

# ROAD SAFETY OUTCOMES

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

1 October to 31 December 2019

**Q2 2019/20**



These reports were designed to monitor the outcomes for each of the areas of concern in the *Safer Journeys to 2020* road safety strategy, which has now concluded.

This final quarterly summary of road safety outcomes shows:

- an overall picture of fatal and serious casualties in road crashes over the past five years
- a set of intermediate outcome measures for each of the *Safer Journeys* areas of concern, **by calendar year**
- the trend in a representative headline measure over the past five years for each of the *Safer Journeys* areas of concern
- trends in eight of the *Safer Journeys* areas of concern over the past five years in the four NZ Transport Agency regional groupings
- Local Government Region and Police District comparisons against a representative headline outcome measure for each of the *Safer Journeys* areas of concern.

The outcome indicator for **light vehicle safety** in this report shows the more useful *percentage of new light vehicles with an ANCAP 5-star rating*. In previous reports were shown the percentage of ANCAP rated vehicles which had a 5-star rating, but around a quarter of new light vehicles sold in NZ do not have ANCAP ratings.

Outcome measures are provided for the most recently available quarter, to December 2019 in some cases but usually to September 2019. Some measures are only available on an annual basis.

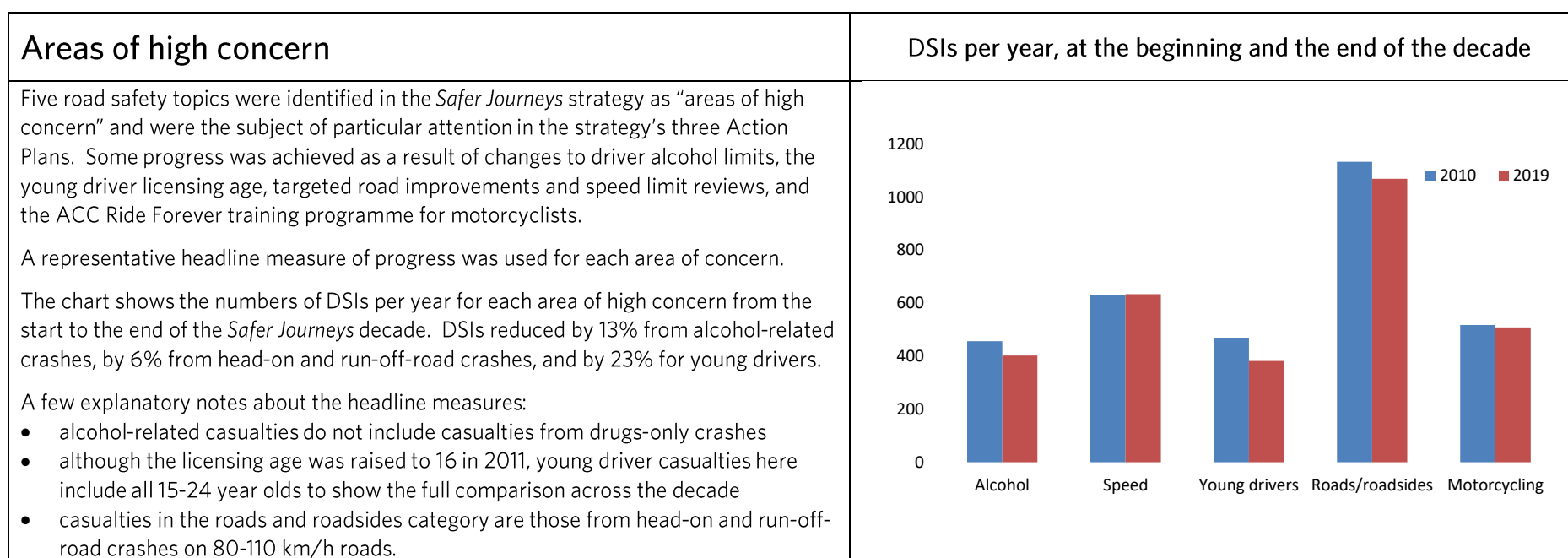
In some cases, the national outcome measures are not available at Regional or Police District level, so alternative headline measures are presented in the relevant charts. In the Regional and Police District charts, some measures are shown on an averaged three-yearly basis where the numbers are too small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

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Cover picture: **Safe System**. The *Safer Journeys* strategy in New Zealand had a similar ambition and timeframe to the UN Decade of Road Safety, to deliver a safe road system increasingly of death and serious injury. The safe system principle was adopted that no-one should be killed or seriously injured on our roads simply because someone had made a mistake, whether that be the vehicle manufacturer, the road designer, the driver or the system planners. Deaths and serious injuries steadily reduced for the first 5 years of the decade, helped by significant changes in alcohol limits, young driver licensing and road improvements, but the momentum was lost after 2015 as it became increasingly difficult to achieve the necessary interventions. Total casualties are now slightly higher than at the start of the decade.

