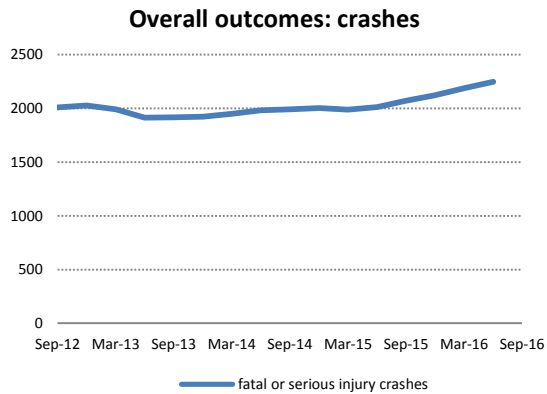
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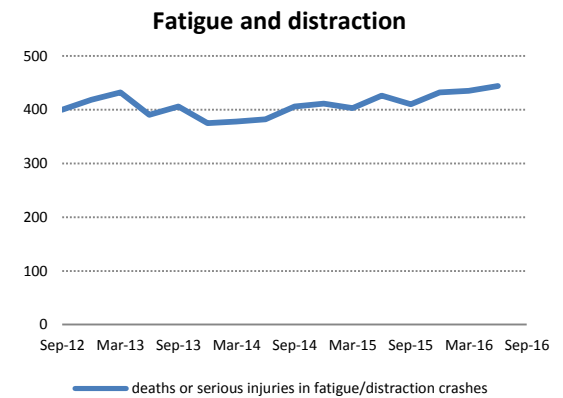
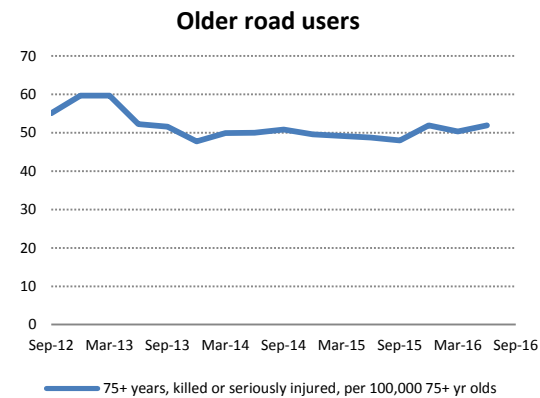
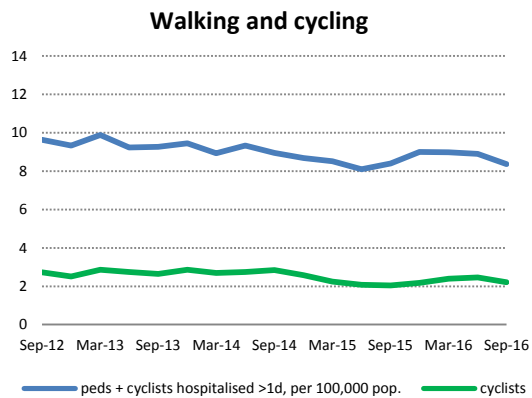
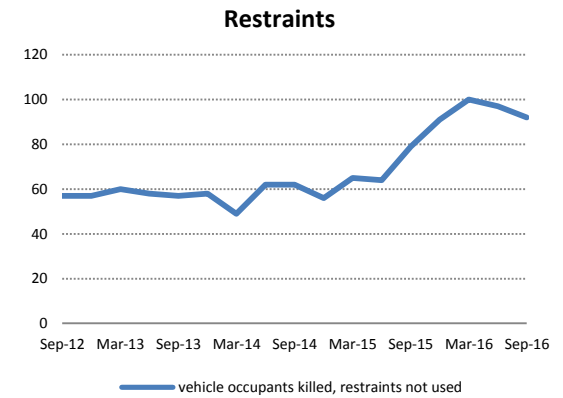
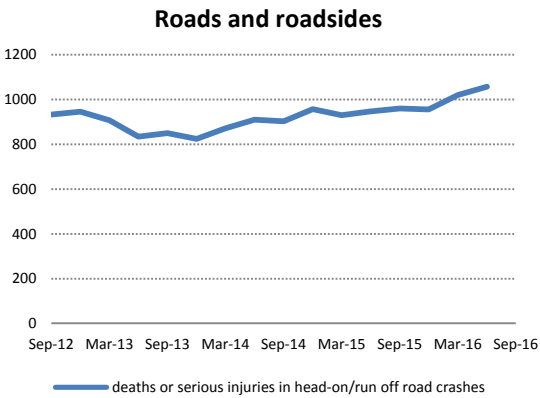
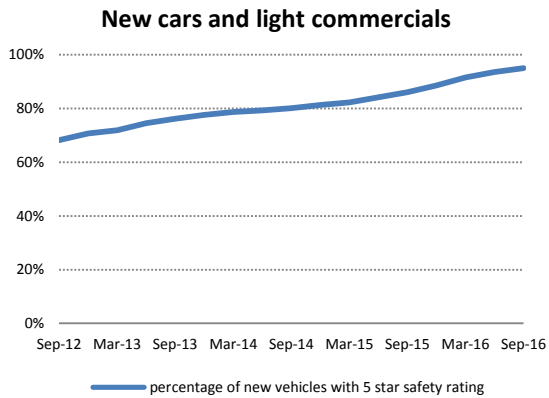
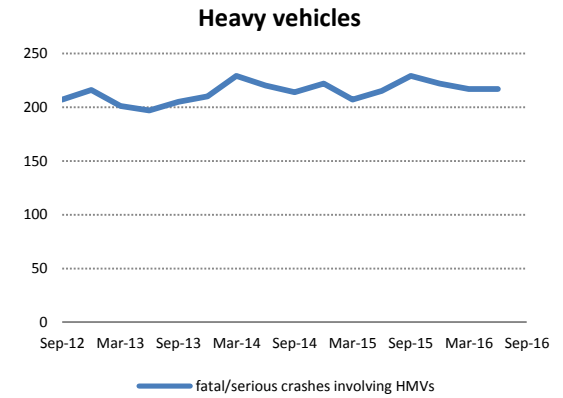
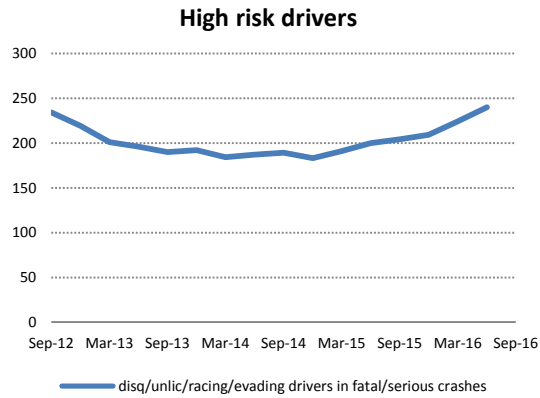
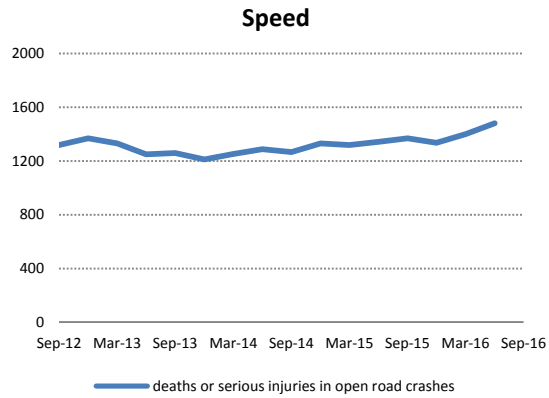
NZ Transport Agency
Private Bag 6995
Wellington 6141

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/>.

