

1 APRIL to 30 JUNE 2013

Road safety outcomes

Supplement to
the NZTA
Quarterly report

Q4 2012/13



Cover picture shows the difference in frontal offset crash performance at 64 km/h between a 1 star light vehicle and a 5 star vehicle in ANCAP tests. The Toyota Aurion has dual front airbags, side airbags, head-protecting side curtains and driver knee airbag, antilock brakes (ABS), electronic brake distribution (EBD), electronic stability control (ESC) and automatic headlights as standard equipment, with seat belt reminders fitted to all seats and pretensioners fitted to the front seat belts.

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
- the trend in a representative headline measure over the past five years for each of the *Safer Journeys* areas of concern
- trends in the five high priority *Safer Journeys* areas of concern over the past five years in each NZ 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.

Two new indicators have been added. These show [1] the contribution of vehicle faults to fatal and serious injuries, and [2] overall cyclist casualties (p. 7).

Outcome measures are provided for the most recently available quarter, to June 2013 in some cases but usually to March 2013. Some measures are only available on an annual basis.

Not all outcome measures are available at Regional or Police District level, and alternative headline measures are presented in the relevant charts. In the Regional and Police District charts, some measures are shown on an averaged three-yearly basis where the numbers are too small to give meaningful single year comparisons.

Key results for the quarter are:

- fatal and serious injury crash and casualty numbers have levelled out since 2011, to around **300 fatalities and 2000 reported serious injuries** each year
- approximately **120 – 130 cyclists** are killed or hospitalised for more than one day each year as a result of road crashes
- hospital and ACC figures show an **increase in injuries to motorcyclists**; crash reports show one in four motorcycles in crashes have no current WoF
- the number of fatal or serious injury **crashes involving high risk drivers** has been steadily decreasing in recent years, and slipped below 200 in the past 12 months.

More information ...

Published 30 July 2013

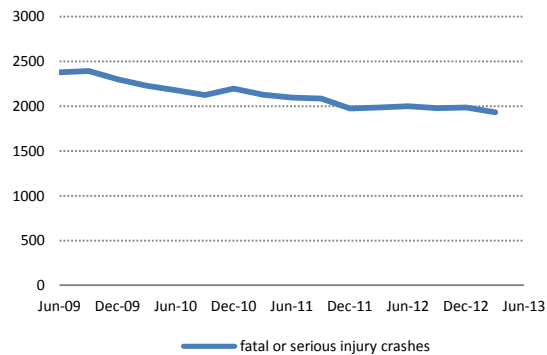
NZ Transport Agency
Private Bag 6995
Wellington 6141

This document is available on the Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

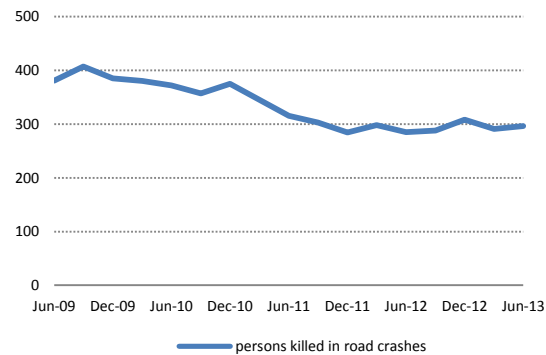
ROAD SAFETY OUTCOME TRENDS 2009–2013 (12-MONTH ROLLING FIGURES)

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.

