
ROAD SAFETY OUTCOMES

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



1 October to 31 December 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 December 2016 in some cases but usually to September 2016. Some measures are only available on an annual basis.

A **new chart** on page 8 compares casualty rates for the *Safer Journeys* high priority concerns, for each of the four NZTA Relationship Zones which apply from 13 February 2017. All other NZTA regional outcomes in this report retain the existing regional groupings which have been in place through to 2016.

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 Speed**. RIAWS (Rural Intersection Active Warning System) are electronic temporary speed restriction signs that are activated by turning traffic at the intersections. Once activated the signs display a reduced legal speed limit for the time the turning traffic is passing through the intersection. The illuminated variable speed limit signs incorporate a flashing roundel, or a red ring around speed limit numerals, to draw attention to the reduced speed limit. The limit is legally enforceable and applies to the 400m length of road between the two signs. RIAWS were piloted at two high-risk intersections in 2013 (Himatangi, Manawatu and SH73/Buchanans Rd, Canterbury), and a further seven high-risk intersections across New Zealand from 2013 to 2014.

Key results for the quarter

- 328 people were killed in road crashes in the 12 months to December 2016, the highest annual figure since 2010; 100 were vehicle occupants not using seatbelts
- alcohol and drug-related casualties increased in the past six months after a long period of steadily falling rates; the increases are greatest in Waikato and Northland
- high risk drivers (disqualified, unlicensed, racing or fleeing) have been increasingly involved in crashes, now accounting for 12% of fatal and serious injury crashes
- motorcyclists represent 22% of ACC road crash injury entitlement claims, and 22% of hospitalisations (for more than 1 day), but only 3% of the vehicle fleet.

Speed makes the difference

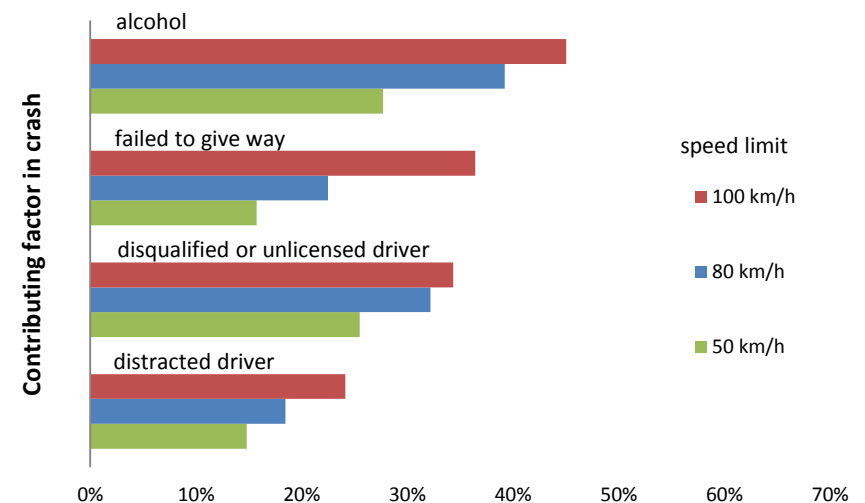
Speed is not often the only contributing factor in crashes, but it is an important determinant of the severity of the crash. Road crashes occur from a range of mistakes, whether involuntary or deliberate, but the outcome will be different at different speeds.

The chart shows the percentages of crashes which had severe outcomes in 2014–2016, for crashes involving some of the more common contributing factors. Regardless of who or what caused the crashes, in all cases a higher percentage resulted in fatal or serious injuries when the crash occurred on higher speed roads.

During this period:

- 45% of the alcohol-related crashes on 100 km/h roads resulted in fatal or serious injuries, compared to 28% on 50 km/h roads
- most of the 5,500 “failure to give way” crashes occurred in urban areas, where 16% resulted in fatal or serious injuries, compared to 36% on 100 km/h roads
- disqualified or unlicensed drivers were involved in 1120 injury crashes, 34% of those on 100 km/h roads were fatal or serious, and 26% on 50 km/h roads.

Percentage of crashes with fatal or serious injuries



More information ...