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	668	2679	Jun 2016	2371	2411	2273	2369	2478
fatal or serious injury crashes	552	2245	Jun 2016	2000	2026	1922	2003	2121
persons killed in road crashes	73	335	Sep 2016	284	308	253	294	319
persons killed in road crashes, per 100,000 population, per year	6.2	7.1	Sep 2016	6.5	7.0	5.7	6.5	6.9
persons killed or seriously injured, per 100,000 population, per year	57	57	Jun 2016	54	54	51	52	53
persons killed or seriously injured, per 100 million vehicle km travelled	6.2	6.2	Jun 2016	5.7	5.8	5.4	5.6	5.8
persons hospitalised for more than 1 day (>1d), non-fatal	596	2972	Sep 2016	2682	2647	2788	2626	2822
ACC new entitlement claims	1434	5490	Sep 2016	4331	4202	4339	4618	4953
Alcohol and drugs								
fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year	10.9	11.2	Jun 2016	12.5	12.7	11.7	11.0	10.9
drivers killed with excess alcohol	12	51	Mar 2016	48	49	38	28	48
% think high probability being stopped at CBT checkpoint	-	50%	2016	56%	52%	53%	50%	49%
% admit driven while affected by prescription or other drugs	-	9%	2016	-	-	-	10%	8%
Young drivers								
young drivers killed or seriously injured, per 100,000 15-24 year olds, per year	61	60	Jun 2016	56	61	52	54	55
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	51	48	Jun 2016	52	48	46	46	45
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	6.6	5.7	Sep 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	1.8	2.8	Mar 2016	2.6	2.2	2.5	2.0	2.9
% youth believe will be stopped for non-alcohol/speed traffic offences	-	39%	2016	39%	42%	45%	49%	45%
drivers on GDL primary contributor in fatal/serious crashes	59	270	Jun 2016	255	217	219	245	288
fatal and serious crashes involving 15-19 year old drivers	81	288	Jun 2016	282	254	215	233	278
Speed								
deaths or serious injuries in in all open road crashes, 80-100 km/h roads	385	1479	Jun 2016	1323	1369	1210	1331	1335
% 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	102	497	Jun 2016	420	386	394	447	519
deaths or serious injuries in speed-related crashes	133	618	Jun 2016	548	500	523	553	615
% disagree probability being detected speeding is small	-	55%	2016	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	281	1181	Sep 2016	1026	897	990	1058	1087
motorcycle and moped riders killed, per 100,000 population, per year	1.0	1.1	Sep 2016	0.7	1.0	0.8	0.9	1.1
% of motorcycles in crashes with non-current WoFs	22%	25%	Jun 2016	26%	25%	28%	25%	25%
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	13.5	13.6	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	251	1057	Jun 2016	912	945	824	956	955
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	74	352	Jun 2016	304	300	240	322	321
fatal or serious injuries in run off road crashes, 80-100 km/h roads	177	705	Jun 2016	608	645	584	634	634
fatal or serious injuries in intersection crashes	214	798	Jun 2016	699	769	663	712	716
fatal or serious injuries in pedestrian/cyclist crashes	120	483	Jun 2016	422	436	460	434	448
fatal or serious injuries in all crashes on SH network	254	1005	Jun 2016	924	983	837	937	932

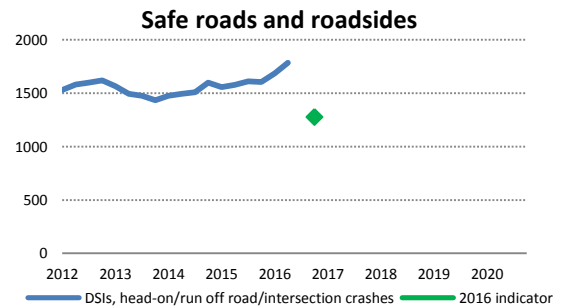
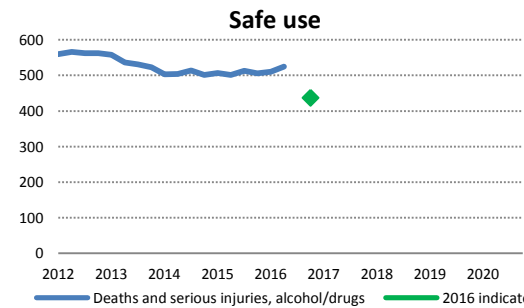
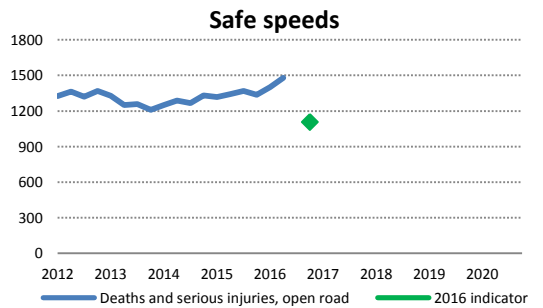
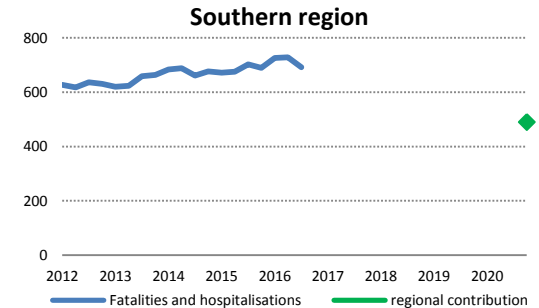
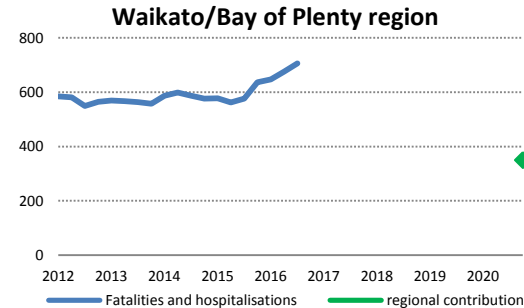
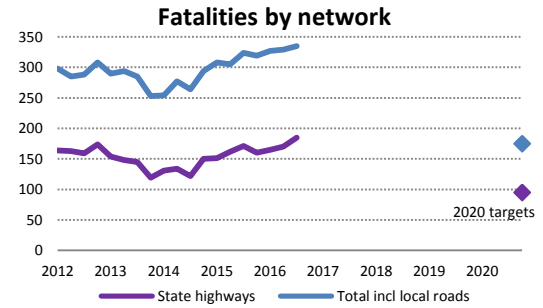
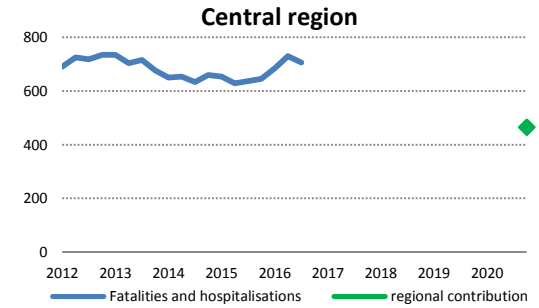
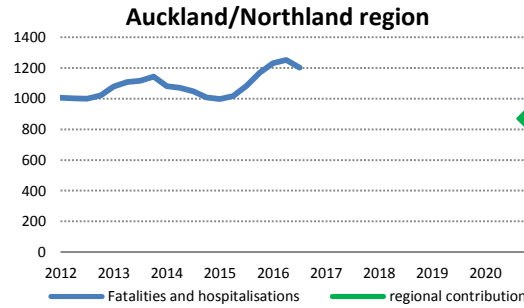
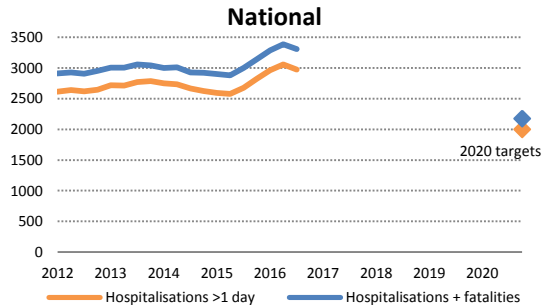
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2011	2012	2013	2014	2015
High risk drivers								
high risk drivers⁽²⁾ in fatal or serious injury crashes	68	240	Jun 2016	208	219	192	183	209
disqualified drivers detected driving	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	65	222	Jun 2016	180	184	169	167	184
Light vehicles								
% of new vehicles with 5-star safety rating	95%	93%	Sep 2016	58%	71%	78%	81%	89%
% of vehicles in fatal/serious crashes with non-current WOFs ⁽¹⁾	11%	11%	Jun 2016	12%	12%	12%	9%	11%
% of fatal/serious injuries in crashes with contributing vehicle faults	5.2%	4.1%	Jun 2016	4.0%	3.7%	2.6%	3.2%	2.9%
average (median) age of light vehicle fleet (years)	-	14.0	2015	13.6	13.8	13.9	13.9	13.9
Fatigue and distraction								
fatal or serious injuries in fatigue/distraction crashes	107	444	Jun 2016	409	418	375	411	432
fatal/serious injuries in crashes with contributing driver fatigue	44	219	Jun 2016	173	192	187	196	215
fatal/serious injuries in crashes with contributing driver distraction	63	236	Jun 2016	244	236	198	225	228
Heavy vehicles								
fatal/serious crashes involving HMVs	53	217	Jun 2016	209	216	210	222	222
fatal/serious injuries in HMV crashes	60	259	Jun 2016	261	255	233	277	260
% of fatal/serious HMV crashes where HMV was primary contributor	47%	48%	Jun 2016	43%	46%	46%	47%	54%
% 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	7.0	8.4	Sep 2016	10.0	9.3	9.5	8.7	9.0
pedestrians hospitalised >1 day, per 100,000 population, per year	5.8	6.1	Sep 2016	7.0	6.8	6.6	6.1	6.8
pedestrians and cyclists killed, per 100,000 population, per year	0.9	0.7	Sep 2016	0.9	0.9	0.8	1.2	0.7
fatal or serious injuries to school age (5-17) cyclists and pedestrians	13	69	Jun 2016	91	77	87	78	67
cyclists killed or hospitalised >1 day	16	112	Sep 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	53	52	Jun 2016	46	60	48	50	52
persons 75+ years killed in road crashes	8	32	Sep 2016	32	41	34	36	30
persons 75+ years hospitalised >1d	81	350	Sep 2016	290	373	369	317	335
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	90	85	Sep 2016	69	71	77	75	80
Restraints								
vehicle occupant deaths where restraints not worn	21	92	Sep 2016	74	57	58	56	91
% of children (5-9 years) in booster seats or child restraints	-	26%	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	-	40%	2016	40%	40%	41%	43%	41%
Overseas-licensed drivers involved in fatal/serious crash	31	136	Jun 2016	111	120	102	127	126