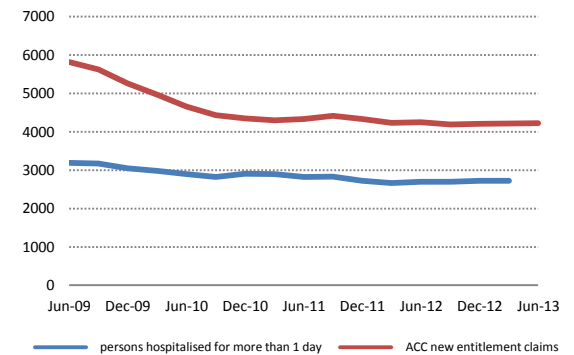
Overall outcomes: crashes



Overall outcomes: fatalities



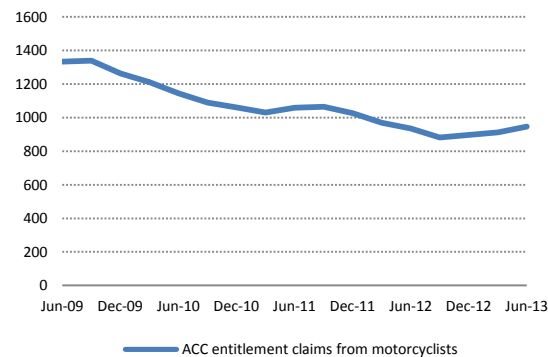
Overall outcomes: injuries



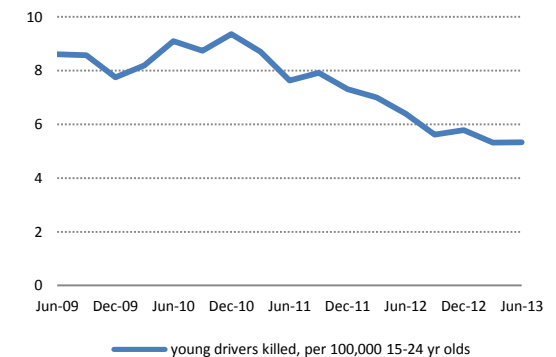
Alcohol and drugs



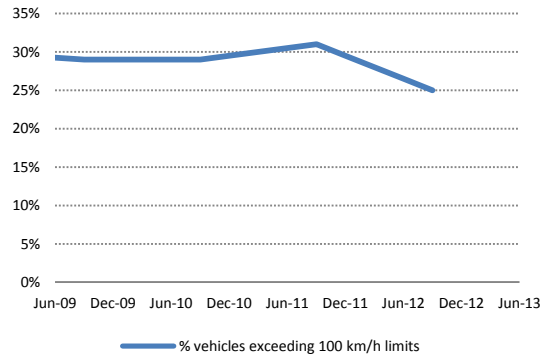
Motorcycling



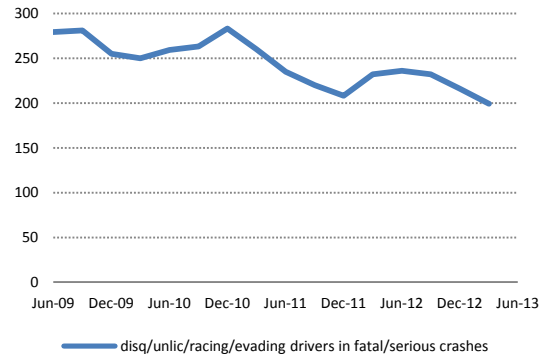
Young drivers



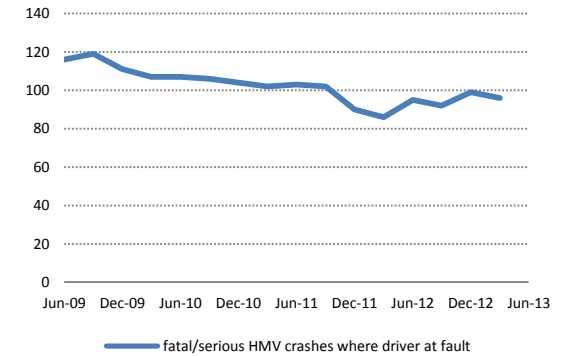
Speed



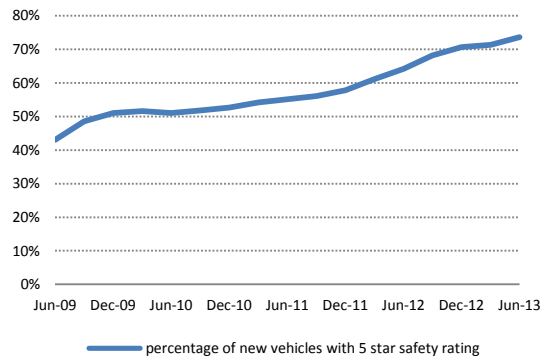
High risk drivers



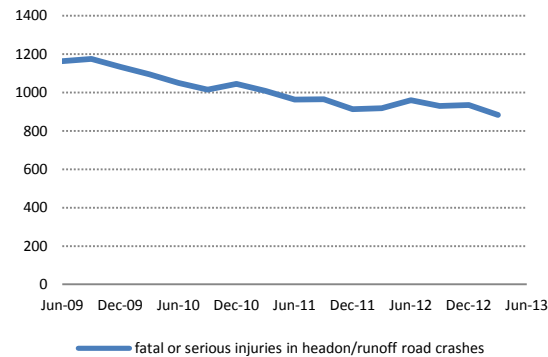
Heavy vehicles



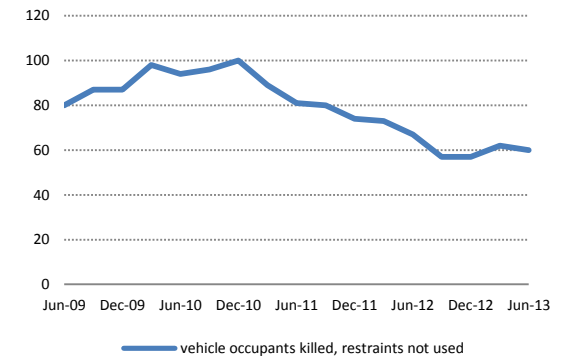
New cars and light commercials



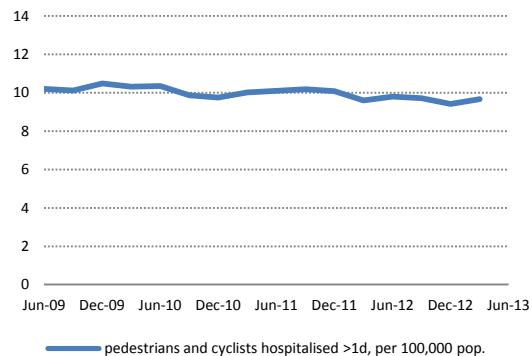
Roads and roadsides



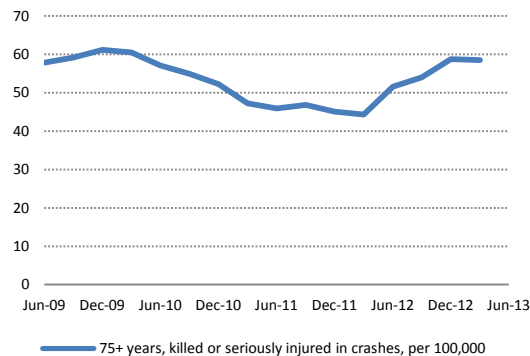
Restraints



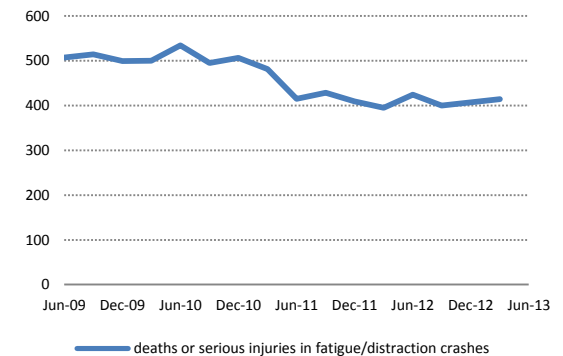
Walking and cycling



Older road users



Fatigue and distraction



| NATIONAL ROAD SAFETY OUTCOMES IN DETAIL | LATEST FIGURES | | | LAST FIVE YEARS | | | | |
|---|----------------|------------------|-----------|-----------------|------|------|------|------|
| | latest quarter | latest 12 months | as at | 2008 | 2009 | 2010 | 2011 | 2012 |
| Overall outcomes | | | | | | | | |
| fatal or serious injury crashes | 489 | 1931 | Mar 2013 | 2413 | 2298 | 2194 | 1975 | 1984 |
| persons killed in road crashes | 61 | 296 | Jun 2013 | 365 | 384 | 375 | 284 | 308 |
| persons killed in road crashes, per 100,000 population, per year | 5.5 | 6.6 | Jun 2013 | 8.5 | 8.9 | 8.5 | 6.4 | 6.9 |
| persons killed or seriously injured | 517 | 2305 | Mar 2013 | 2878 | 2809 | 2663 | 2344 | 2363 |
| persons killed or seriously injured, per 100,000 population, per year | 52 | 52 | Mar 2013 | 67 | 65 | 61 | 53 | 53 |
| persons killed or seriously injured, per 100 million vehicle km travelled | 5.7 | 5.6 | Mar 2013 | 7.1 | 6.9 | 6.4 | 5.7 | 5.7 |
| persons hospitalised for more than 1 day (>1d) | 700 | 2721 | Mar 2013 | 3240 | 3032 | 2908 | 2722 | 2725 |
| ACC new entitlement claims | 1150 | 4223 | June 2013 | 6027 | 5252 | 4346 | 4331 | 4204 |
| Alcohol and drugs | | | | | | | | |
| fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year | 12.7 | 12.5 | Mar 2013 | 16.2 | 16.3 | 15.7 | 12.4 | 12.6 |
| drivers killed with excess alcohol | 14 | 77 | Mar 2013 | 59 | 66 | 67 | 45 | 63 |
| % think high probability being stopped at CBT checkpoint | - | 52% | 2012 | 51% | 52% | 56% | 56% | 52% |
| % think high probability being tested for drugs (NEW) | - | n/a | - | - | - | - | - | - |
| Young drivers | | | | | | | | |
| young drivers killed, per 100,000 15-24 year olds, per year | 5.0 | 5.3 | Jun 2013 | 10.1 | 7.7 | 9.4 | 7.3 | 5.8 |
| young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year | 50 | 48 | Mar 2013 | 73 | 65 | 55 | 50 | 48 |
| % youth believe will be stopped for non alcohol/speed traffic offences | - | 42% | 2012 | 35% | 41% | 44% | 39% | 42% |
| drivers on GDL at fault in fatal/serious crashes | 54 | 217 | Mar 2013 | 384 | 372 | 278 | 255 | 217 |
| young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year | 0.5 | 0.3 | Jun 2013 | 3.7 | 3.0 | 3.7 | 2.3 | 0.3 |
| fatal and serious crashes involving 15-19 year old drivers | 59 | 236 | Mar 2013 | 450 | 442 | 379 | 282 | 251 |
| Speed | | | | | | | | |
| % vehicles exceeding 100 km/h limits | - | 25% | 2012 | 30% | 29% | 29% | 31% | 25% |
| % vehicles exceeding 50 km/h limits | - | 53% | 2012 | 64% | 61% | 58% | 59% | 53% |
| fatal or serious injuries in all open road crashes, 80-100 km/h roads | 323 | 1294 | Mar 2013 | 1546 | 1577 | 1438 | 1323 | 1353 |
| fatal/serious speed-related crashes | 111 | 383 | Mar 2013 | 521 | 464 | 458 | 420 | 376 |
| % disagree probability being detected speeding is small | - | 55% | 2012 | 54% | 50% | 52% | 51% | 55% |
| mean rural speed (km/h) | - | 95.6 | 2012 | 96.6 | 96.3 | 96.2 | 96.5 | 95.6 |
| mean urban speed (km/h) | - | 51.3 | 2012 | 52.6 | 52.3 | 52.0 | 52.0 | 51.3 |
| Motorcycling | | | | | | | | |
| ACC entitlement claims from motorcyclists | 266 | 945 | Jun 2013 | 1412 | 1262 | 1060 | 1026 | 897 |
| motorcycle and moped riders killed, per 100,000 population, per year | 0.9 | 1.1 | Jun 2013 | 1.2 | 1.1 | 1.1 | 0.7 | 1.0 |
| % of motorcycles in crashes with non-current WoFs | 24% | 26% | Mar 2013 | 28% | 26% | 27% | 26% | 25% |
| motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾ | 16.8 | 12.7 | Mar 2013 | 18.0 | 15.6 | 15.2 | 13.7 | 12.4 |
| Roads and roadsides | | | | | | | | |
| fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads | 224 | 883 | Mar 2013 | 1135 | 1133 | 1045 | 912 | 935 |
| fatal or serious injuries in head-on (*not overtaking) crashes, 80-100 km/h roads | 69 | 253 | Mar 2013 | 340 | 361 | 296 | 304 | 298 |
| fatal or serious injuries in run-off road crashes, 80-100 km/h roads | 155 | 630 | Mar 2013 | 795 | 772 | 749 | 608 | 637 |
| fatal or serious injuries in intersection crashes | 171 | 729 | Mar 2013 | 887 | 827 | 782 | 699 | 756 |
| fatal or serious injuries in pedestrian/cyclist crashes | 109 | 411 | Mar 2013 | 500 | 418 | 437 | 422 | 430 |