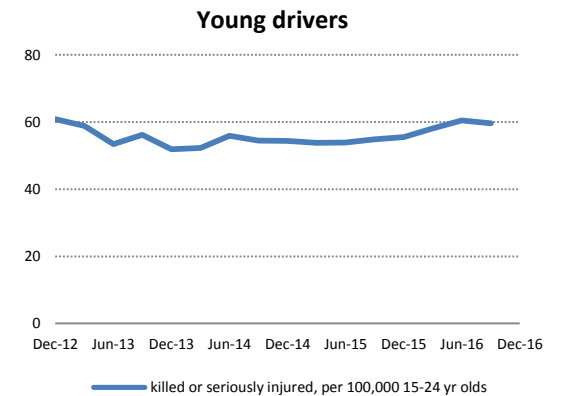
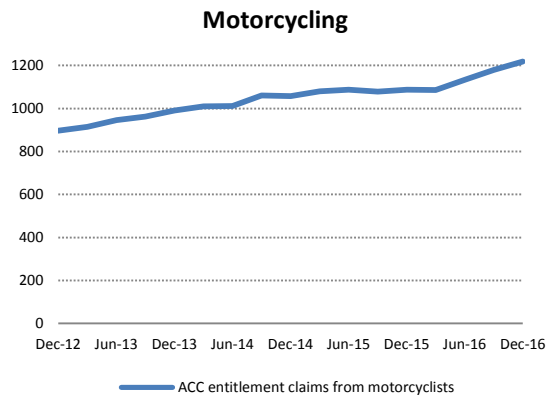
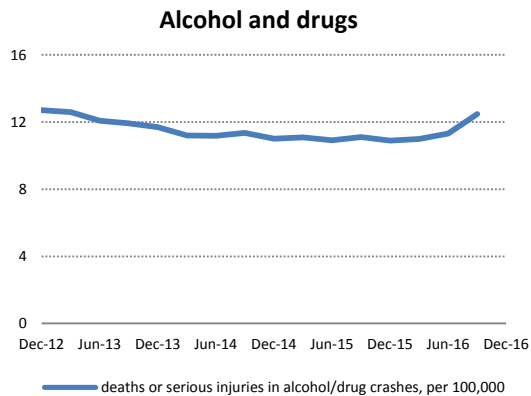
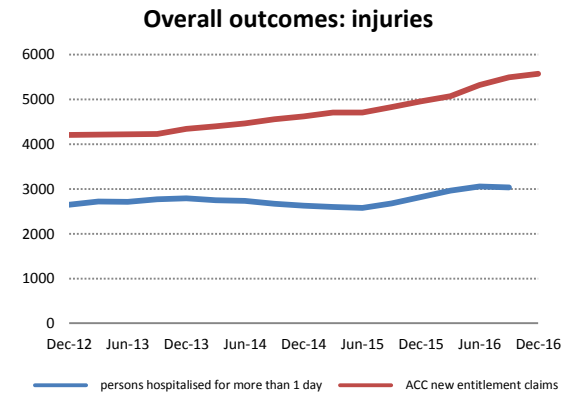
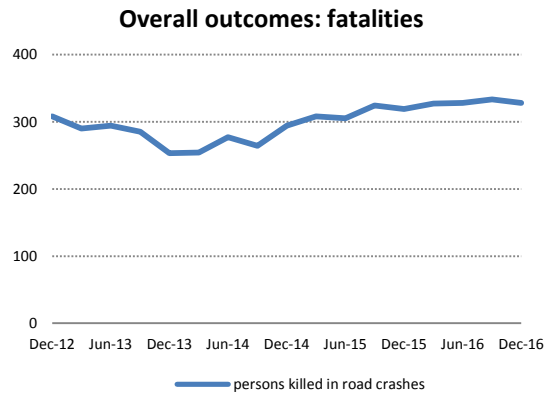
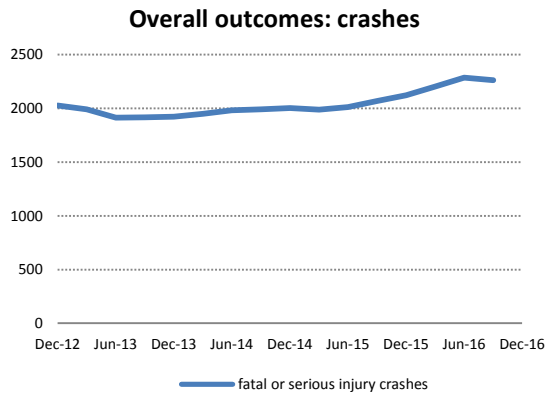
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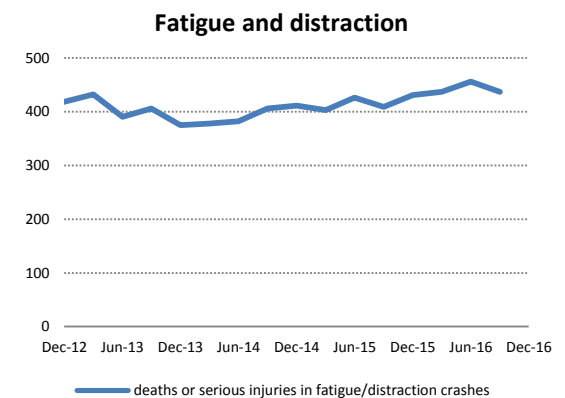
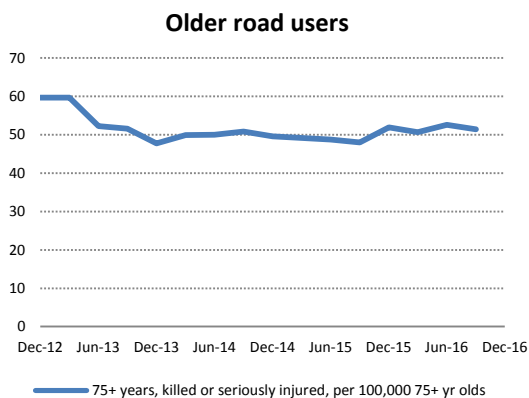
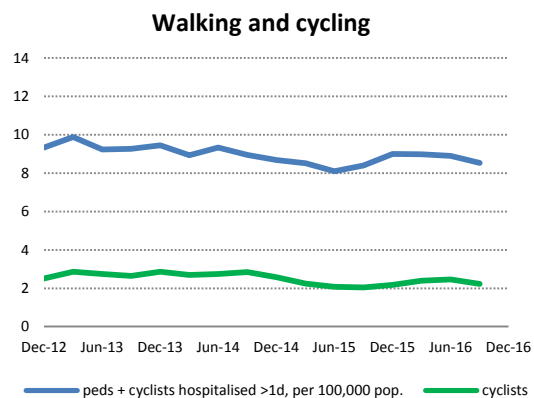
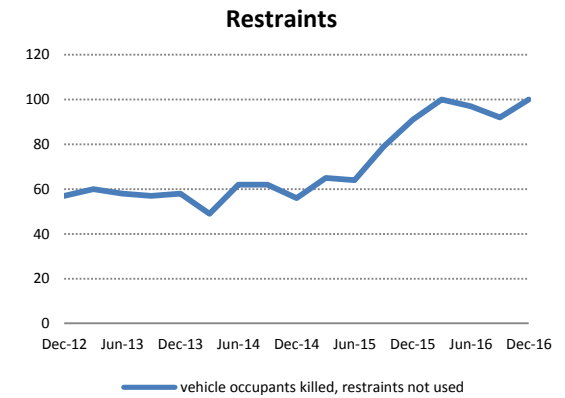
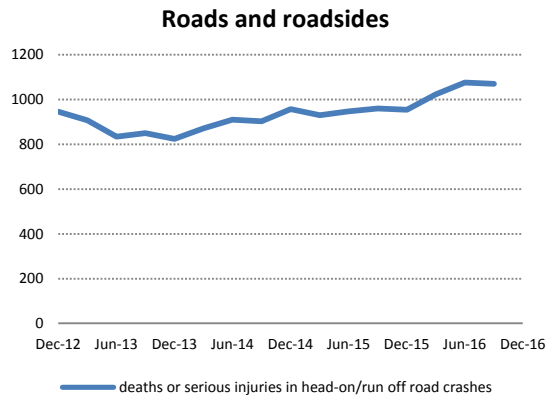
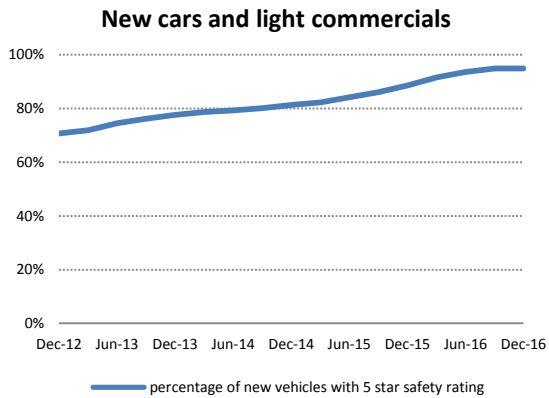
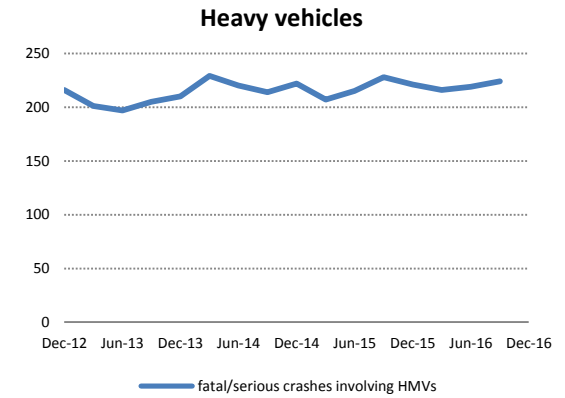
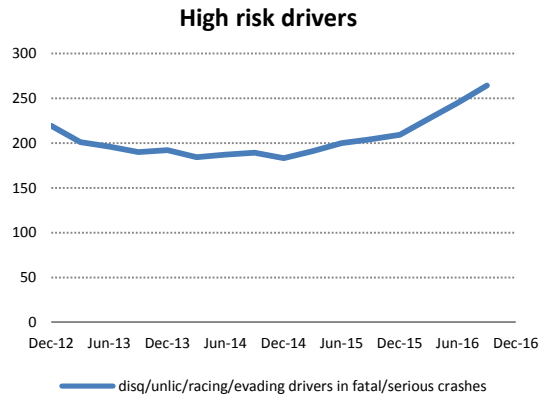
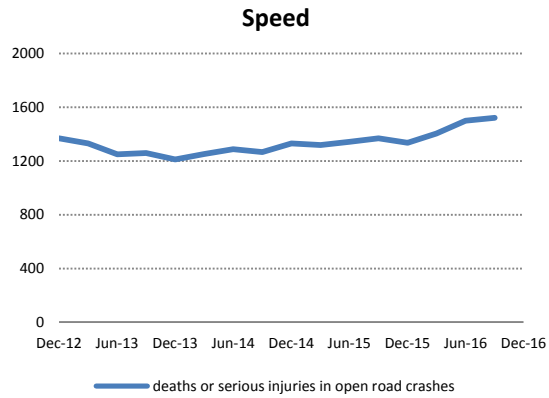
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This document and its time series data are available on the NZ Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

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	586	2712	Sep 2016	2371	2411	2273	2369	2477
fatal or serious injury crashes	490	2261	Sep 2016	2000	2026	1922	2003	2120
persons killed in road crashes	86	328	Dec 2016	284	308	253	294	319
persons killed in road crashes, per 100,000 population, per year	7.3	6.9	Sep 2016	6.5	7.0	5.7	6.5	6.9
persons killed or seriously injured, per 100,000 population, per year	50	57	Sep 2016	54	54	51	52	53
persons killed or seriously injured, per 100 million vehicle km travelled	5.4	6.3	Sep 2016	5.7	5.8	5.4	5.6	5.8
persons hospitalised for more than 1 day (>1d), non-fatal	654	3031	Sep 2016	2682	2647	2788	2626	2822
ACC new entitlement claims	1379	5568	Dec 2016	4331	4202	4339	4618	4953
Alcohol and drugs								
fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year	15.8	12.5	Sep 2016	12.5	12.7	11.7	11.0	10.9
drivers killed with excess alcohol	15	52	Jun 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	53	60	Sep 2016	56	61	52	54	55
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	36	45	Sep 2016	52	48	46	46	45
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	10.1	6.7	Dec 2016	7.5	5.9	6.0	4.6	8.1
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	0.0	1.8	Jun 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	60	259	Sep 2016	255	217	219	245	288
fatal and serious crashes involving 15-19 year old drivers	66	298	Sep 2016	282	254	215	233	278
Speed								
deaths or serious injuries in in all open road crashes, 80-100 km/h roads	306	1520	Sep 2016	1323	1369	1210	1331	1334
% 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	95	484	Sep 2016	420	386	394	447	517
deaths or serious injuries in speed-related crashes	110	604	Sep 2016	548	500	523	553	613
% 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	312	1218	Dec 2016	1026	897	990	1058	1087
motorcycle and moped riders killed, per 100,000 population, per year	1.4	1.1	Dec 2016	0.7	1.0	0.8	0.9	1.1
% of motorcycles in crashes with non-current WoFs	16%	22%	Sep 2016	26%	25%	28%	25%	25%
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	12.1	13.1	Sep 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	192	1070	Sep 2016	912	945	824	956	954
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	56	354	Sep 2016	304	300	240	322	321
fatal or serious injuries in run off road crashes, 80-100 km/h roads	136	716	Sep 2016	608	645	584	634	633
fatal or serious injuries in intersection crashes	172	771	Sep 2016	699	769	663	712	716
fatal or serious injuries in pedestrian/cyclist crashes	113	496	Sep 2016	422	436	460	434	448
fatal or serious injuries in all crashes on SH network	216	1022	Sep 2016	924	983	837	937	922