(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 TARGETS

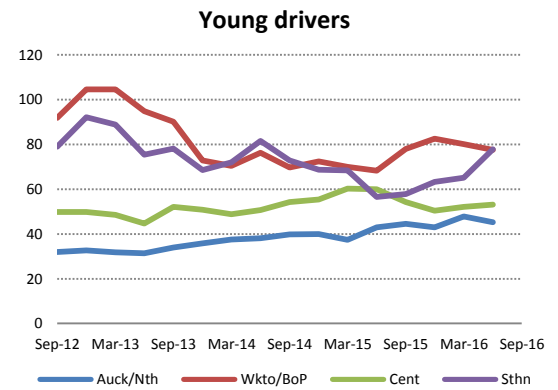
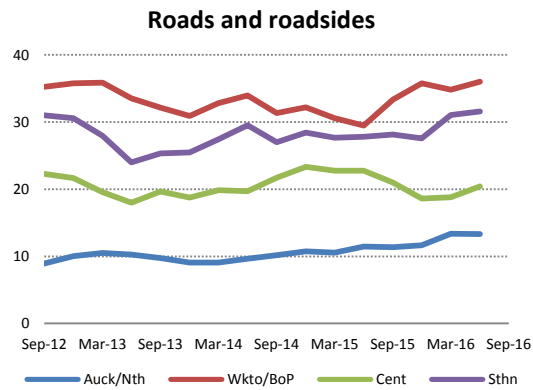
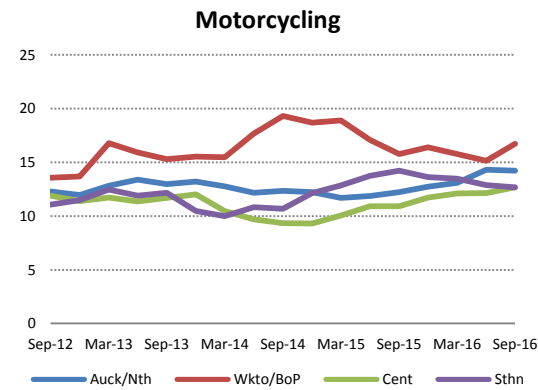
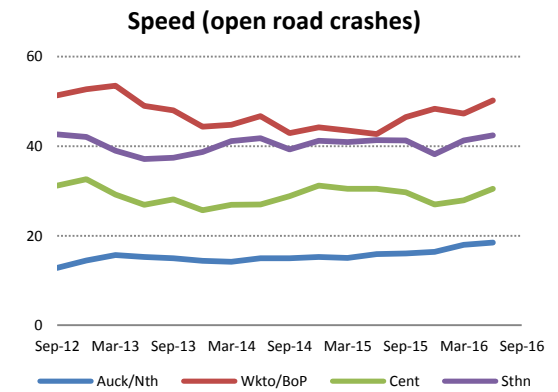
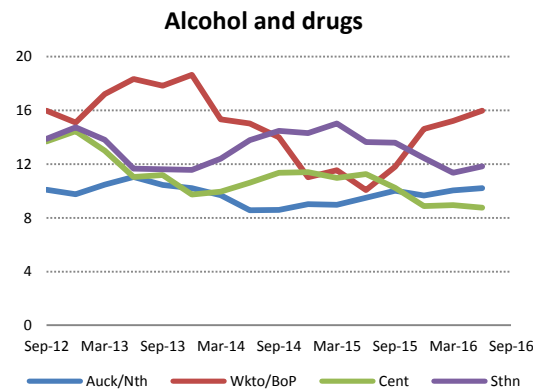
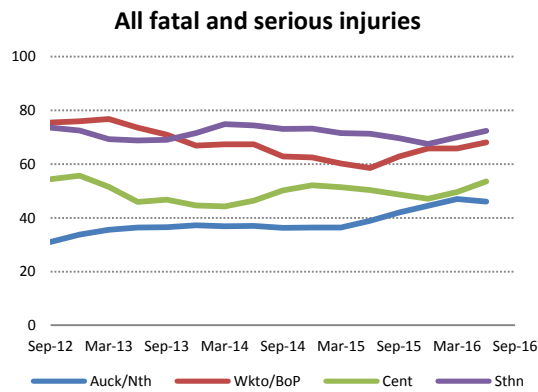
In 2013 the Transport Agency developed a set of lead indicators and national targets by extrapolating existing trends out to 2020 and adding some stretch. The targets help focus its efforts, along with partner agencies, to significantly reduce deaths and serious injuries. They do not predict future performance,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



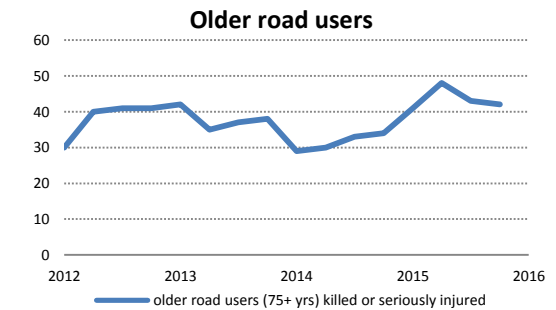
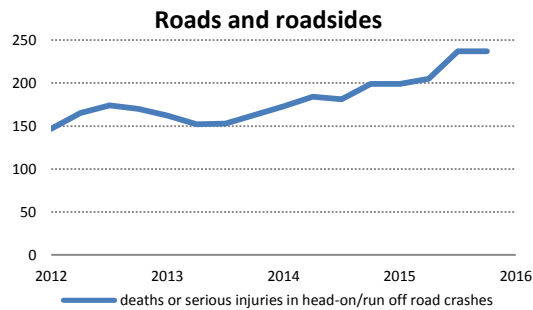
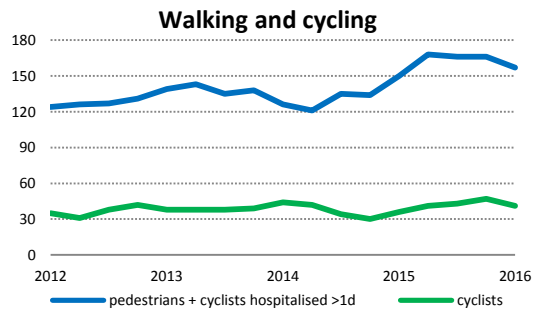
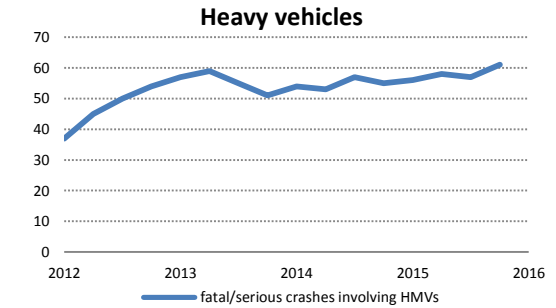
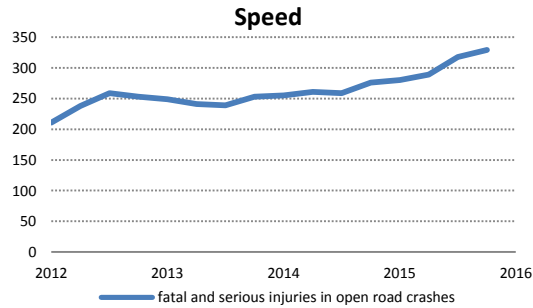
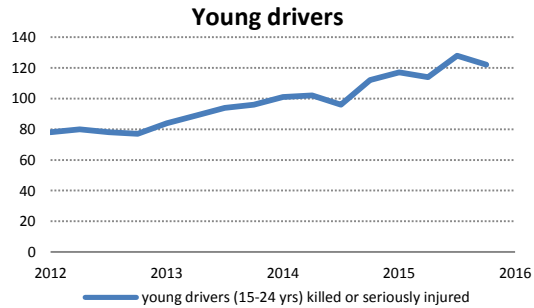
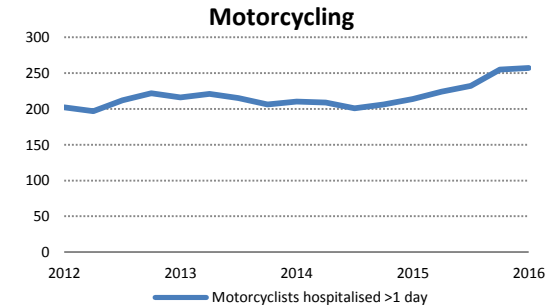
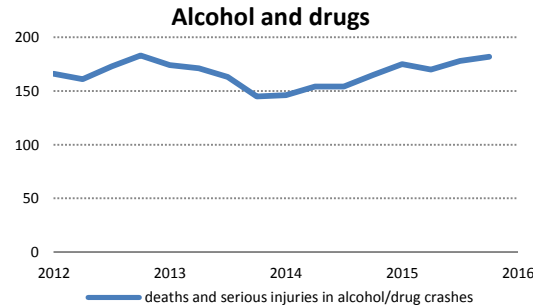
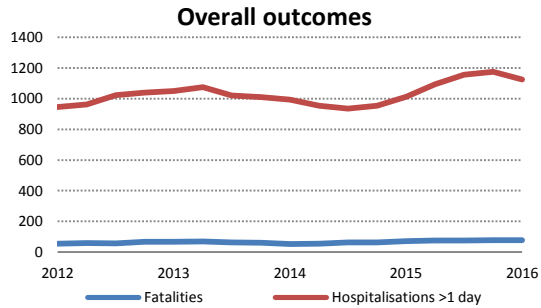
* Motorcycle casualties = hospitalisations for more than 1 day; head-on and run off road crashes are open road crashes (80-100 km/h); young driver rates expressed per 100,000 15-24 year olds.