| NATIONAL ROAD SAFETY OUTCOMES IN DETAIL | LATEST FIGURES | | | LAST FIVE YEARS | | | | |
|--|----------------|------------------|-----------|-----------------|------|------|------|------|
| | latest quarter | latest 12 months | as at | 2008 | 2009 | 2010 | 2011 | 2012 |
| High risk drivers | | | | | | | | |
| fatal or serious injury crashes with high risk driver⁽²⁾ | 53 | 199 | Mar 2013 | 284 | 255 | 283 | 208 | 216 |
| disqualified drivers detected driving | 1850 | 8239 | Mar 2013 | | | 9731 | 9220 | 8424 |
| disqualified or unlicensed drivers involved in fatal/serious crash | 46 | 173 | Mar 2013 | 241 | 203 | 238 | 180 | 181 |
| Light vehicles | | | | | | | | |
| % of new vehicles with 5-star safety rating | 76% | 74% | Jun 2013 | 32% | 51% | 53% | 58% | 71% |
| % of vehicles in fatal/serious crashes with non-current WOFs ⁽¹⁾ | 13% | 12% | Mar 2013 | 14% | 12% | 13% | 12% | 12% |
| NEW: fatal/serious injuries in crashes with contributing vehicle faults | 9 | 50 | Mar 2013 | 86 | 110 | 104 | 73 | 60 |
| average (median) age of light vehicle fleet (years) | - | 13.4 | Dec 2012 | 12.2 | 12.6 | 12.9 | 13.2 | 13.4 |
| Fatigue and distraction | | | | | | | | |
| fatal or serious injuries in fatigue/distraction crashes | 109 | 414 | Mar 2013 | 520 | 499 | 506 | 409 | 407 |
| fatal/serious crashes with contributing fatigue/distraction | 87 | 326 | Mar 2013 | 430 | 404 | 402 | 340 | 327 |
| fatal/serious crashes meeting ATSB fatigue definition ⁽³⁾ | 27 | 115 | Mar 2013 | 127 | 160 | 134 | 105 | 125 |
| Heavy vehicles | | | | | | | | |
| fatal/serious injury HMV crashes where driver at fault | 22 | 96 | Mar 2013 | 124 | 111 | 104 | 90 | 99 |
| fatal/serious crashes involving HMVs | 49 | 199 | Mar 2013 | 277 | 226 | 212 | 209 | 214 |
| % of fatal/serious HMV crashes where HMV driver at fault | 45% | 48% | Mar 2013 | 45% | 49% | 49% | 43% | 46% |
| % of HMV drivers exceeding 90 km/h speed limit | - | 39% | 2012 | 46% | 43% | 45% | 44% | 39% |
| Walking and cycling | | | | | | | | |
| pedestrians and cyclists hospitalised >1d, per 100,000 population, per year | 9.4 | 9.7 | Mar 2013 | 11.4 | 10.5 | 9.7 | 10.1 | 9.4 |
| pedestrians and cyclists killed, per 100,000 population, per year | 0.8 | 1.0 | Jun 2013 | 1.1 | 0.9 | 1.0 | 0.9 | 0.9 |
| fatal or serious injuries to school age (5-17) cyclists and peds | 23 | 75 | Mar 2013 | 99 | 101 | 75 | 91 | 77 |
| NEW: cyclists killed or hospitalised >1 day | 41 | 134 | Mar 2013 | 148 | 122 | 123 | 138 | 119 |
| % cyclists wearing helmets | - | 92% | 2012 | 92% | 92% | 93% | 93% | 92% |
| Older road users | | | | | | | | |
| persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year | 41 | 58 | Mar 2013 | 58 | 61 | 52 | 45 | 59 |
| persons 75+ years killed in road crashes | 12 | 43 | Jun 2013 | 30 | 36 | 34 | 32 | 41 |
| drivers 75+ years, killed or seriously injured, per 100,000 75+ year olds, per year | 24 | 32 | Mar 2013 | 32 | 38 | 29 | 28 | 31 |
| persons 75+ years, ACC claims, per 100,000 75+ year olds, per year | 82 | 72 | June 2013 | 99 | 96 | 75 | 67 | 69 |
| Restraints | | | | | | | | |
| vehicle occupant deaths where restraints not worn | 9 | 60 | Jun 2013 | 69 | 87 | 100 | 74 | 57 |
| % of children (5-9 years) in booster seats | - | 17% | 2011 | - | - | - | 17% | - |
| % front seat adult vehicle occupants restrained | - | 96% | 2012 | 96% | 95% | 96% | 96% | 96% |
| % child (0-4 years) vehicle occupants restrained | - | 92% | 2012 | 90% | 91% | 93% | n/s | 92% |
| % drivers think highly likely to be stopped for non-compliance | - | 40% | 2012 | 40% | 39% | 41% | 40% | 40% |