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	69	264	Sep 2016	208	219	192	183	209
disqualified drivers detected driving	2054	7754	Sep 2016	9220	8440	8162	7860	7366
notices issued for 3 rd or subsequent drunk/drugged driving offences	1029	4191	Sep 2016	6754	6197	5692	4974	4281
disqualified or unlicensed drivers involved in fatal/serious crash	62	247	Sep 2016	180	184	169	167	184
Light vehicles								
% of new vehicles with 5-star safety rating	94%	95%	Dec 2016	58%	71%	78%	81%	89%
% of vehicles in fatal/serious crashes with non-current WOFs ⁽¹⁾	16%	12%	Sep 2016	12%	12%	12%	9%	11%
% of fatal/serious injuries in crashes with contributing vehicle faults	4.9%	4.7%	Sep 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	77	437	Sep 2016	409	418	375	411	431
fatal/serious injuries in crashes with contributing driver fatigue	26	208	Sep 2016	173	192	187	196	214
fatal/serious injuries in crashes with contributing driver distraction	56	244	Sep 2016	244	236	198	225	227
Heavy vehicles								
fatal/serious crashes involving HMVs	60	224	Sep 2016	209	216	210	222	221
fatal/serious injuries in HMV crashes	78	273	Sep 2016	261	255	233	277	259
% of fatal/serious HMV crashes where HMV was primary contributor	40%	46%	Sep 2016	43%	46%	46%	47%	53%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	44%	39%	32%	31%	31%
Walking and cycling								
pedestrians and cyclists hospitalised >1d, per 100,000 population, per year	7.7	8.5	Sep 2016	10.0	9.3	9.5	8.7	9.0
pedestrians hospitalised >1 day, per 100,000 population, per year	6.4	6.3	Sep 2016	7.0	6.8	6.6	6.1	6.8
pedestrians and cyclists killed, per 100,000 population, per year	0.5	0.7	Dec 2016	0.9	0.9	0.8	1.2	0.7
fatal or serious injuries to school age (5-17) cyclists and pedestrians	19	68	Sep 2016	91	77	87	78	67
cyclists killed or hospitalised >1 day	17	113	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	47	51	Sep 2016	46	60	48	50	52
persons 75+ years killed in road crashes	6	27	Dec 2016	32	41	34	36	30
persons 75+ years hospitalised >1d	93	356	Sep 2016	290	373	369	317	335
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	76	80	Dec 2016	69	71	77	75	80
Restraints								
vehicle occupant deaths where restraints not worn	34	100	Dec 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	17	133	Sep 2016	111	120	102	126	126

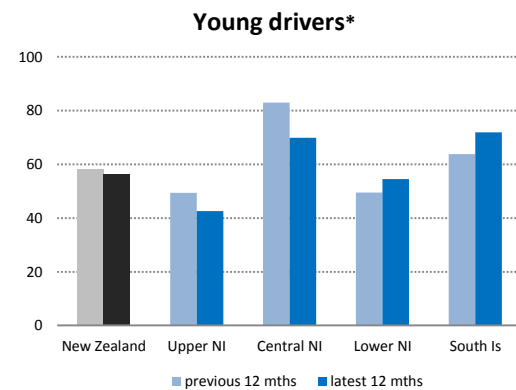
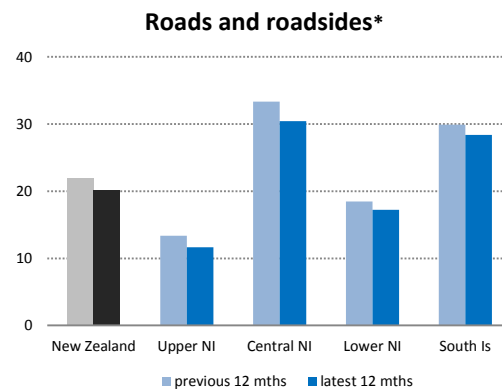
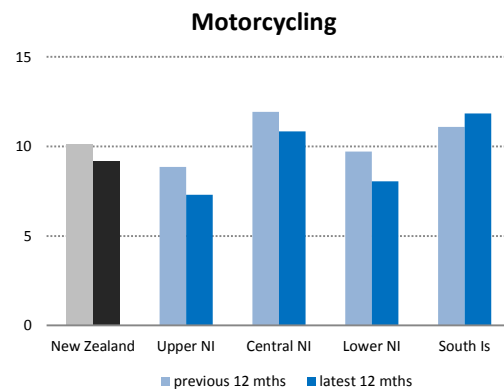
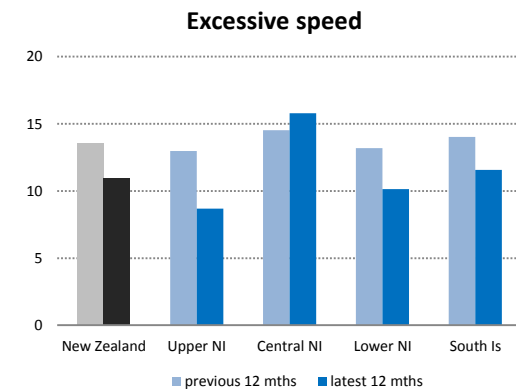
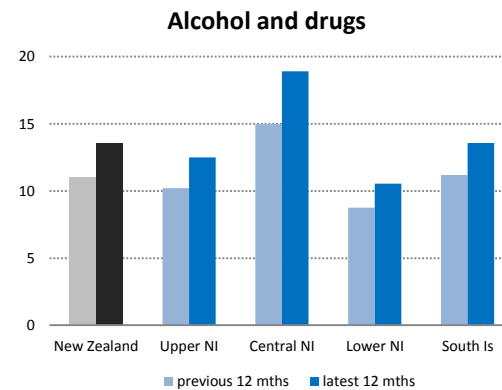
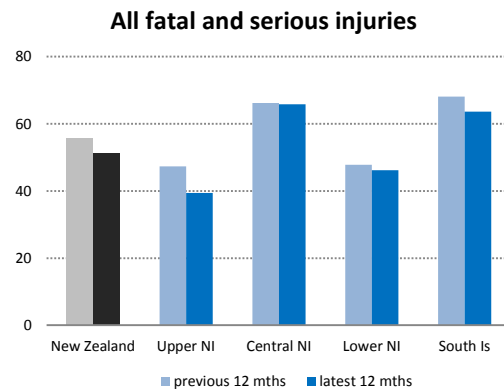
(1) The national headline measure is not available at regional/district level; this measure is used instead for local government region and police district charts

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

HIGH PRIORITIES: NZTA RELATIONSHIP ZONES 2015-2016

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 September 2016) and preceding 12 months, allow comparisons across years, zones and priority areas.

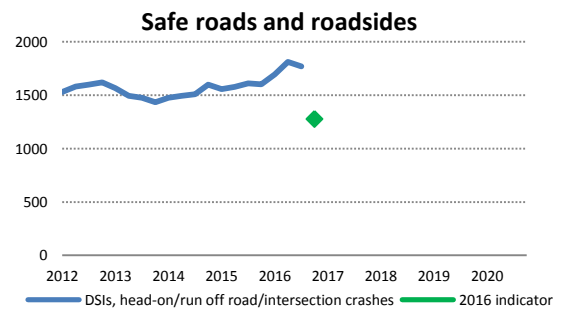
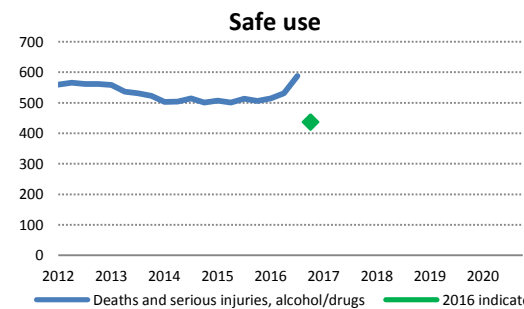
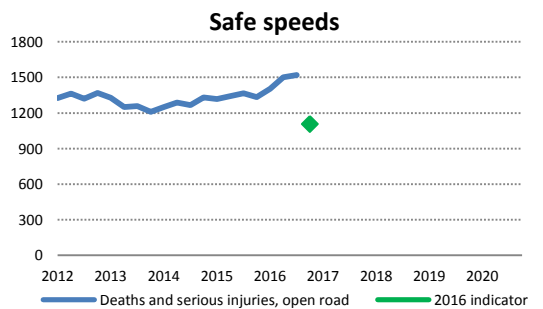
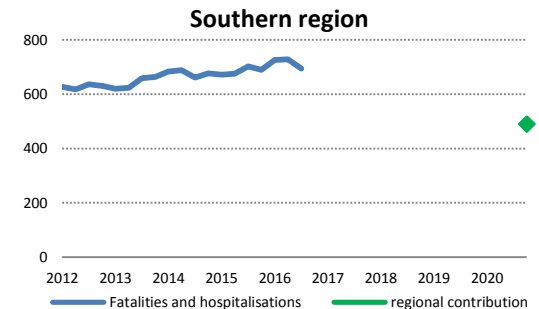
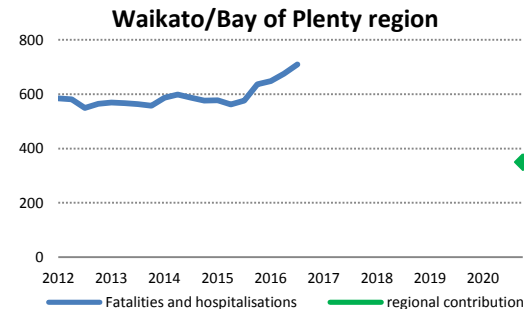
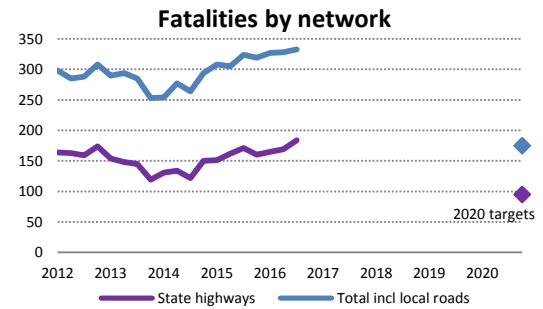
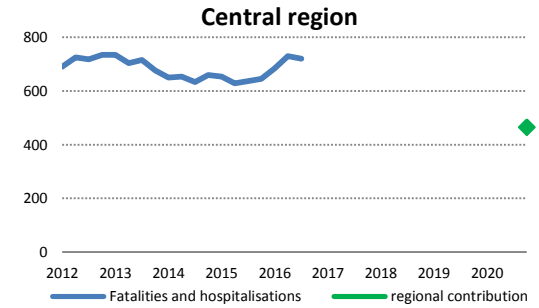
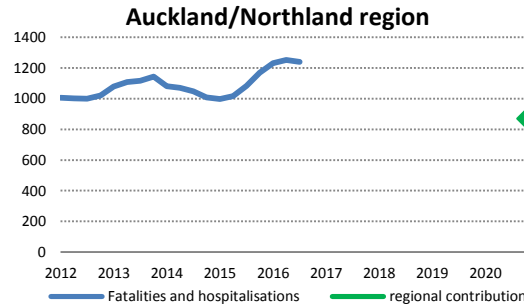
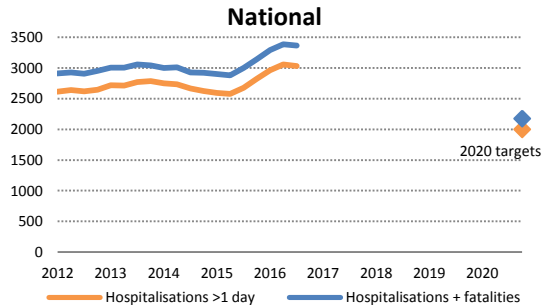
Fatal and serious injuries in crashes, per 100,000 population



* Roads and roadsides casualties result from open road head-on and run off road crashes (80-100 km/h); young driver rates are expressed per 100,000 15-24 year olds. The North Island relationship zones comprise Upper NI (Northland and Auckland), Central NI (Waikato, Bay of Plenty and Taranaki) and Lower NI.