NZ TRANSPORT AGENCY REGIONS - OUTCOMES	LAST FIVE YEARS					
	2012	2013	2014	2015	latest 12 months, to Jun 2016	
Overall outcomes						
fatal or serious injuries in all crashes, per 100,000 population	NZ =	54	51	52	53	57
Northland and Auckland region		34	37	36	44	46
Waikato and Bay of Plenty region		76	67	62	66	68
Central region		56	45	52	47	54
Southern region		73	71	73	67	72
Alcohol and drugs						
fatal or serious injuries in alcohol/drug crashes, per 100,000 population	NZ =	13	12	11	11	11
Northland and Auckland region		10	10	9	10	10
Waikato and Bay of Plenty region		15	19	11	15	16
Central region		14	10	11	9	9
Southern region		15	12	14	12	12
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	59
Northland and Auckland region		33	36	40	43	45
Waikato and Bay of Plenty region		105	73	72	83	78
Central region		50	51	55	50	53
Southern region		92	68	69	63	78
Speed						
fatal or serious injuries in open road (80-100km/h) crashes, per 100,000 population	NZ =	31	27	29	29	31
Northland and Auckland region		14	14	15	16	18
Waikato and Bay of Plenty region		53	44	44	48	50
Central region		33	26	31	27	30
Southern region		42	39	41	38	42
Motorcycling						
motorcyclists hospitalised >1d from road crashes, per 100,000 population	NZ =	12	13	12	13	14
Northland and Auckland region		12	13	12	13	14
Waikato and Bay of Plenty region		14	16	19	16	15
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	22
Northland and Auckland region		10	9	11	12	13
Waikato and Bay of Plenty region		36	31	32	36	36
Central region		22	19	23	19	20
Southern region		31	25	28	28	32

NZ TRANSPORT AGENCY REGIONS - OUTCOMES	LAST FIVE YEARS					
	2012	2013	2014	2015	latest 12 months, to Jun 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	5.1
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	3.7	4.2
Central region		5.2	3.8	4.3	4.5	5.4
Southern region		3.0	3.0	3.6	3.0	3.5
Light vehicles						
percentage of light vehicles in fatal/serious crashes without current WOF	NZ =	12%	12%	9%	11%	11%
Northland and Auckland region		14%	9%	11%	11%	10%
Waikato and Bay of Plenty region		11%	15%	9%	14%	15%
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	14
Central region		10	9	10	7	9
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	16
Waikato and Bay of Plenty region		11	8	8	9	9
Central region		12	9	10	9	10
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	18
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	52
Northland and Auckland region		50	42	35	54	46
Waikato and Bay of Plenty region		70	48	41	37	29
Central region		57	27	42	52	53
Southern region		68	83	78	62	77
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	1.7
Waikato and Bay of Plenty region		3.1	2.5	1.7	3.7	2.8
Central region		1.5	1.0	1.2	1.0	1.2
Southern region		1.2	1.4	1.8	2.7	3.4

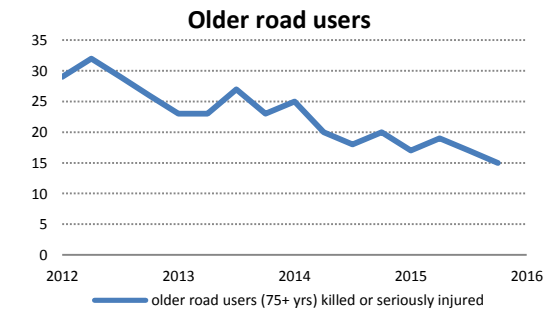
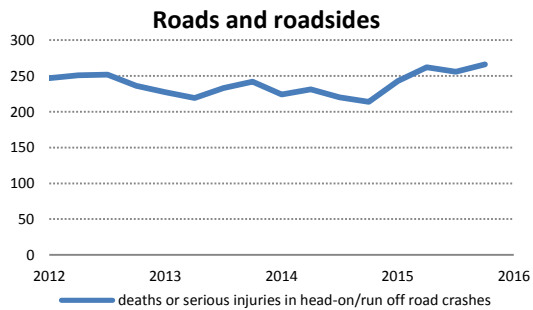
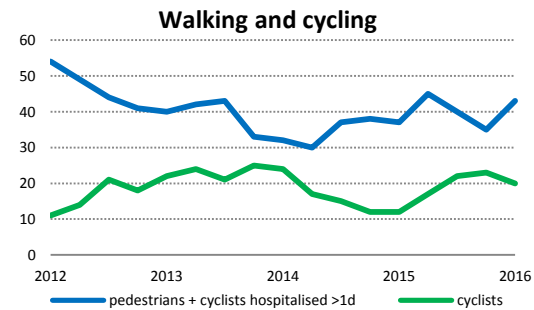
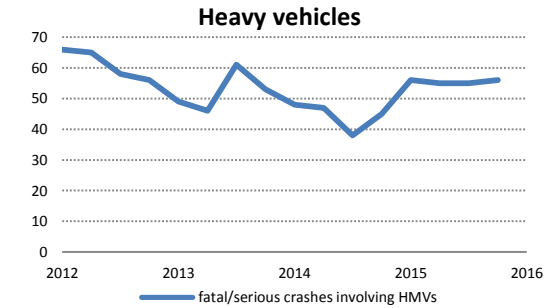
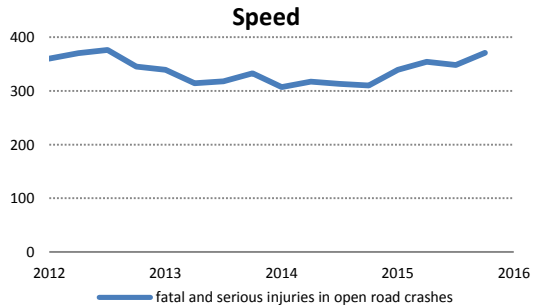
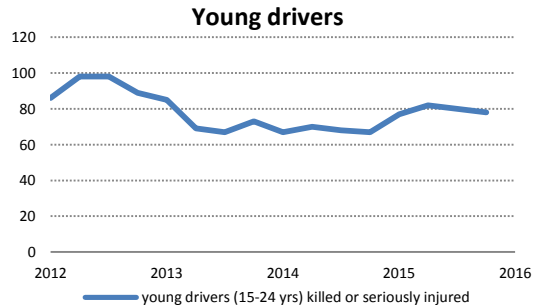
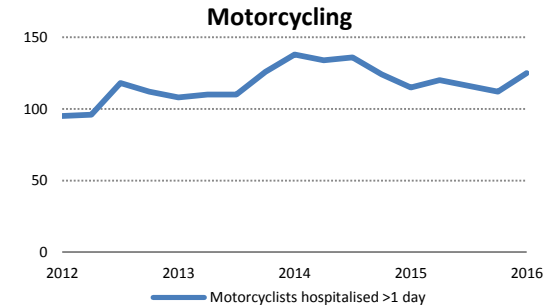
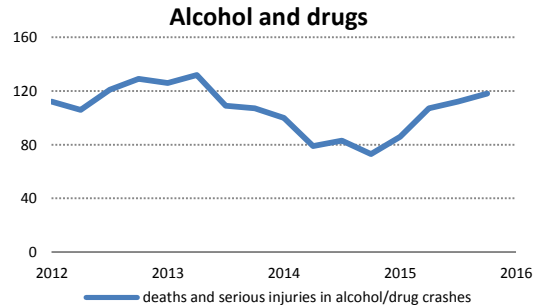
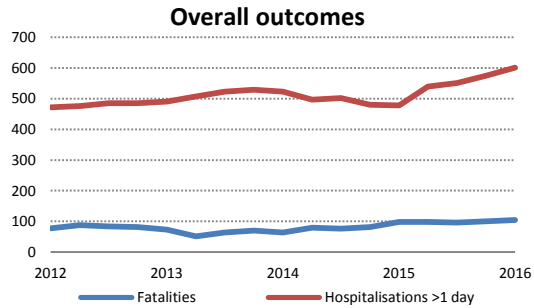
NZTA AUCKLAND/NORTHLAND REGION OUTCOME TRENDS (12 month rolling figures)

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.