(1) National headline measure not available at regional/district level, this measure used instead for local government region and police district charts

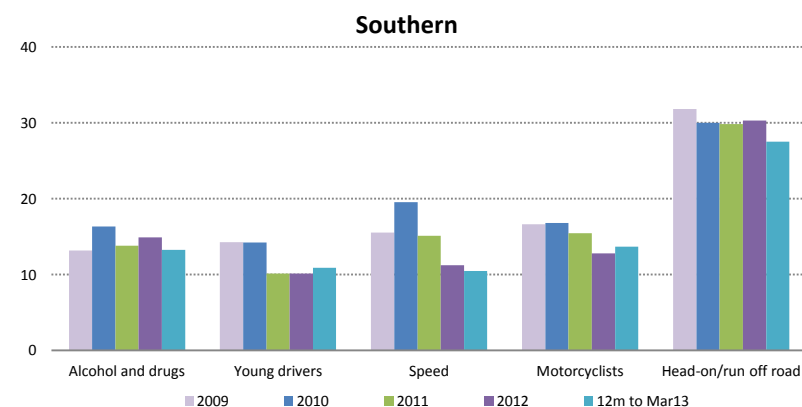
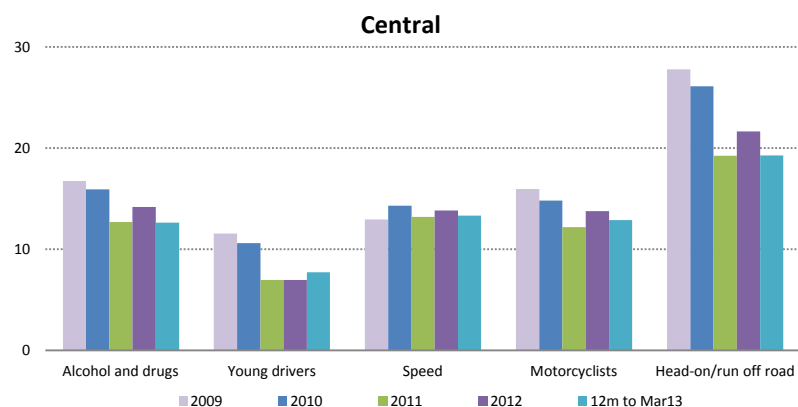
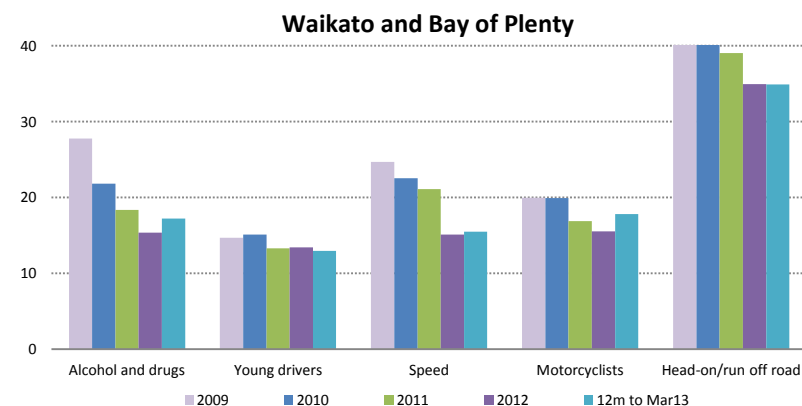
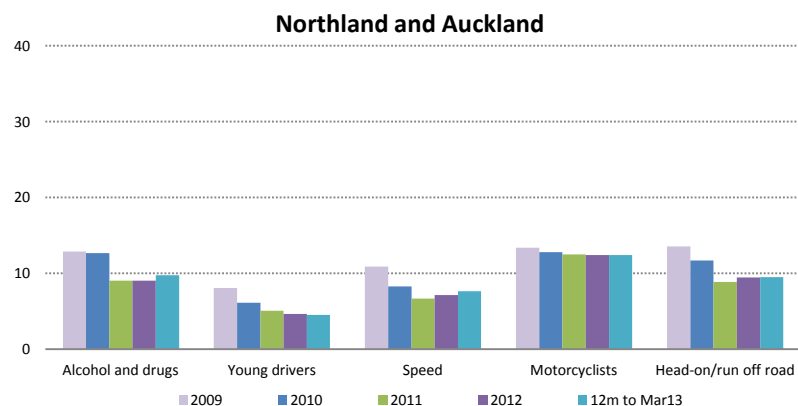
(2) High risk driver = disqualified, unlicensed, illegal street racing, evading enforcement

(3) Counts open road crashes with no alcohol, unlicensed drivers, nor pedestrians, either head-on on straight road, or single vehicle between 00:00-05:59h or 14:00-15:59h

ROAD SAFETY OUTCOMES BY TRANSPORT AGENCY REGION

The following charts and tables show trends over the past 5 years in the four NZ Transport Agency regions for the high priority road safety concerns in *Safer Journeys*. The final bar in each set shows the value for the 12 months to the end of the latest available quarter, to allow full-year comparisons with the preceding annual values.

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



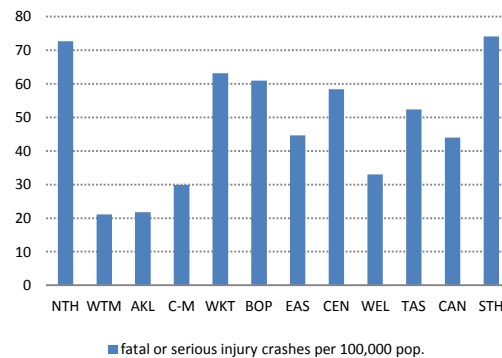
* Motorcycle casualties = hospitalisations for more than 1 day; head-on and run-off road crashes are open road crashes (80-100 km/h).