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**.

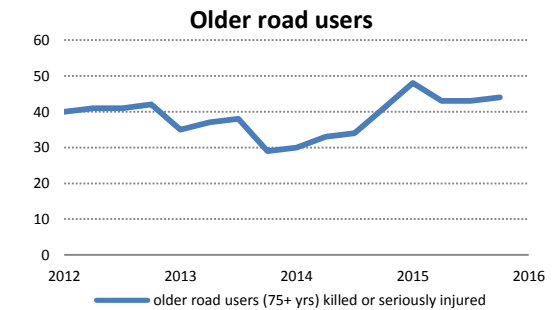
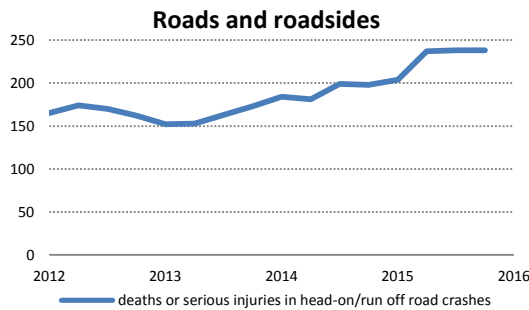
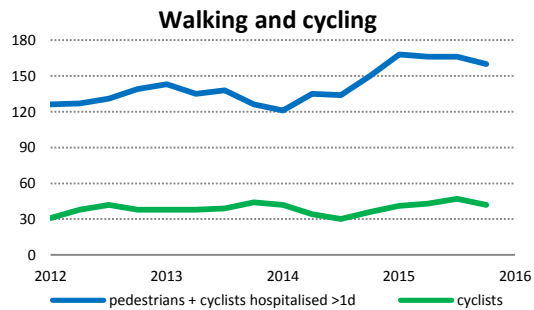
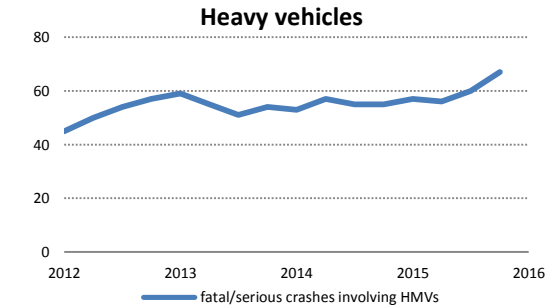
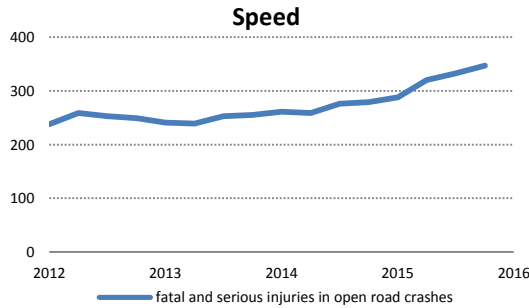
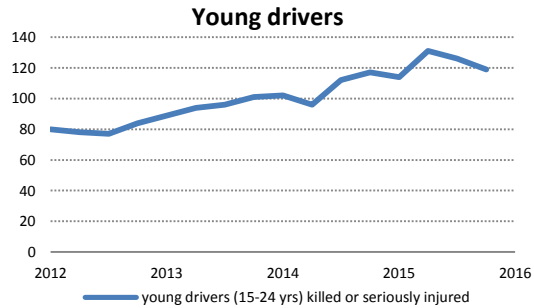
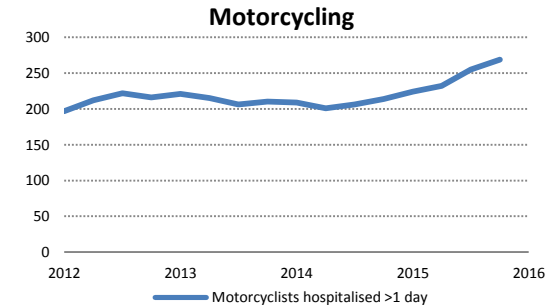
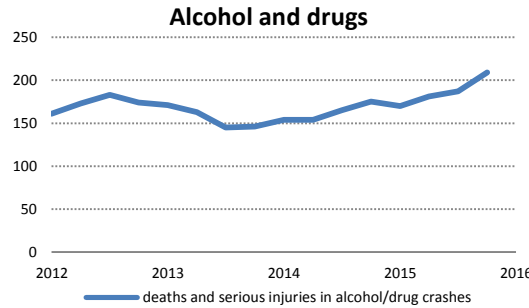
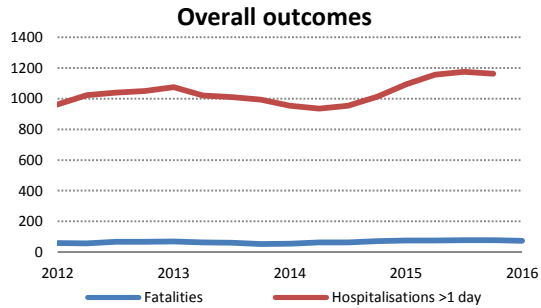


NZ TRANSPORT AGENCY REGIONS - OUTCOMES	LAST FIVE YEARS					
	2012	2013	2014	2015	latest 12 months, to Sept 2016	
Overall outcomes						
fatal or serious injuries in all crashes, per 100,000 population	NZ =	54	51	52	53	57
Northland and Auckland region		34	37	36	44	46
Waikato and Bay of Plenty region		76	67	62	66	72
Central region		56	45	52	47	53
Southern region		73	71	73	67	71
Alcohol and drugs						
fatal or serious injuries in alcohol/drug crashes, per 100,000 population	NZ =	13	12	11	11	12
Northland and Auckland region		10	10	9	10	12
Waikato and Bay of Plenty region		15	19	11	15	19
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	44
Waikato and Bay of Plenty region		105	73	72	83	76
Central region		50	51	55	50	56
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	32
Northland and Auckland region		14	14	15	16	19
Waikato and Bay of Plenty region		53	44	44	48	53
Central region		33	26	31	27	29
Southern region		42	39	41	38	44
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	15
Waikato and Bay of Plenty region		14	16	19	16	17
Central region		11	12	9	12	13
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	19
Southern region		31	25	28	28	33

NZ TRANSPORT AGENCY REGIONS - OUTCOMES	LAST FIVE YEARS					
	2012	2013	2014	2015	latest 12 months, to Sept 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	5.6
Northland and Auckland region		5.7	5.1	4.5	6.1	7.2
Waikato and Bay of Plenty region		4.8	4.3	2.9	3.6	4.8
Central region		5.2	3.8	4.3	4.5	5.9
Southern region		3.0	3.0	3.6	3.0	3.6
Light vehicles						
percentage of light vehicles in fatal/serious crashes without current WOF	NZ =	12%	12%	9%	11%	12%
Northland and Auckland region		14%	9%	11%	11%	11%
Waikato and Bay of Plenty region		11%	15%	9%	14%	16%
Central region		15%	15%	10%	10%	12%
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	6
Waikato and Bay of Plenty region		17	14	13	16	13
Central region		10	9	10	7	9
Southern region		11	10	11	12	12
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	17
Waikato and Bay of Plenty region		11	8	8	9	9
Central region		12	9	10	9	9
Southern region		8	10	12	10	8
Walking and cycling						
pedestrians and cyclists hospitalised >1 day, per 100,000 population	NZ =	9	9	9	9	9
Northland and Auckland region		13	15	14	17	17
Waikato and Bay of Plenty region		5	6	4	5	5
Central region		9	8	9	7	6
Southern region		7	7	7	5	5
Older road users						
persons 75+ years killed or seriously injured, per 100,000 75+ year olds	NZ =	60	48	48	52	51
Northland and Auckland region		50	42	35	53	47
Waikato and Bay of Plenty region		70	48	41	37	34
Central region		57	27	42	52	48
Southern region		68	83	78	62	72
Restraints						
vehicle occupants killed, restraints not worn, 3 year average, per 100,000 population	NZ =	1.3	1.3	1.2	2.0	2.0
Northland and Auckland region		0.4	0.9	0.7	1.5	1.3
Waikato and Bay of Plenty region		3.1	2.5	1.7	3.7	3.1
Central region		1.5	1.0	1.2	1.0	1.5
Southern region		1.2	1.4	1.8	2.7	2.8