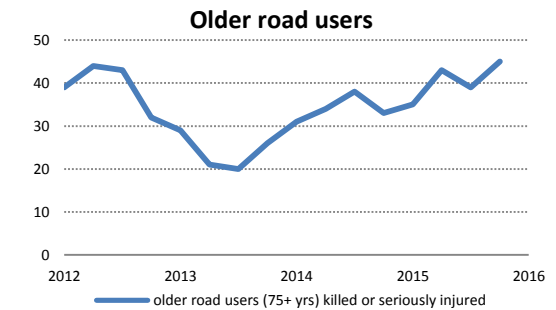
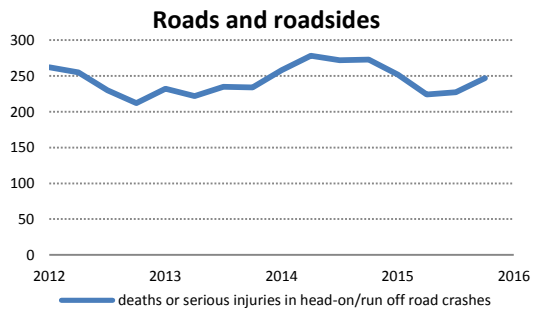
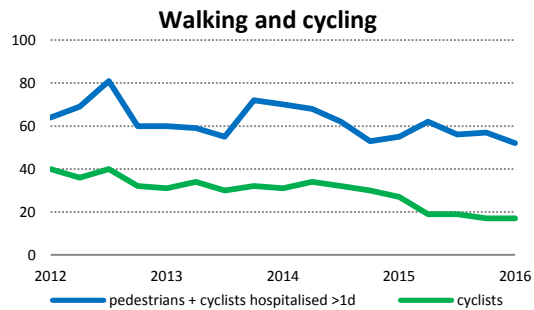
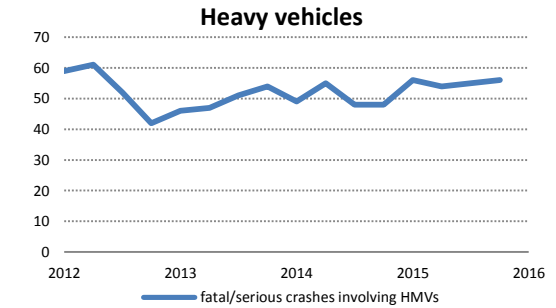
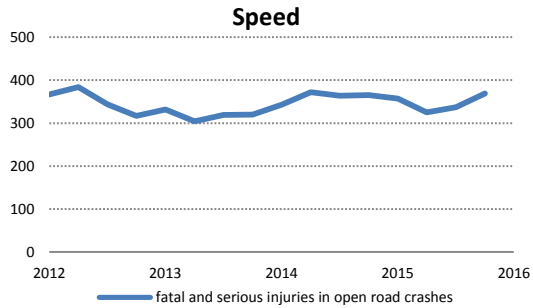
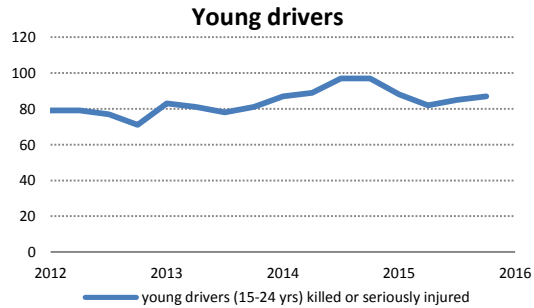
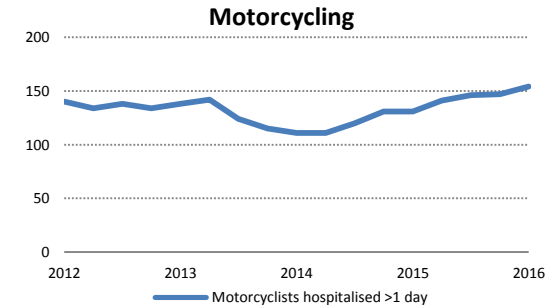
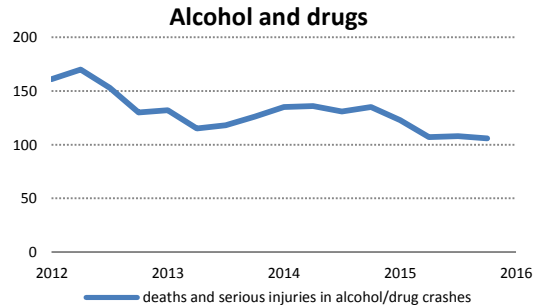
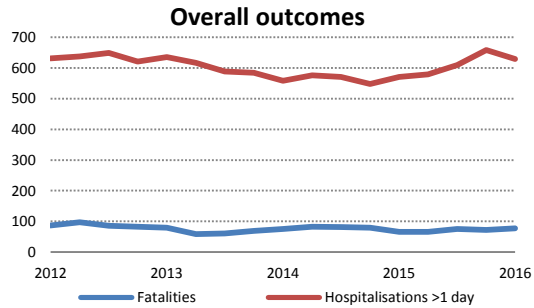
NZTA WAIKATO/BAY OF PLENTY REGION OUTCOME TRENDS (12 month rolling figures)

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.