| NZ TRANSPORT AGENCY REGIONAL OUTCOMES | | LAST FIVE YEARS | | | | |
|---|------|-----------------|------|------|------|-------------------------------|
| | | 2009 | 2010 | 2011 | 2012 | latest 12 months, to Mar 2013 |
| Overall outcomes | | | | | | |
| fatal or serious injuries in all crashes, per 100,000 population | NZ = | 65 | 61 | 53 | 53 | 52 |
| Northland and Auckland region | | 44 | 39 | 33 | 32 | 33 |
| Waikato and Bay of Plenty region | | 90 | 80 | 86 | 75 | 76 |
| Central region | | 64 | 63 | 50 | 55 | 51 |
| Southern region | | 87 | 84 | 69 | 72 | 67 |
| Alcohol and drugs | | | | | | |
| fatal or serious injuries in alcohol/drug crashes, per 100,000 population | NZ = | 16 | 16 | 13 | 13 | 12 |
| Northland and Auckland region | | 13 | 13 | 9 | 9 | 10 |
| Waikato and Bay of Plenty region | | 28 | 22 | 18 | 15 | 17 |
| Central region | | 17 | 16 | 13 | 14 | 13 |
| Southern region | | 13 | 16 | 14 | 15 | 13 |
| Young drivers | | | | | | |
| young drivers killed or seriously injured, per 100,000 total population | NZ = | 11 | 10 | 8 | 8 | 8 |
| Northland and Auckland region | | 8 | 6 | 5 | 5 | 5 |
| Waikato and Bay of Plenty region | | 15 | 15 | 13 | 13 | 13 |
| Central region | | 12 | 11 | 7 | 7 | 8 |
| Southern region | | 14 | 14 | 10 | 10 | 11 |
| young drivers killed or seriously injured, per 100,000 15-24 year olds | NZ = | 78 | 71 | 54 | 58 | 56 |
| Northland and Auckland region | | 54 | 41 | 34 | 32 | 31 |
| Waikato and Bay of Plenty region | | 106 | 109 | 96 | 99 | 99 |
| Central region | | 82 | 75 | 50 | 47 | 47 |
| Southern region | | 96 | 96 | 68 | 89 | 85 |
| Speed | | | | | | |
| fatal or serious injuries in speed-related crashes, per 100,000 population | NZ = | 15 | 14 | 12 | 11 | 11 |
| Northland and Auckland region | | 11 | 8 | 7 | 7 | 8 |
| Waikato and Bay of Plenty region | | 25 | 23 | 21 | 15 | 16 |
| Central region | | 13 | 14 | 13 | 14 | 13 |
| Southern region | | 16 | 20 | 15 | 11 | 10 |
| Motorcycling | | | | | | |
| motorcyclists hospitalised >1d from road crashes, per 100,000 population | NZ = | 16 | 15 | 14 | 13 | 14 |
| Northland and Auckland region | | 13 | 13 | 13 | 12 | 10 |
| Waikato and Bay of Plenty region | | 20 | 20 | 17 | 16 | 18 |
| Central region | | 16 | 15 | 12 | 14 | 13 |
| Southern region | | 17 | 17 | 15 | 13 | 14 |
| Roads and roadsides | | | | | | |
| fatal or serious injuries in head-on* and run off road crashes, per 100,000 population | NZ = | 26 | 24 | 21 | 21 | 20 |
| Northland and Auckland region | | 14 | 12 | 9 | 9 | 10 |
| Waikato and Bay of Plenty region | | 45 | 41 | 39 | 35 | 35 |
| Central region | | 28 | 26 | 19 | 22 | 19 |
| Southern region | | 32 | 30 | 30 | 30 | 28 |

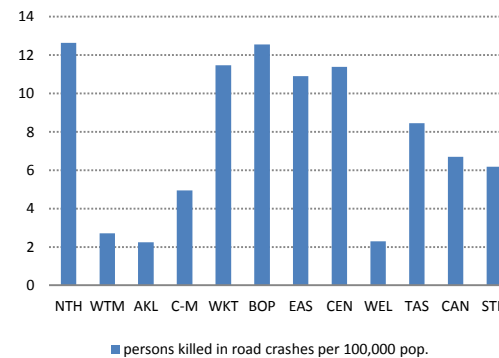
ROAD SAFETY OUTCOMES BY POLICE DISTRICT

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.