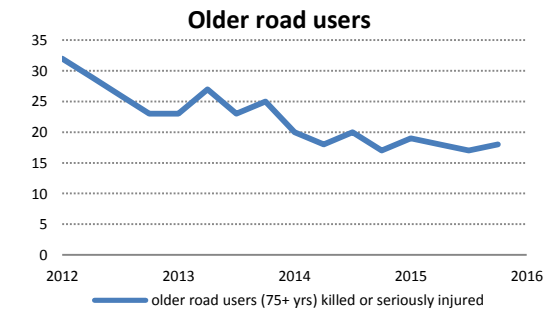
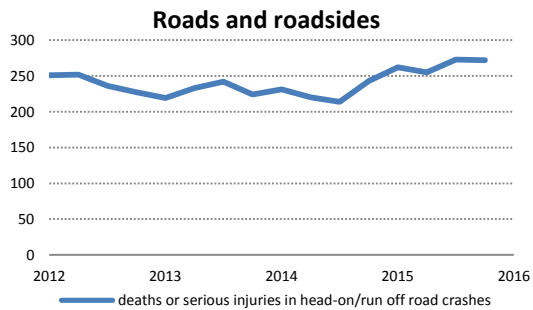
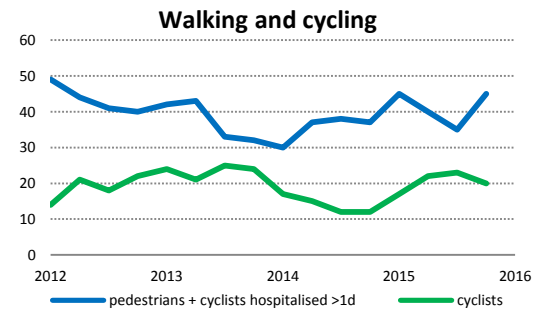
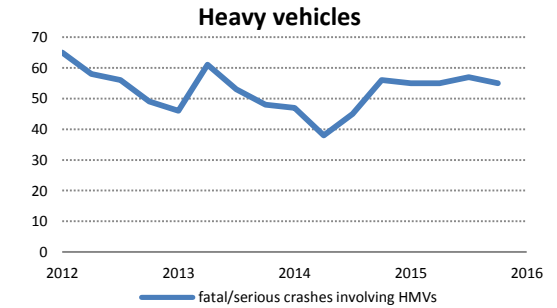
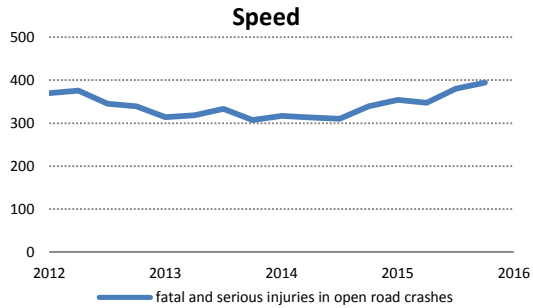
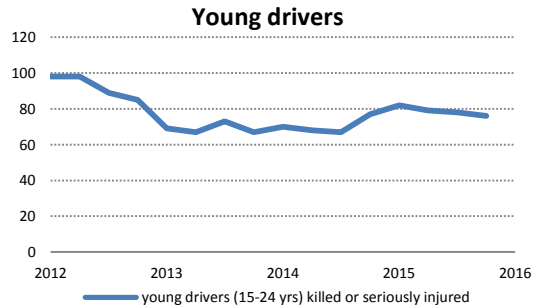
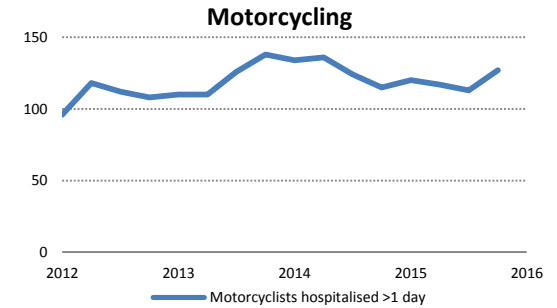
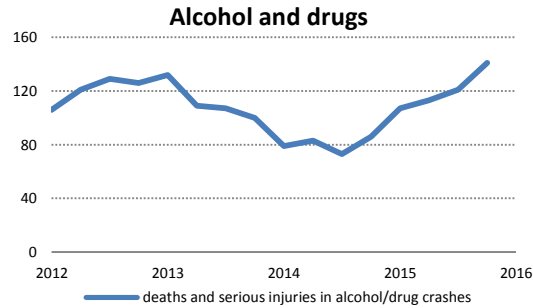
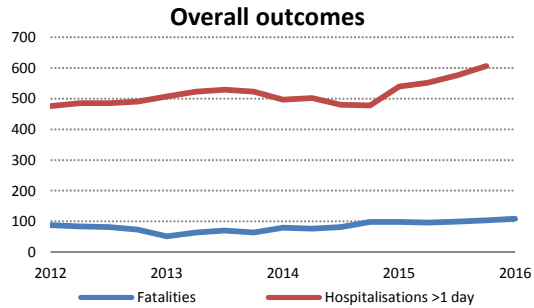
NZTA AUCKLAND/NORTHLAND REGION OUTCOME TRENDS (12 month rolling figures)

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



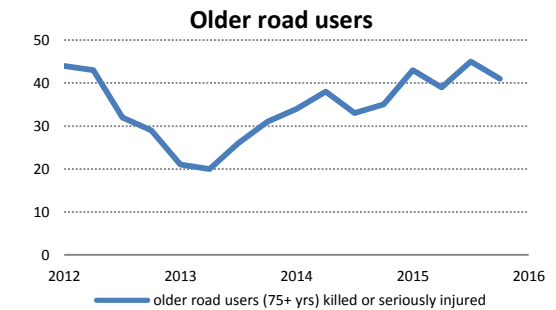
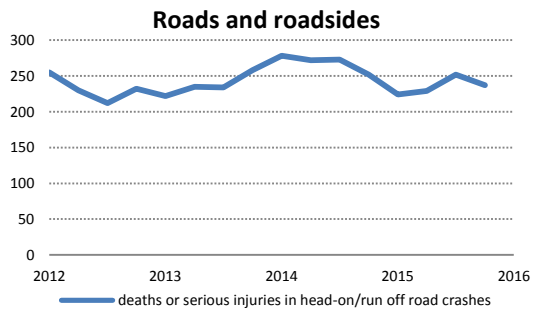
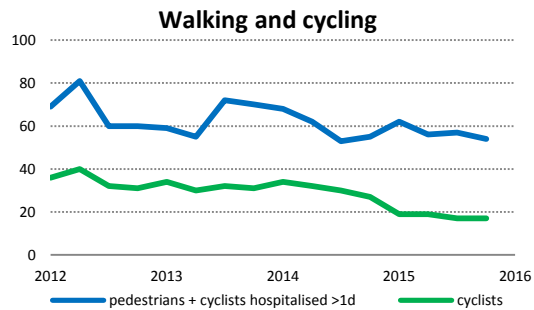
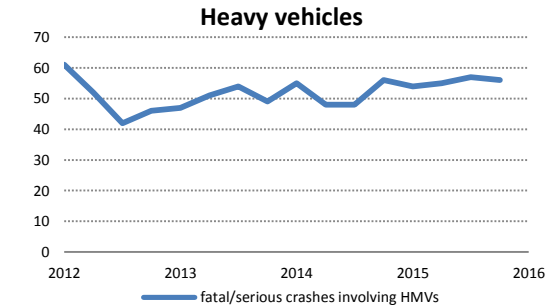
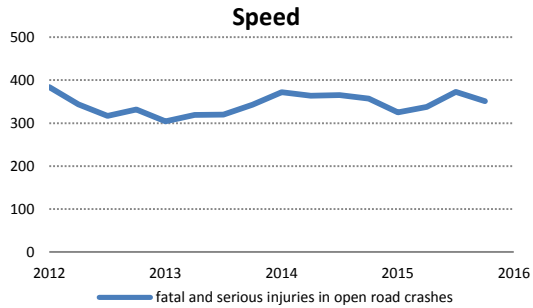
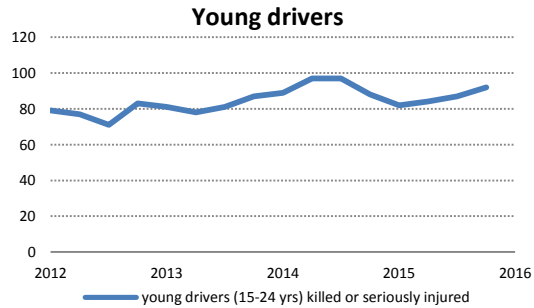
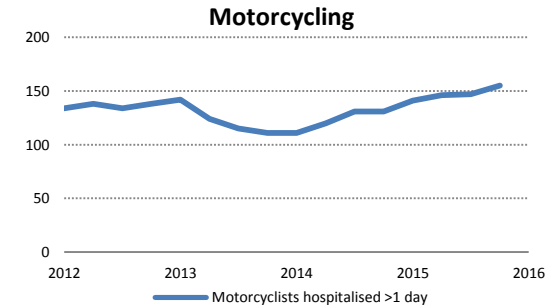
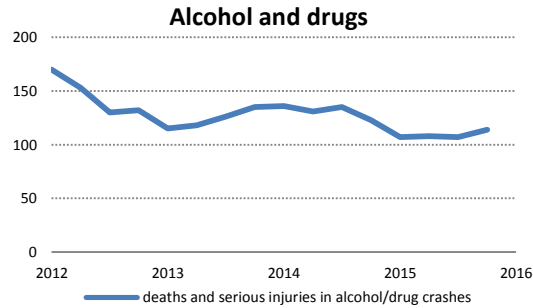
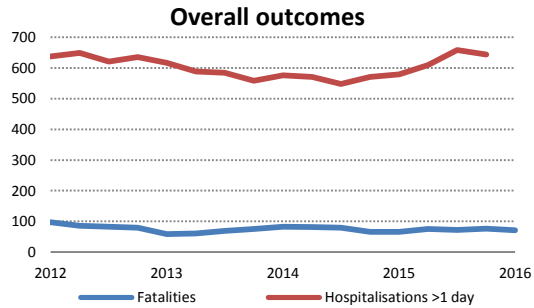
NZTA WAIKATO/BAY OF PLENTY REGION OUTCOME TRENDS (12 month rolling figures)

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.