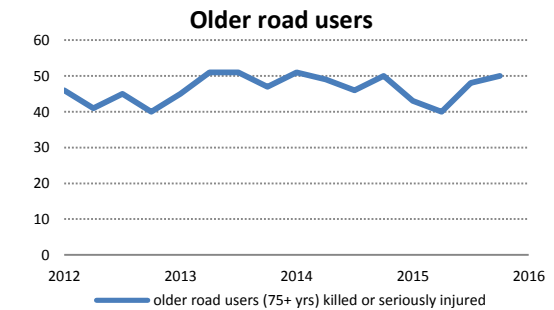
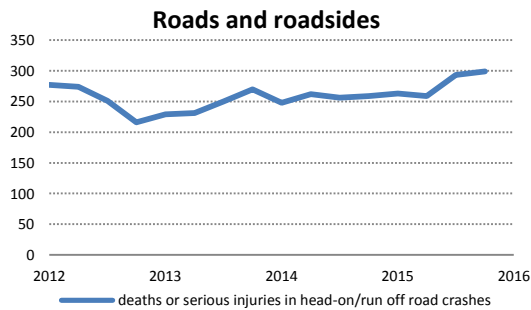
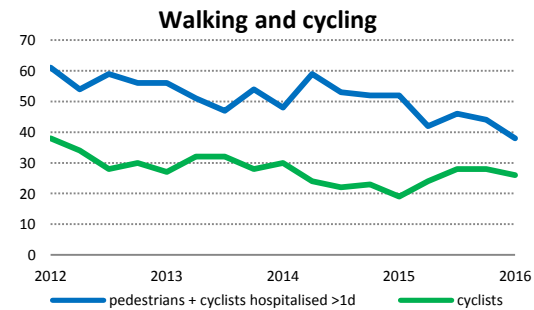
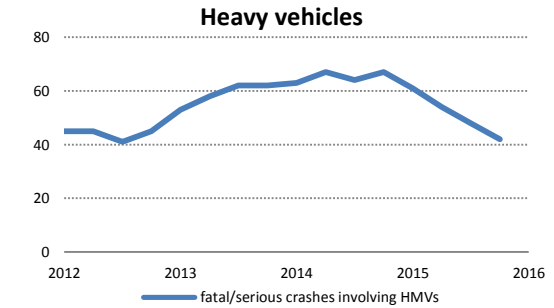
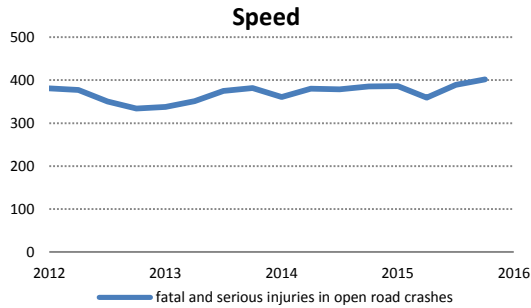
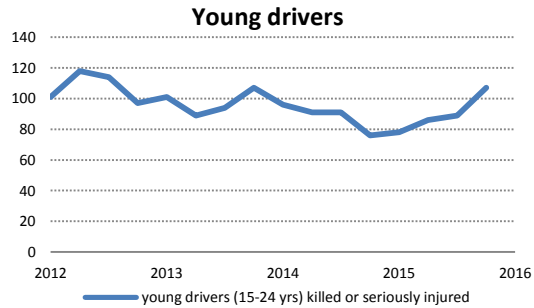
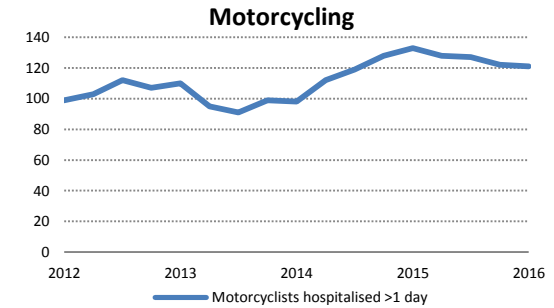
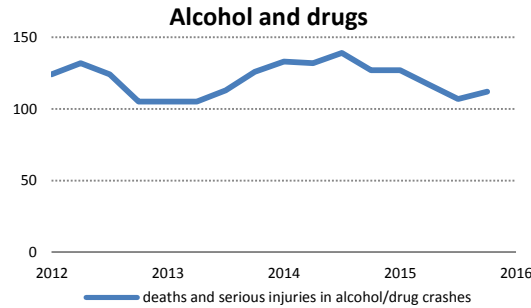
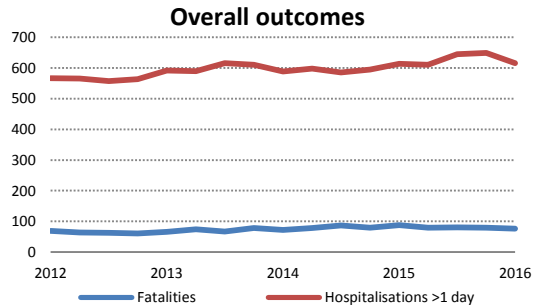
NZTA CENTRAL REGION OUTCOME TRENDS (12 month rolling figures)

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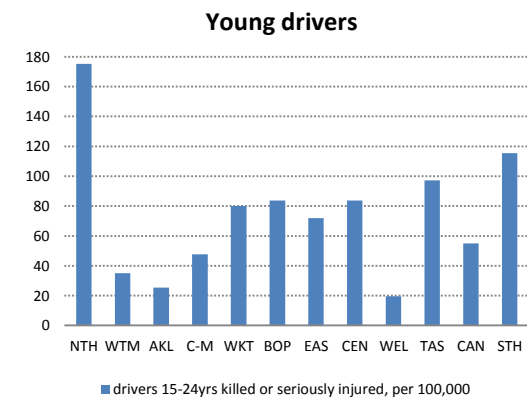
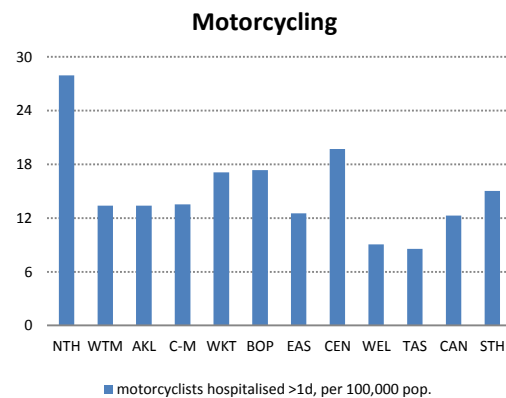
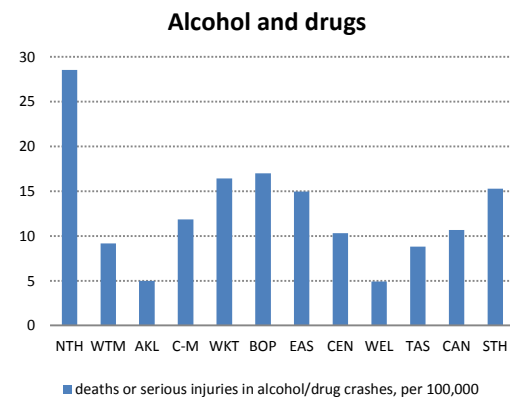
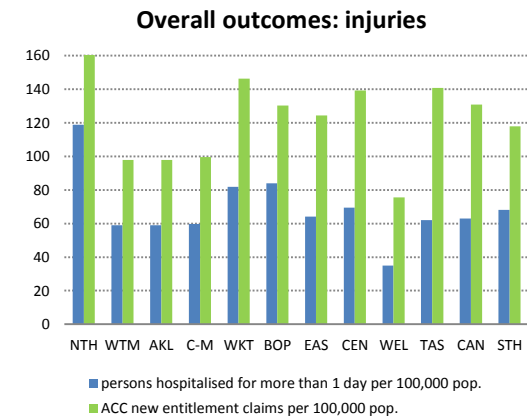
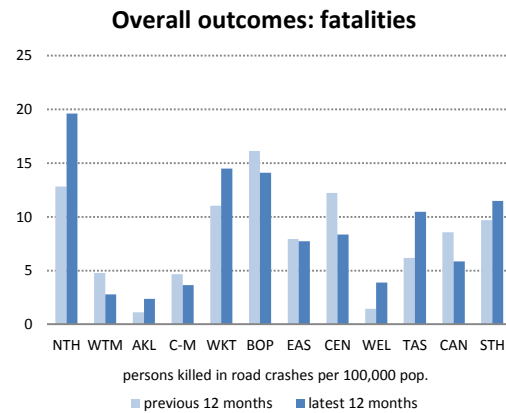
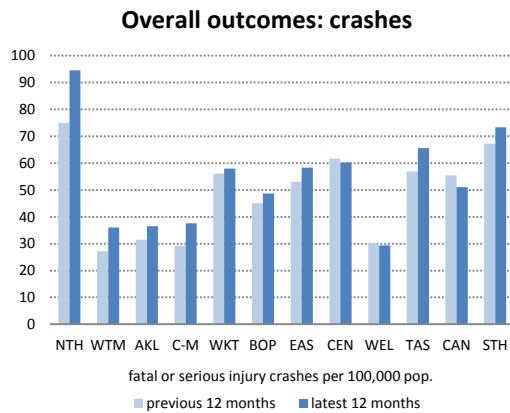
NZTA SOUTHERN REGION OUTCOME TRENDS (12 month rolling figures)

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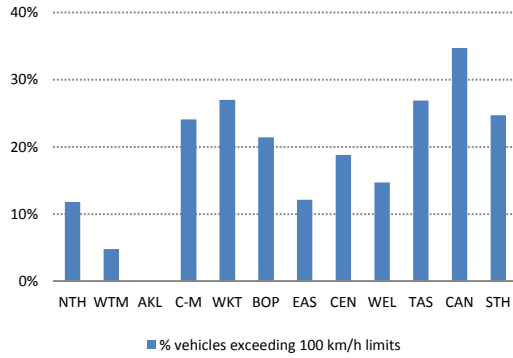


COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

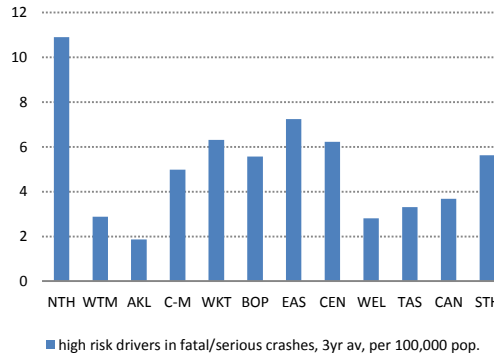
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful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