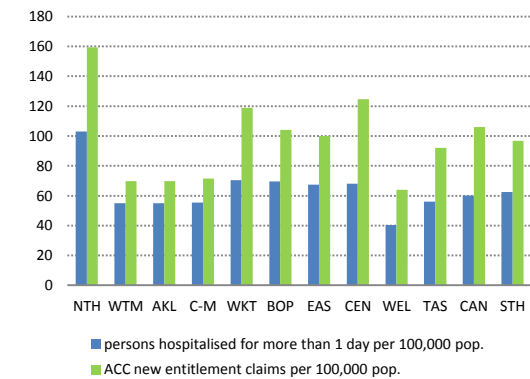
Overall outcomes: crashes



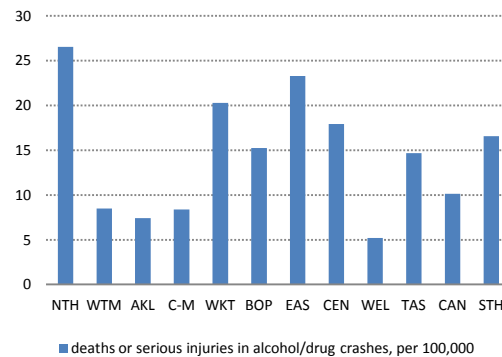
Overall outcomes: fatalities



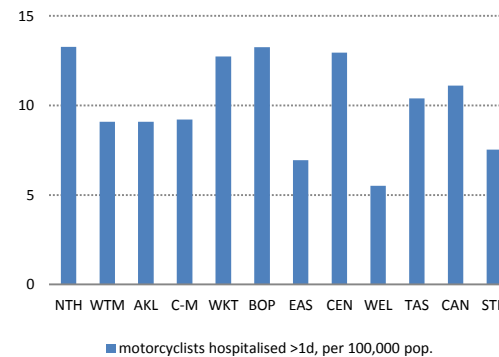
Overall outcomes: injuries



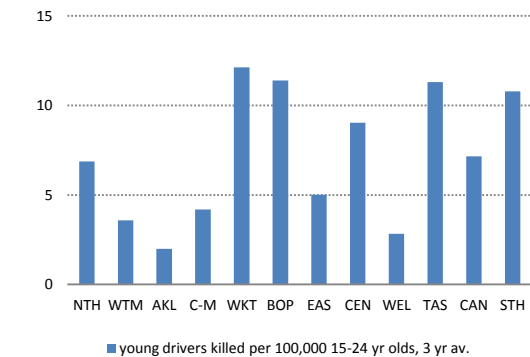
Alcohol and drugs



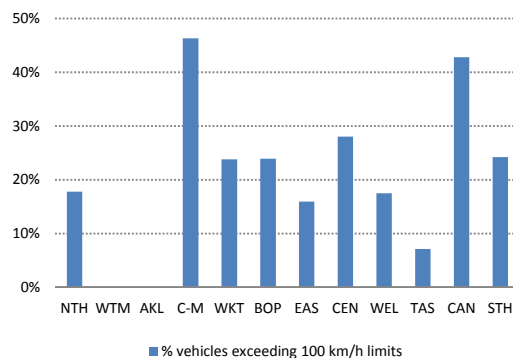
Motorcycling



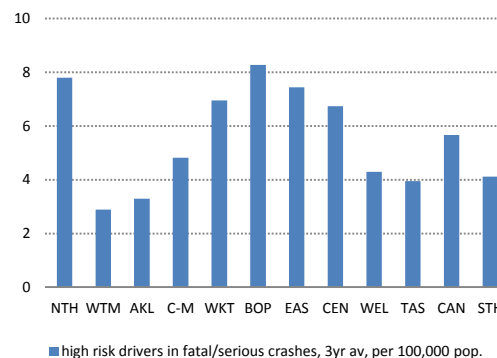
Young drivers



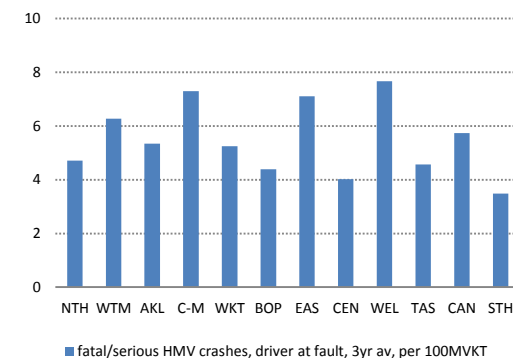
Speed



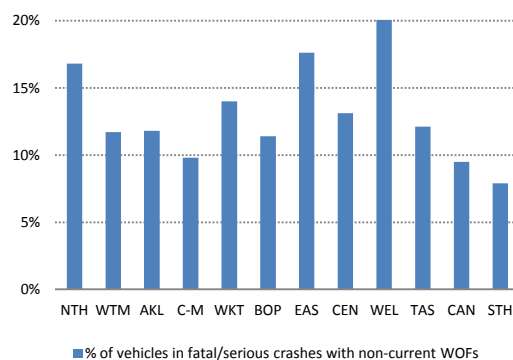
High risk drivers



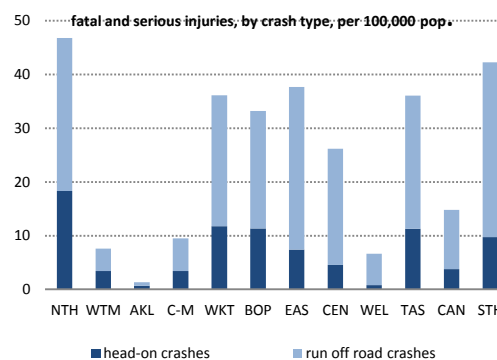
Heavy vehicles



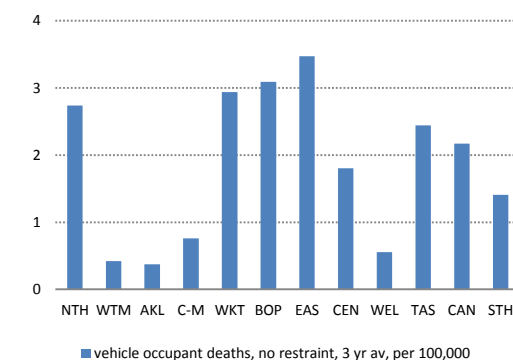
Light vehicles



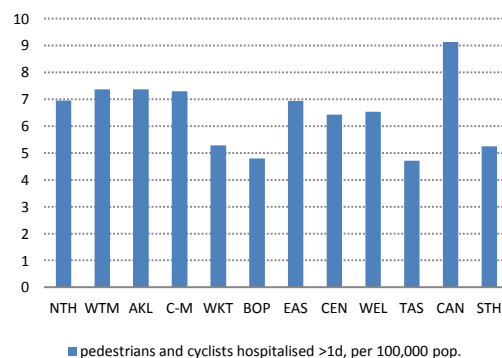
Roads and roadsides



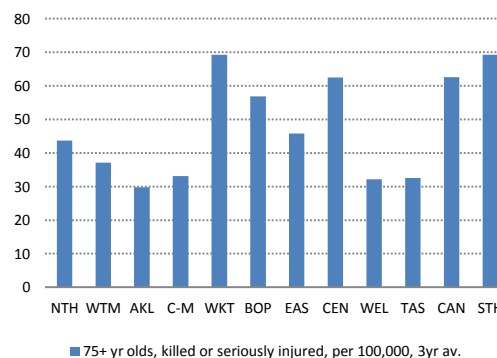
Restraints



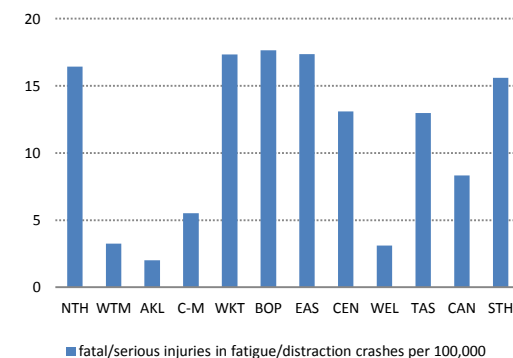
Walking and cycling



Older road users



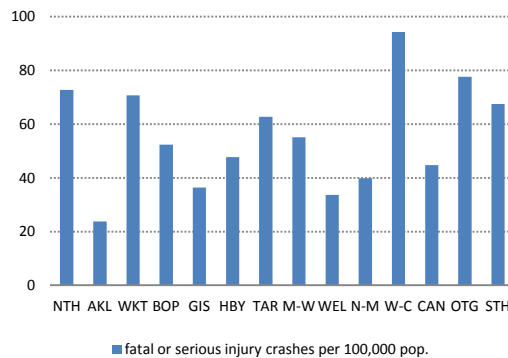
Fatigue and distraction



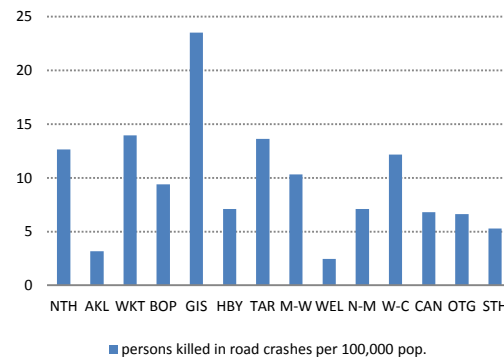
ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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.