## Key results for the quarter

- 97 people were killed in road crashes in the quarter, resulting in a total of 353 killed in the last 12 months, 100 higher than at the end of 2013
- total injuries continue to increase, with **ACC claims** (6600 per year) and **hospitalisations** (3400 per year) both at their highest levels for the past ten years
- the casualty rates from **drug-related crashes** and from crashes involving cyclists have been slowly increasing in recent quarters
- casualties from **speed-related crashes** have been decreasing in the Upper North Island and South Island regions, but are remaining steady elsewhere.



## More information ...

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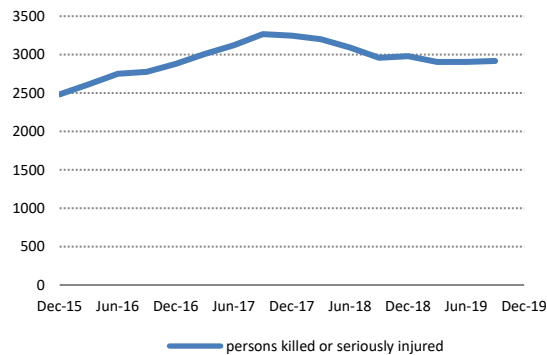
This document and its time series data are available on the NZ Transport Agency’s website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

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

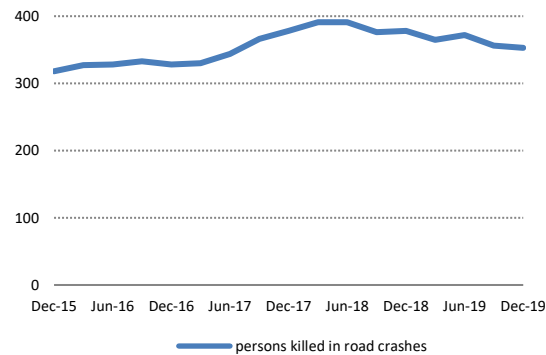
Road safety outcome measures in the following charts and tables are provided for the last five years, up to the most recently available quarter. The measures are obtained from the Transport Agency's Crash Analysis System\*, ACC entitlement claims, Ministry of Health hospital discharge data\*, Ministry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