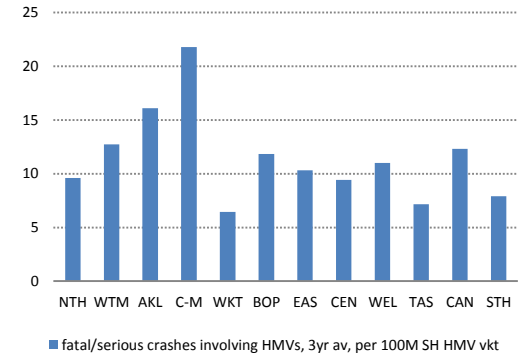
Speed



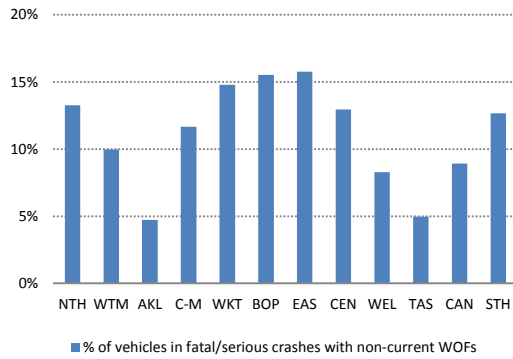
High risk drivers



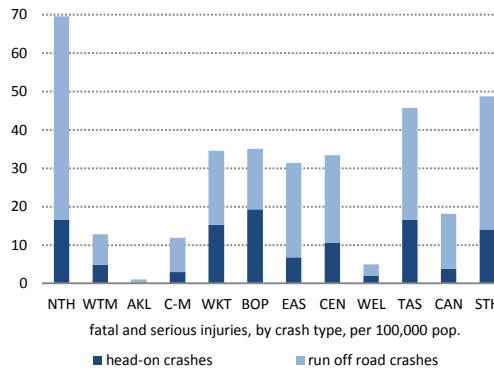
Heavy vehicles



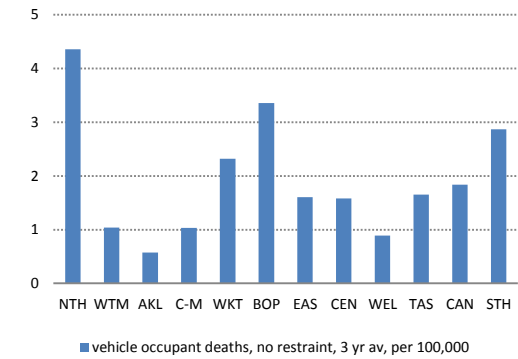
Light vehicles



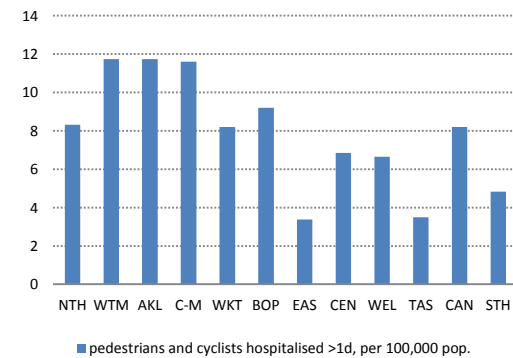
Roads and roadsides



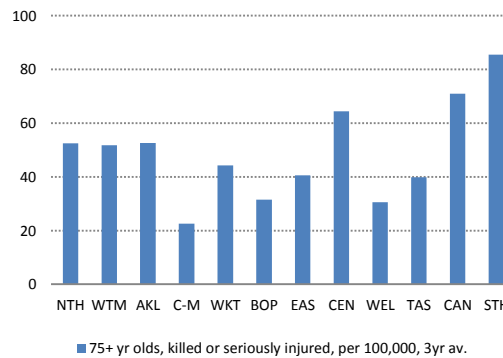
Restraints



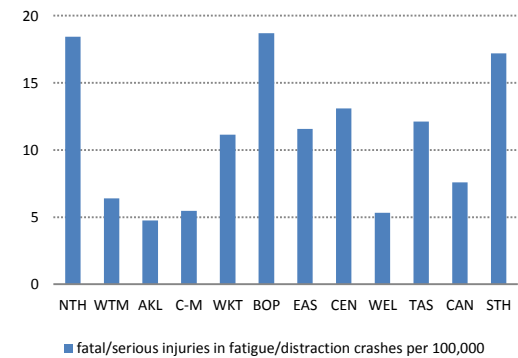
Walking and cycling



Older road users

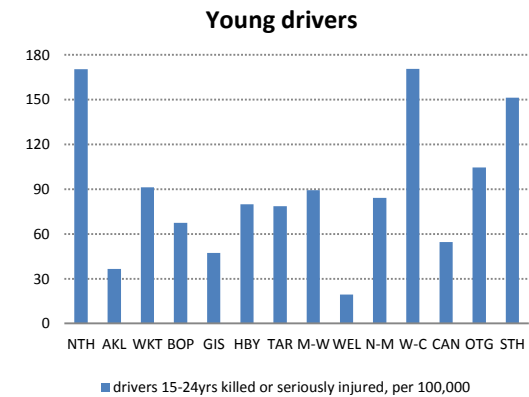
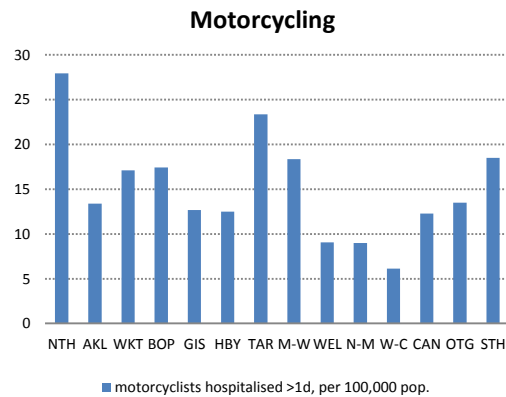
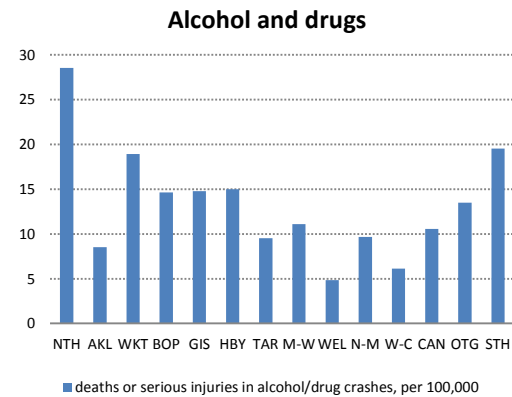
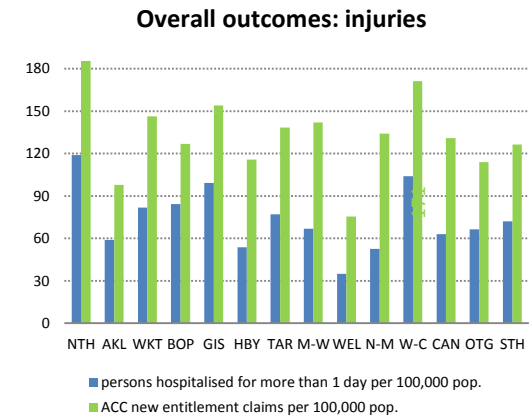
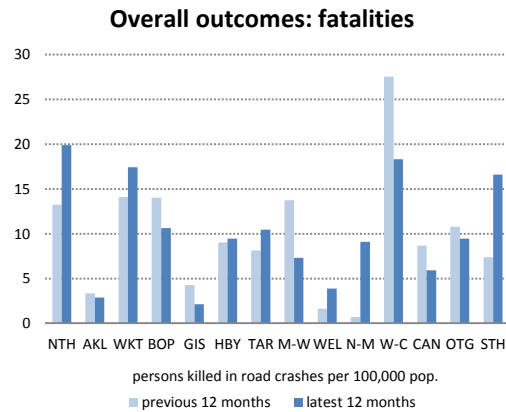
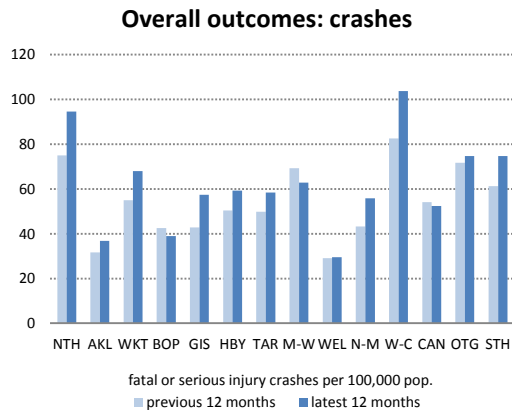