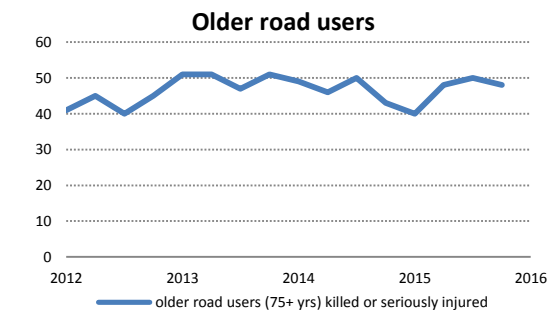
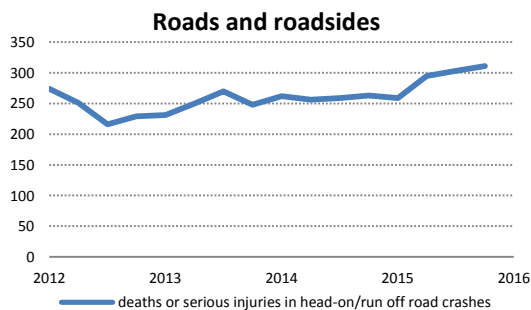
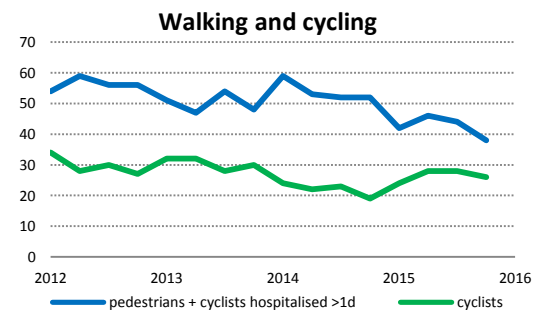
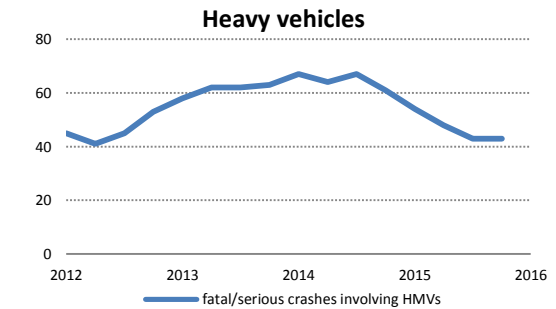
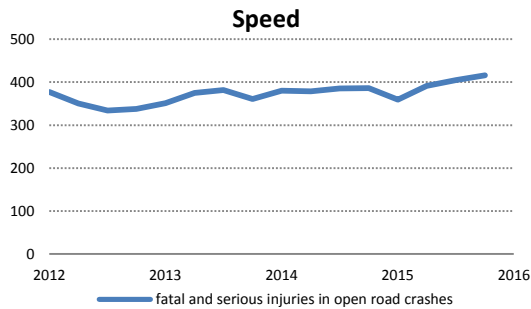
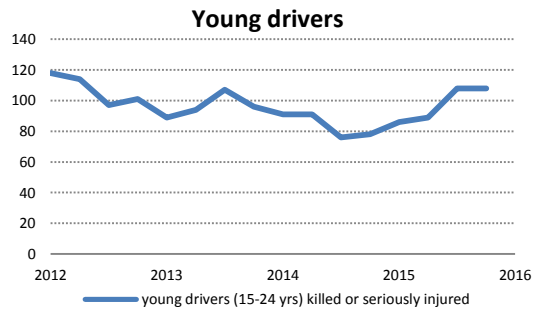
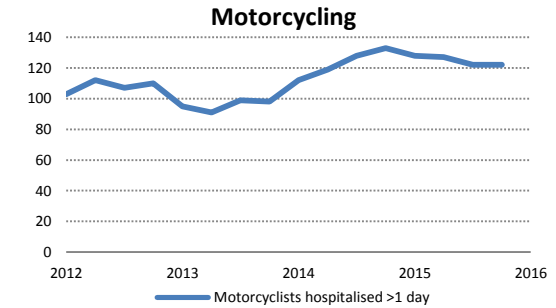
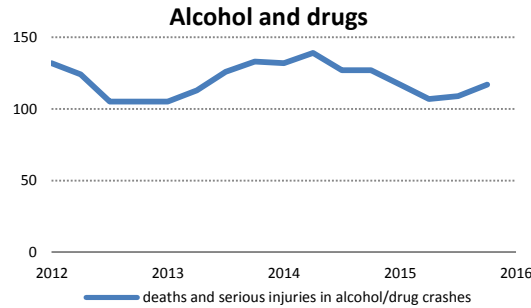
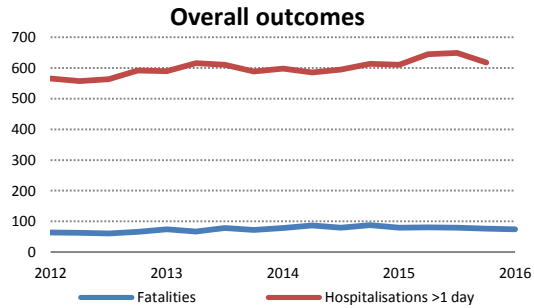
NZTA CENTRAL REGION OUTCOME TRENDS (12 month rolling figures)

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.



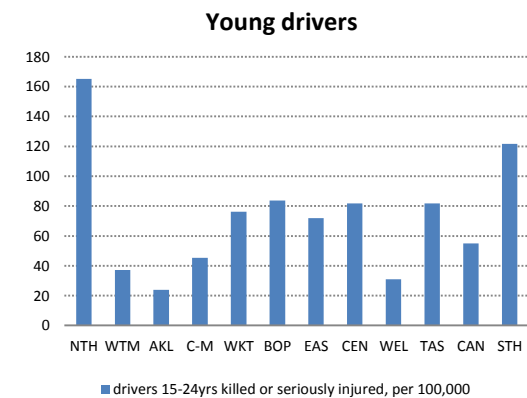
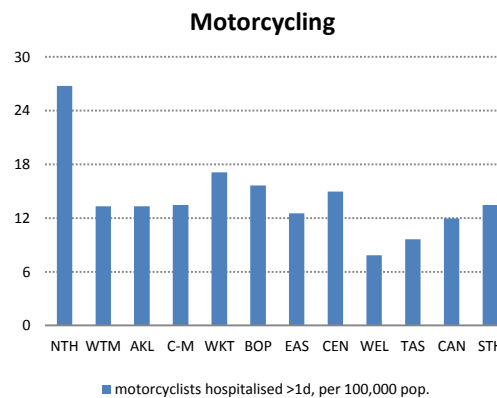
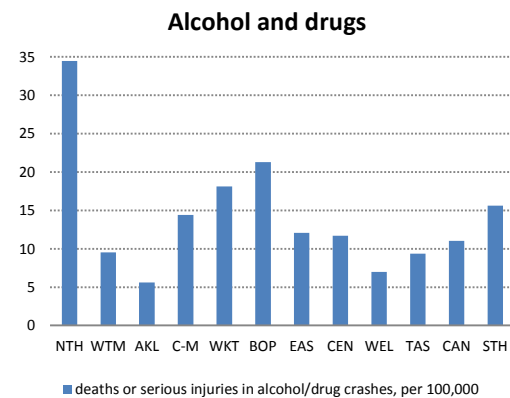
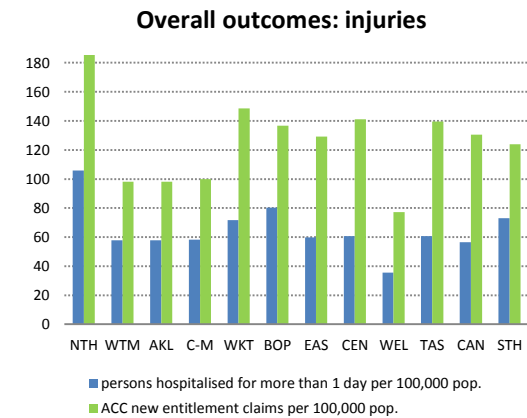
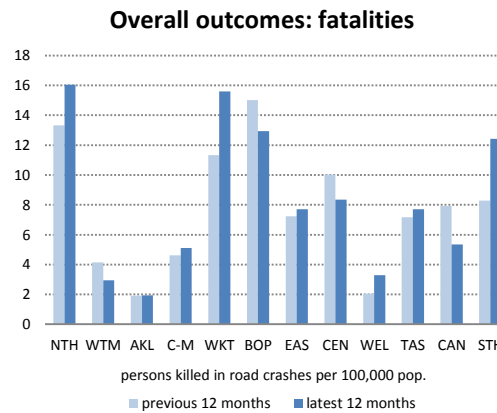
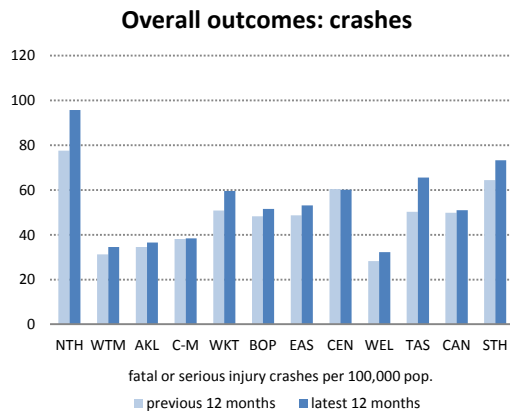
NZTA SOUTHERN REGION OUTCOME TRENDS (12 month rolling figures)