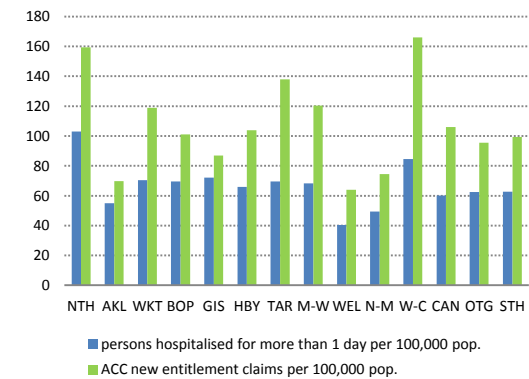
Overall outcomes: crashes



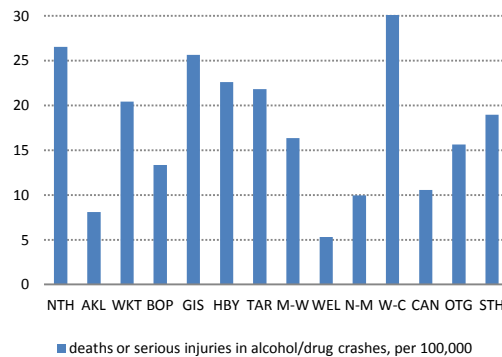
Overall outcomes: fatalities



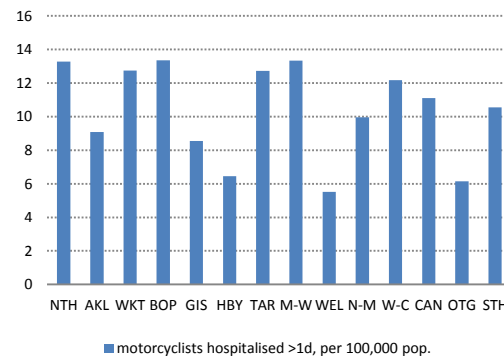
Overall outcomes: injuries



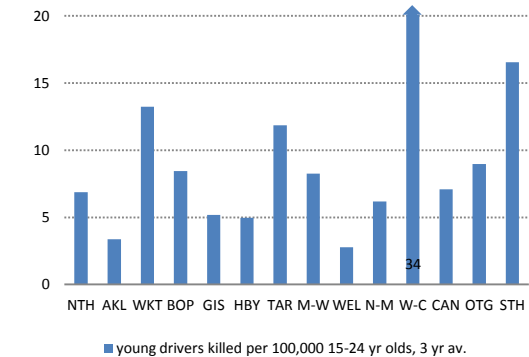
Alcohol and drugs



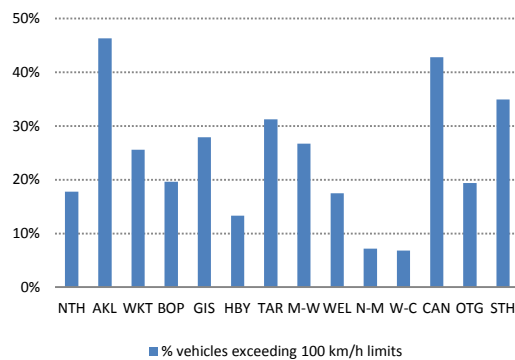
Motorcycling



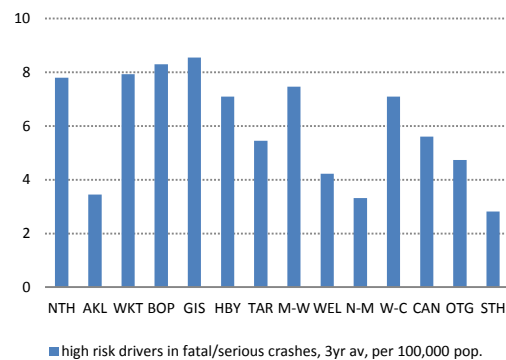
Young drivers



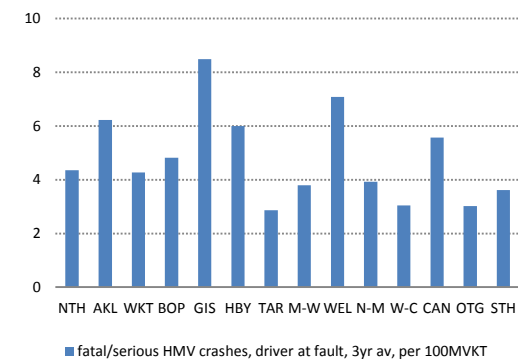
Speed



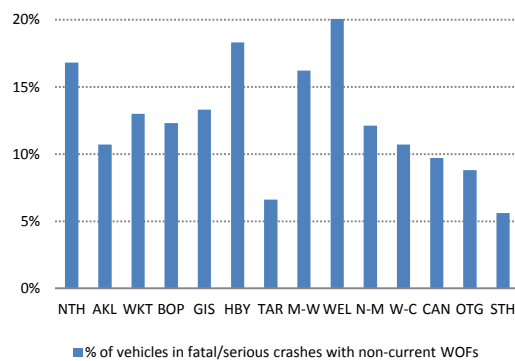
High risk drivers



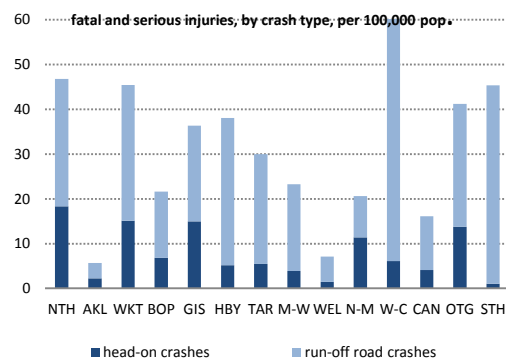
Heavy vehicles



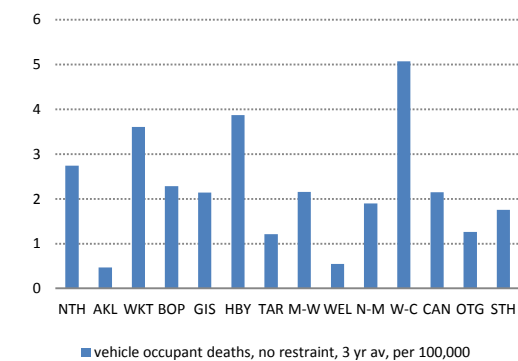
Light vehicles



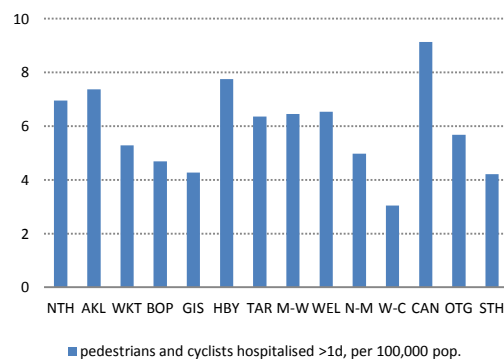
Roads and roadsides



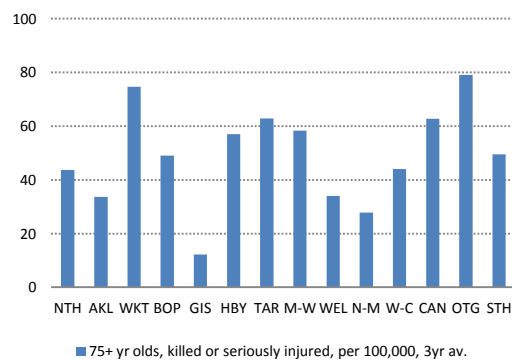
Restraints



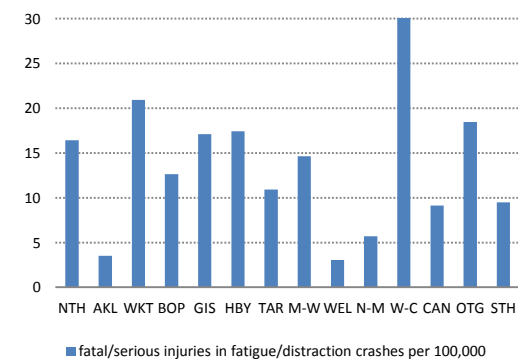
Walking and cycling



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 |
|--------------------------------------|--|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Overall | fatal or serious injury crashes per 100,000 population | 73 | 21 | 22 | 30 | 24 | 63 | 61 | 45 | 58 | 33 | 52 | 44 | 74 | 44 |
| | persons killed in road crashes, per 100,000 population | 13 | 3 | 2 | 5 | 3 | 11 | 12 | 11 | 11 | 2 | 8 | 7 | 6 | 6.6 |
| | persons hospitalised more than 1 day (>1d) , per 100000 popn. | 104 | 55 | 55 | 56 | 55 | 71 | 70 | 68 | 68 | 41 | 57 | 60 | 63 | 61 |
| | ACC new entitlement claims, per 100000 population | 159 | 70 | 70 | 72 | 70 | 119 | 104 | 100 | 125 | 64 | 92 | 106 | 97 | 94 |
| Alcohol | deaths or serious injuries in alc/drug crashes, per 100,000 popn. | 27 | 8 | 7 | 8 | 8 | 20 | 15 | 23 | 18 | 5 | 15 | 10 | 17 | 13 |
| Youth | young drivers killed, per 100,000 15-24 year olds, 3-year average | 7 | 4 | 2 | 4 | 3 | 12 | 11 | 5 | 9 | 3 | 11 | 7 | 11 | 6 |
| Speed | % vehicles exceeding 100 km/h limits | 18% | - | - | 46% | 46% | 24% | 24% | 16% | 28% | 18% | 7% | 43% | 24% | 25% |
| High risk | high risk drivers in fatal/serious crash, 3-year average per 100,000 popn. | 8 | 3 | 3 | 5 | 4 | 7 | 8 | 7 | 7 | 4 | 4 | 6 | 4 | 5 |
| Roads and roadsides | deaths + serious injuries in head-on crashes, per 100,000 popn. | 18 | 3 | 1 | 3 | 3 | 12 | 11 | 7 | 5 | 1 | 11 | 4 | 10 | 6 |
| | deaths + serious injuries, run-off road crashes, per 100,000 popn. | 28 | 4 | 1 | 6 | 4 | 24 | 22 | 30 | 22 | 6 | 25 | 11 | 32 | 14 |
| | deaths + serious injuries, intersection crashes, per 100,000 popn. | 18 | 11 | 11 | 11 | 11 | 23 | 16 | 10 | 24 | 13 | 12 | 23 | 29 | 16 |
| | deaths + serious injuries in ped/cyclist crashes, per 100,000 popn. | 11 | 4 | 7 | 8 | 6 | 10 | 14 | 6 | 10 | 12 | 7 | 12 | 10 | 9 |
| Motorcycles | motorcyclists hospitalised >1d, per 100,000 population | 13 | 9 | 9 | 9 | 9 | 13 | 13 | 7 | 13 | 6 | 10 | 11 | 8 | 10 |
| Light vehicles | % of vehicles in fatal/serious crashes without current WoFs | 17% | 12% | 12% | 10% | 11% | 14% | 11% | 18% | 13% | 21% | 12% | 10% | 8% | 12% |
| Fatigue | fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn. | 16 | 3 | 2 | 6 | 4 | 17 | 18 | 17 | 13 | 3 | 13 | 8 | 16 | 9 |
| Heavy vehicles | fatal/serious hmv at fault crashes, 3yr avg, per 100m VKT | 5 | 6 | 5 | 7 | 6 | 5 | 4 | 7 | 4 | 8 | 5 | 6 | 3 | 5 |
| Walk/cycle | pedestrians and cyclists hospitalised >1d, per 100,000 population | 7 | 7 | 7 | 7 | 7 | 5 | 5 | 7 | 6 | 7 | 5 | 9 | 5 | 7 |