Fatigue and distraction

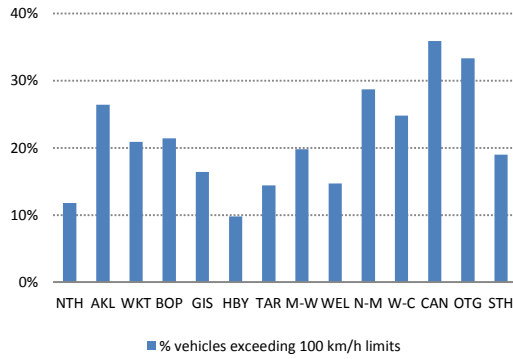


COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

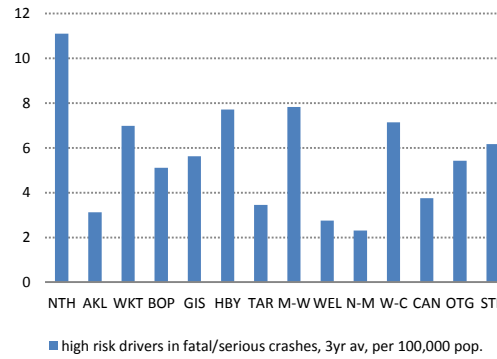
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful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



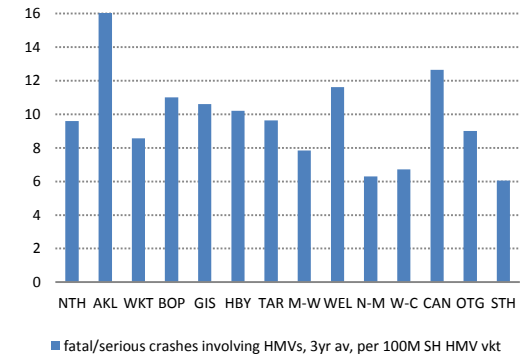
Speed



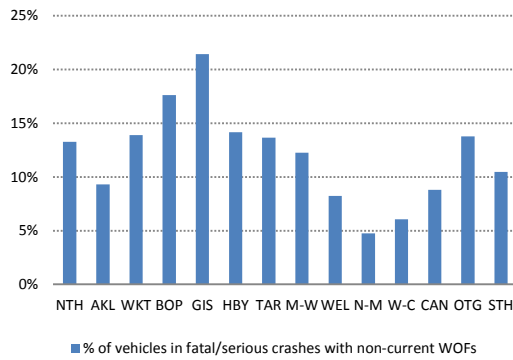
High risk drivers



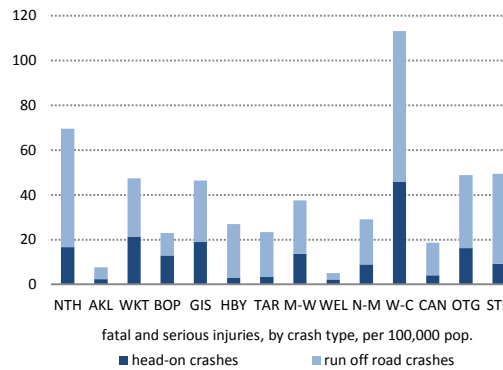
Heavy vehicles



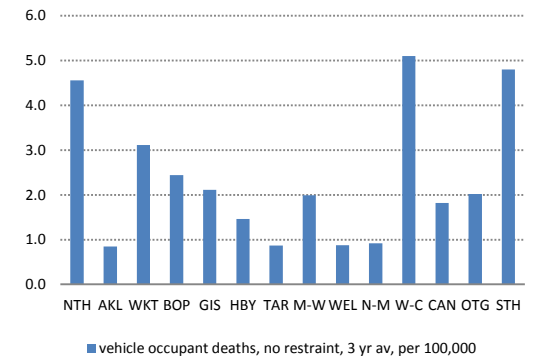
Light vehicles



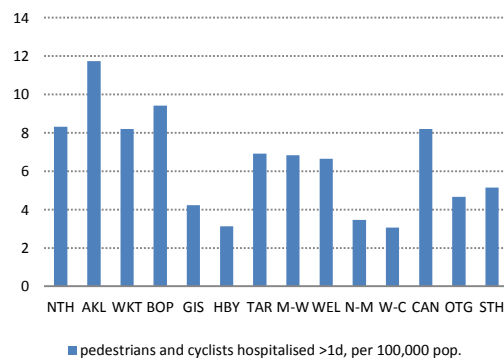
Roads and roadsides



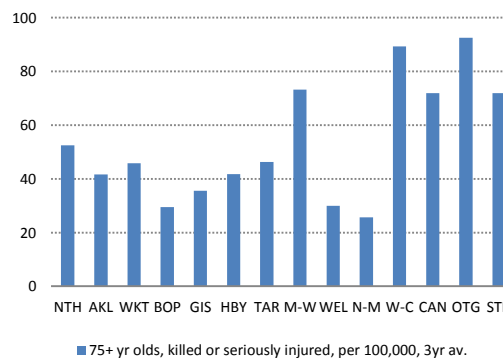
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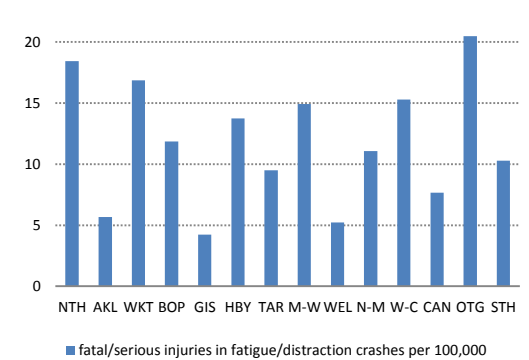
Walking and cycling



Older road users



Fatigue and distraction



POLICE DISTRICT ROAD SAFETY OUTCOMES		NTH	WTM	AKL	C-M	Total Auck	WKT	BOP	EAS	CEN	WEL	TAS	CAN	STH	NZ
Overall	fatal or serious injury crashes per 100,000 popn.	94	36	36	38	37	58	49	58	60	29	66	51	73	49
	persons killed in road crashes, per 100,000 popn.	20	3	2	4	3	14	14	8	8	4	10	6	11	7.3
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	119	59	59	60	59	82	84	64	69	35	62	63	68	65
	ACC new entitlement claims, per 100000 popn.	185	98	98	99	98	146	130	124	139	75	141	131	118	119
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	29	9	5	12	9	16	17	15	10	5	9	11	15	11
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	175	35	25	48	37	80	84	72	84	20	97	55	115	62
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.	11	3	2	5	3	6	6	7	6	3	3	4	6	5
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	17	5	0	3	3	15	19	7	11	2	17	4	14	8
	deaths + serious injuries, run off road crashes, per 100,000 popn.	53	8	1	9	6	19	16	25	23	3	29	14	35	15
	deaths + serious injuries, intersection crashes, per 100,000 popn.	21	13	19	14	15	16	13	18	18	11	22	24	27	17
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	13	9	16	9	11	8	8	10	7	11	11	10	17	11
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	28	13	13	14	13	17	17	13	20	9	9	12	15	14
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	13%	10%	5%	12%	9%	15%	16%	16%	13%	8%	5%	9%	13%	11%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	18	6	5	5	6	11	19	12	13	5	12	8	17	10
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	10	13	16	22	17	6	12	10	9	11	7	12	8	10
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	8	12	12	12	12	8	9	3	7	7	3	8	5	9
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	52	52	53	23	42	44	31	41	64	31	40	71	85	54
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.4	1.0	0.6	1.0	0.9	2.3	3.4	1.6	1.6	0.9	1.7	1.8	2.9	1.7

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.	93	36	67	38	57	59	58	62	29	55	104	51	73	74
	persons killed in road crashes, per 100,000 popn.	20	3	17	10	2	9	10	7	4	9	18	6	9	16
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	119	59	82	84	99	54	77	67	35	53	104	63	67	72
	ACC new entitlement claims, per 100,000 popn.	185	98	146	127	154	116	138	142	75	134	171	131	114	126
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	29	9	19	15	15	15	10	11	5	10	6	11	13	20
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	170	37	91	67	47	80	79	89	19	84	170	55	104	151
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.	11	3	7	5	6	8	3	8	3	2	7	4	5	6
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	17	2	21	13	19	3	3	14	2	9	46	4	16	9
	deaths + serious injuries, run off road crashes, per 100,000 popn.	53	5	26	10	27	24	20	24	3	20	67	14	33	40
	deaths + serious injuries, intersection crashes, per 100,000 popn.	21	15	18	10	13	20	15	21	10	21	21	24	29	24
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	13	11	9	6	4	11	10	6	11	14	0	10	20	8
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	28	13	17	17	13	13	23	18	9	9	6	12	13	18
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	13%	9%	14%	18%	21%	14%	14%	12%	8%	5%	6%	9%	14%	10%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	18	6	17	12	4	14	10	15	5	11	15	8	20	10
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	10	16	9	11	11	10	10	8	12	6	7	13	9	6
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	8	12	8	9	4	3	7	7	7	3	3	8	5	5
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	52	42	46	29	36	42	46	73	30	26	89	72	92	72
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.6	0.8	3.1	2.4	2.1	1.5	0.9	2.0	0.9	0.9	5.1	1.8	2.0	4.8