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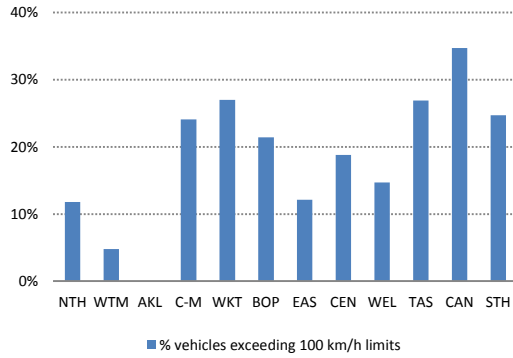


COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

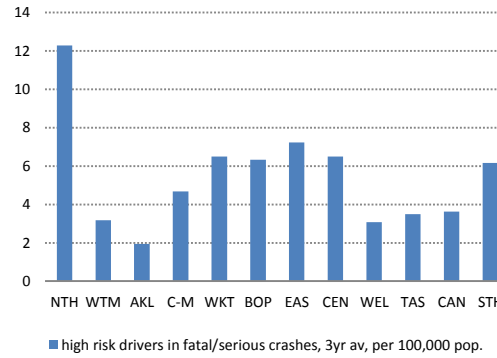
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful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



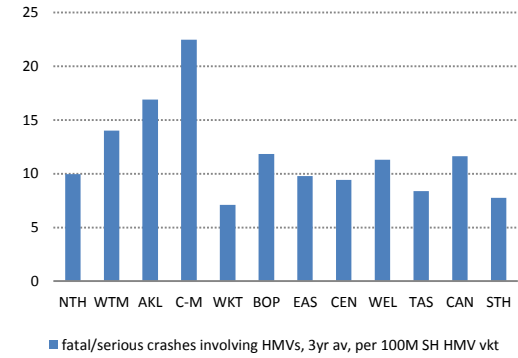
Speed



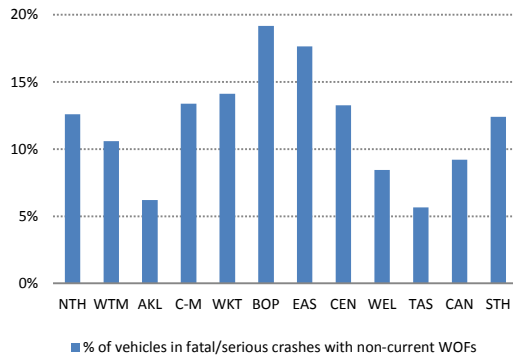
High risk drivers



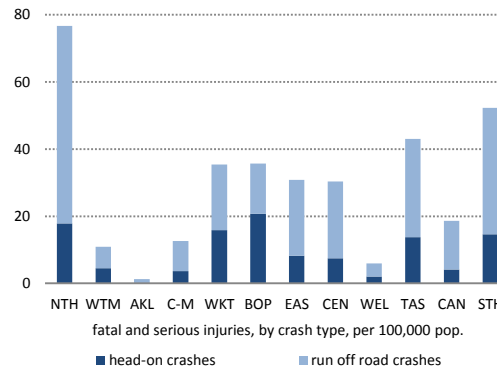
Heavy vehicles



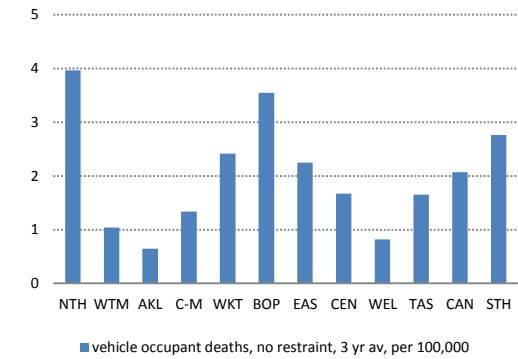
Light vehicles



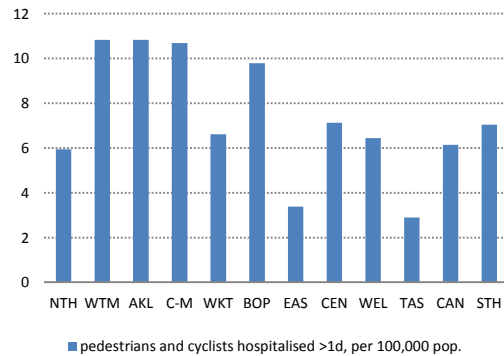
Roads and roadsides



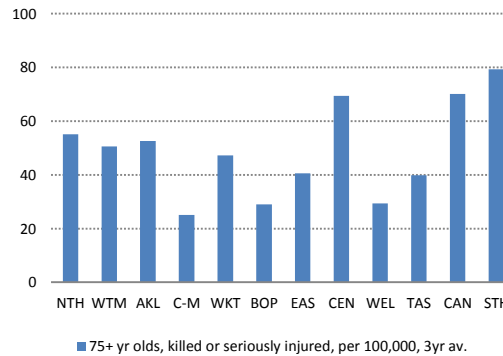
Restraints



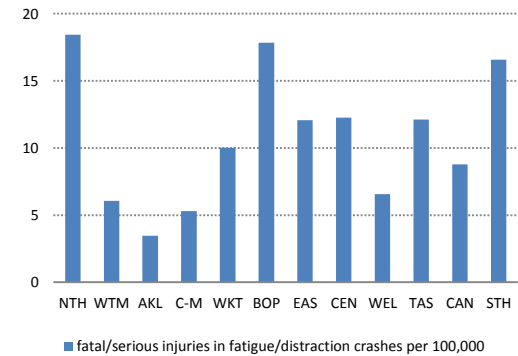
Walking and cycling



Older road users

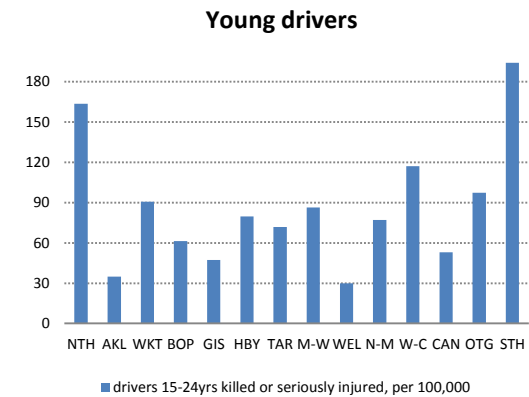
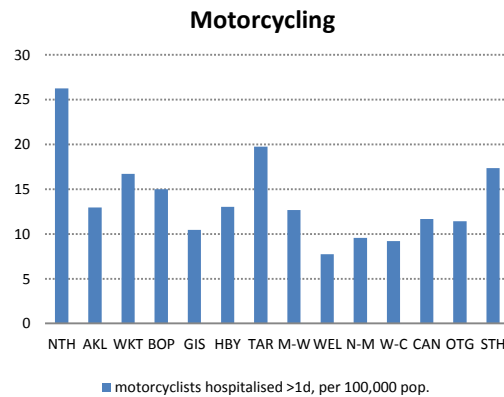
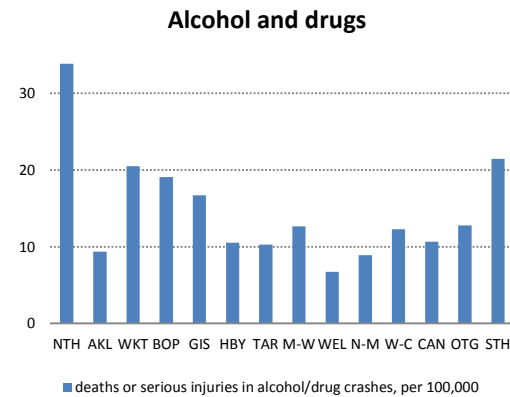
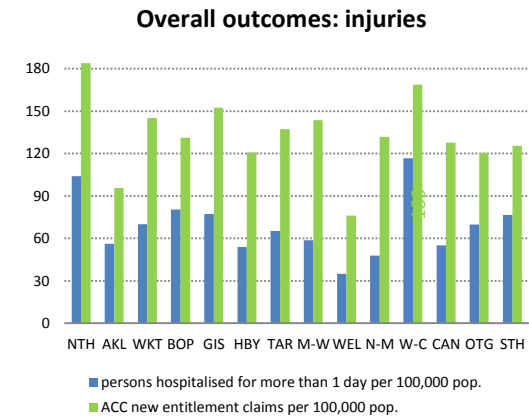
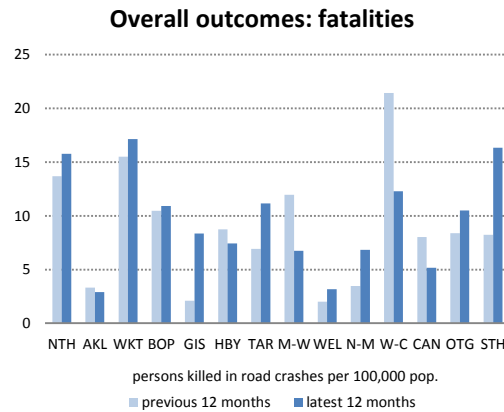
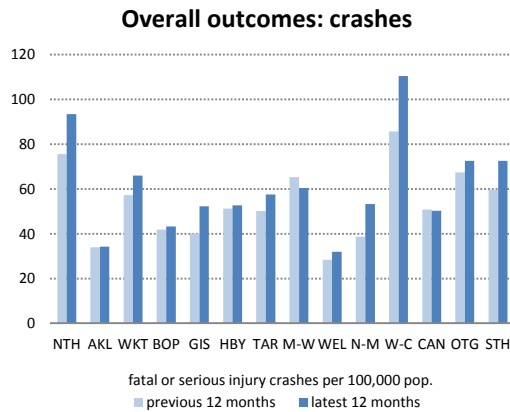