| Older users | persons 75+ years killed or seriously injured, per 100,000, 3yr avg. | 44 | 37 | 30 | 33 | 34 | 69 | 57 | 46 | 62 | 32 | 32 | 62 | 69 | 51 |
| Restraints | occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn. | 2.7 | 0.4 | 0.4 | 0.8 | 0.5 | 2.9 | 3.1 | 3.5 | 1.8 | 0.6 | 2.4 | 2.2 | 1.4 | 1.6 |

| REGIONAL ROAD SAFETY OUTCOMES | | NTH | AKL | WKT | BOP | GIS | HBV | TAR | M-W | WEL | N-M | W-C | CAN | OTG | STH |
|-------------------------------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Overall | fatal or serious injury crashes per 100,000 population | 73 | 24 | 71 | 52 | 36 | 48 | 63 | 55 | 34 | 40 | 94 | 45 | 78 | 67 |
| | persons killed in road crashes, per 100,000 population | 13 | 3 | 14 | 9 | 24 | 7 | 14 | 10 | 2 | 7 | 12 | 7 | 7 | 5 |
| | persons hospitalised more than 1 day (>1d) , per 100,000 popn. | 104 | 55 | 71 | 70 | 73 | 66 | 70 | 69 | 41 | 50 | 85 | 60 | 63 | 63 |
| | ACC new entitlement claims, per 100,000 population | 159 | 70 | 119 | 101 | 87 | 104 | 138 | 120 | 64 | 74 | 166 | 106 | 95 | 99 |
| Alcohol | deaths or serious injuries in alcohol/drug crashes, per 100,000 popn. | 27 | 8 | 20 | 13 | 26 | 23 | 22 | 16 | 5 | 10 | 30 | 11 | 16 | 19 |
| Youth | young drivers killed, per 100,000 15-24 year olds, 3-year average | 7 | 3 | 13 | 8 | 5 | 5 | 12 | 8 | 3 | 6 | 34 | 7 | 9 | 17 |
| Speed | % vehicles exceeding 100 km/h limits | 18% | 46% | 26% | 20% | 28% | 13% | 31% | 27% | 18% | 7% | 7% | 43% | 19% | 35% |
| High risk | high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn. | 8 | 3 | 8 | 8 | 9 | 7 | 5 | 7 | 4 | 3 | 7 | 6 | 5 | 3 |
| Roads and roadsides | deaths + serious injuries in head-on crashes, per 100,000 popn. | 18 | 2 | 15 | 7 | 15 | 5 | 5 | 4 | 1 | 11 | 6 | 4 | 14 | 1 |
| | deaths + serious injuries, run-off road crashes, per 100,000 popn. | 28 | 3 | 30 | 15 | 21 | 33 | 25 | 19 | 6 | 9 | 76 | 12 | 27 | 44 |
| | deaths + serious injuries, intersection crashes, per 100,000 popn. | 18 | 11 | 22 | 15 | 4 | 12 | 26 | 23 | 13 | 12 | 9 | 23 | 29 | 27 |
| | deaths + serious injuries in ped/cyclist crashes, per 100,000 popn. | 12 | 6 | 12 | 13 | 6 | 6 | 13 | 8 | 12 | 6 | 6 | 12 | 12 | 7 |
| Motorcycles | motorcyclists hospitalised >1d, per 100,000 population | 13 | 9 | 13 | 13 | 9 | 6 | 13 | 13 | 6 | 10 | 12 | 11 | 6 | 11 |
| Light vehicles | % of vehicles in fatal/serious crashes without current WoFs | 17% | 11% | 13% | 12% | 13% | 18% | 7% | 16% | 21% | 12% | 11% | 10% | 9% | 6% |
| Fatigue | fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn. | 16 | 4 | 21 | 13 | 17 | 17 | 11 | 15 | 3 | 6 | 30 | 9 | 18 | 9 |
| Heavy vehicles | fatal/serious HMV at fault crashes, 3yr avg, per 100m VKT | 4 | 6 | 4 | 5 | 8 | 6 | 3 | 4 | 7 | 4 | 3 | 6 | 3 | 4 |
| Walk/cycle | pedestrians and cyclists hospitalised >1d, per 100,000 population | 7 | 7 | 5 | 5 | 4 | 8 | 6 | 6 | 7 | 5 | 3 | 9 | 6 | 4 |
| Older users | persons 75+ years killed or seriously injured, per 100,000, 3yr avg. | 44 | 34 | 75 | 49 | 12 | 57 | 63 | 58 | 34 | 28 | 44 | 63 | 79 | 50 |
| Restraints | occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn. | 2.7 | 0.5 | 3.6 | 2.3 | 2.1 | 3.9 | 1.2 | 2.2 | 0.5 | 1.9 | 5.1 | 2.1 | 1.3 | 1.8 |