Fatigue and distraction

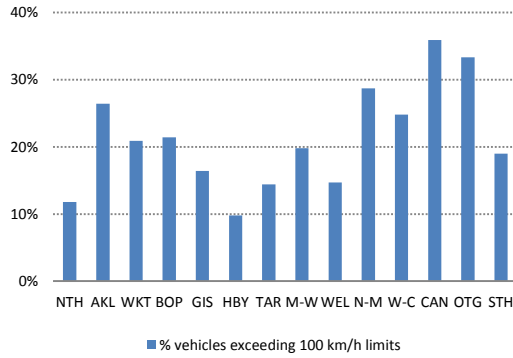


COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

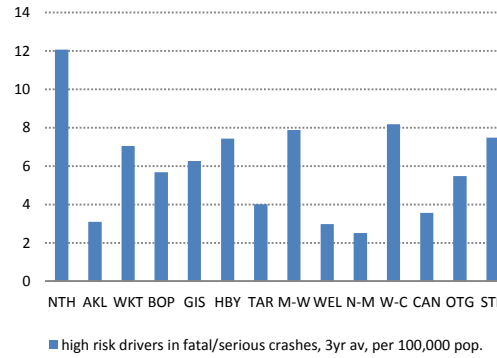
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful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



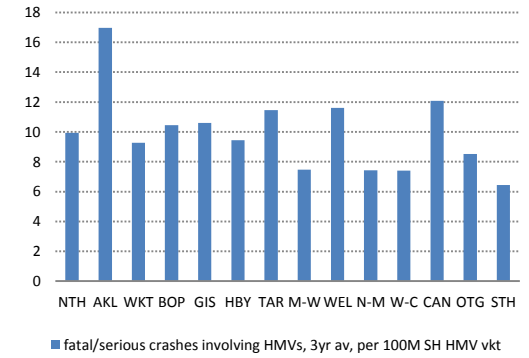
Speed



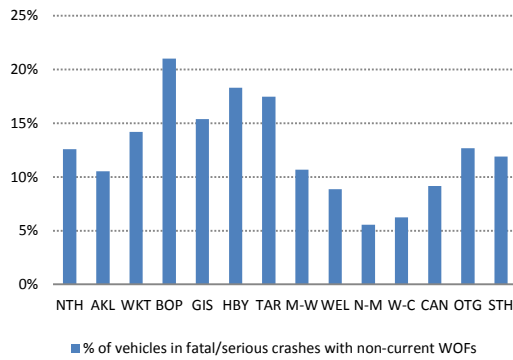
High risk drivers



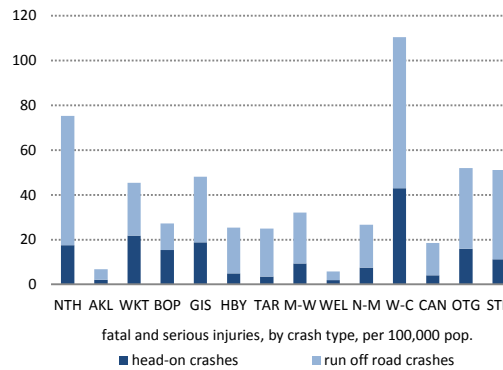
Heavy vehicles



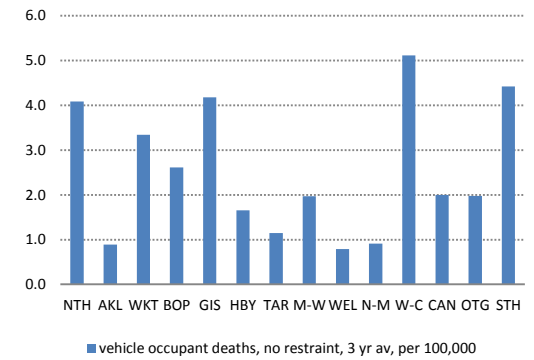
Light vehicles



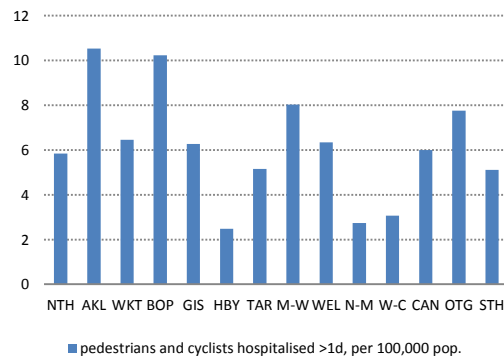
Roads and roadsides



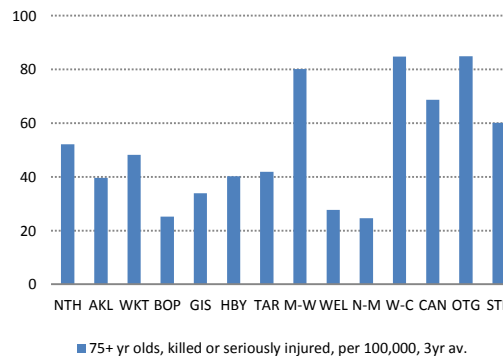
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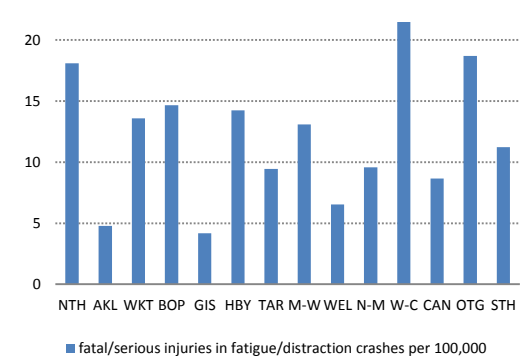
Walking and cycling



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	33	35	37	35	58	50	53	60	32	65	50	72	48
	persons killed in road crashes, per 100,000 popn.	16	3	2	5	3	15	13	8	8	3	8	5	12	7.0
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	104	56	56	57	56	70	79	59	60	35	60	55	72	60
	ACC new entitlement claims, per 100000 popn.	184	96	96	97	96	145	134	128	140	76	138	128	122	118
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	34	9	5	14	10	18	21	12	12	7	9	11	15	13
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	164	36	23	44	35	75	83	72	82	30	82	53	120	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.	12	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.	18	4	0	4	3	16	20	8	7	2	14	4	14	8
	deaths + serious injuries, run off road crashes, per 100,000 popn.	58	6	1	9	6	19	15	22	23	4	29	14	37	15
	deaths + serious injuries, intersection crashes, per 100,000 popn.	22	10	17	14	13	16	15	15	16	12	16	24	25	16
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	12	9	15	9	11	8	12	8	7	11	13	10	14	11
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	26	13	13	13	13	17	15	12	15	8	10	12	13	13
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	13%	11%	6%	13%	10%	14%	19%	18%	13%	8%	6%	9%	12%	12%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	18	6	3	5	5	10	17	12	12	6	12	9	16	9
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	10	14	17	22	18	7	12	10	9	11	8	12	8	11
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	6	11	11	10	10	6	10	3	7	6	3	6	7	8
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	52	49	51	24	41	45	28	39	68	28	38	68	77	54
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	3.9	1.0	0.6	1.3	1.0	2.4	3.5	2.2	1.7	0.8	1.6	2.0	2.7	1.8

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	34	66	43	52	53	57	60	32	53	110	50	73	72
	persons killed in road crashes, per 100,000 popn.	16	3	17	11	8	7	11	7	3	7	12	5	10	16
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	104	56	70	80	77	54	65	59	35	48	117	55	70	77
	ACC new entitlement claims, per 100,000 popn.	184	96	145	131	152	121	137	144	76	132	169	128	120	126
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	34	9	20	19	17	11	10	13	7	9	12	11	13	21
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	164	35	91	61	47	80	72	86	30	77	117	53	97	194
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.	12	3	7	6	6	7	4	8	3	3	8	4	5	7
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	18	2	22	15	19	5	3	9	2	8	43	4	16	11
	deaths + serious injuries, run off road crashes, per 100,000 popn.	58	5	24	12	29	20	21	23	4	19	67	14	36	40
	deaths + serious injuries, intersection crashes, per 100,000 popn.	22	13	18	13	8	17	13	18	12	16	12	24	27	22
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	12	11	9	11	6	9	9	7	11	15	6	10	16	8
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	26	13	17	15	10	13	20	13	8	10	9	12	11	17
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	13%	11%	14%	21%	15%	18%	17%	11%	9%	6%	6%	9%	13%	12%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	18	5	14	15	4	14	9	13	7	10	21	9	19	11
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	10	17	9	10	11	9	11	7	12	7	7	12	9	6
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	6	11	6	10	6	2	5	8	6	3	3	6	8	5
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	52	40	48	25	34	40	42	80	28	25	85	69	85	60
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.1	0.9	3.3	2.6	4.2	1.7	1.1	2.0	0.8	0.9	5.1	2.0	2.0	4.4