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

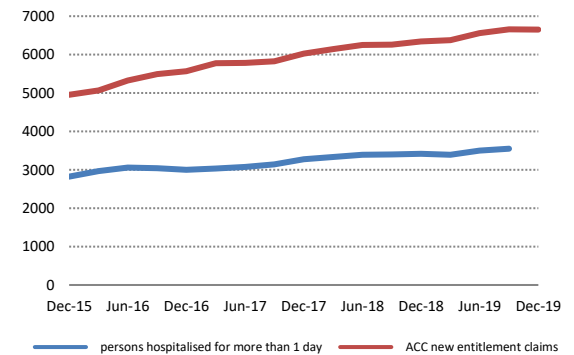
**Overall outcomes: DSIs**



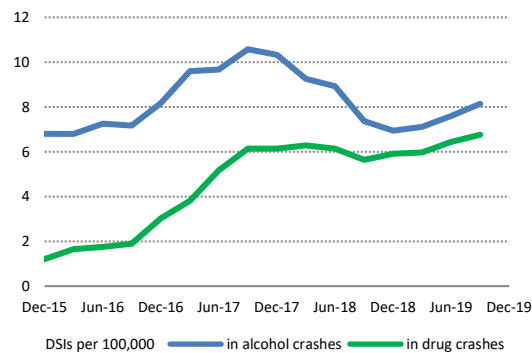
**Overall outcomes: fatalities**



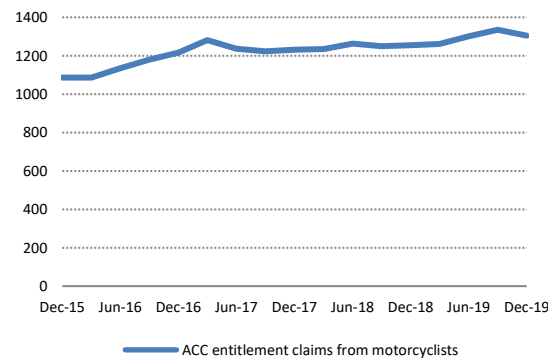
**Overall outcomes: injuries**



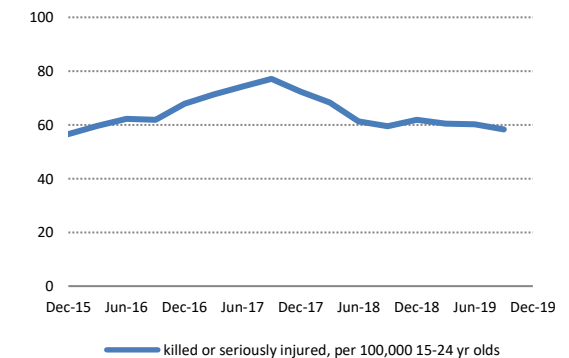
**Alcohol and drugs**

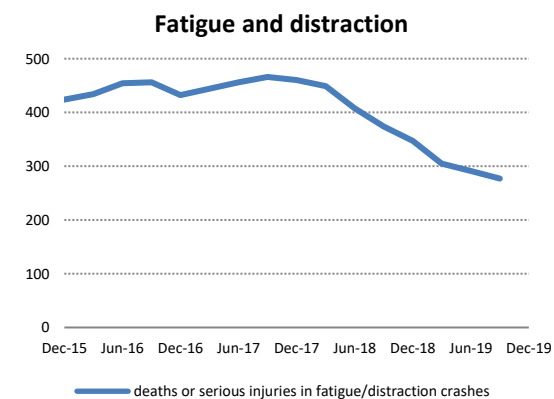
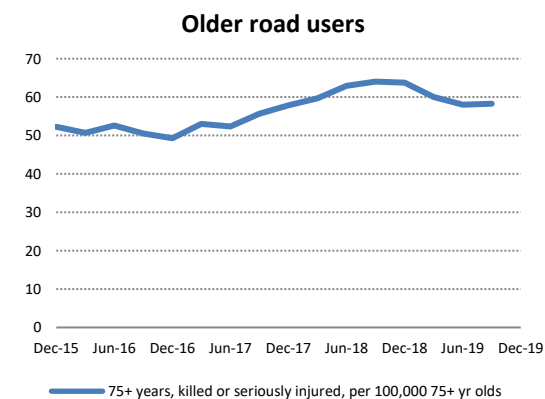
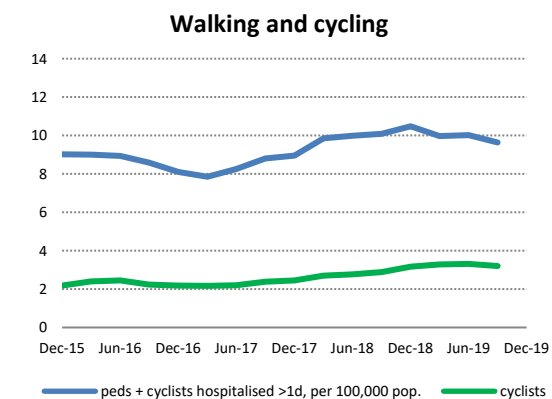
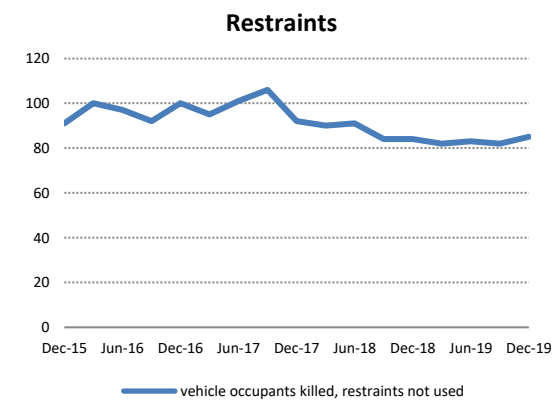
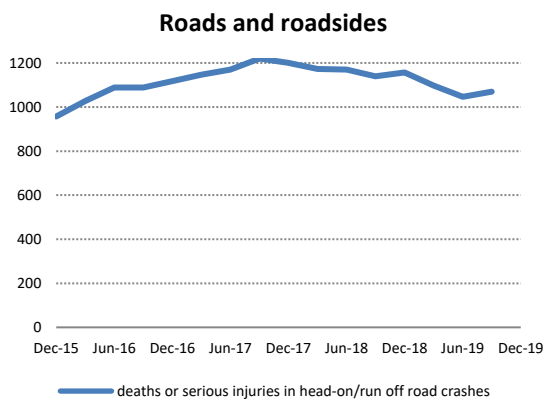
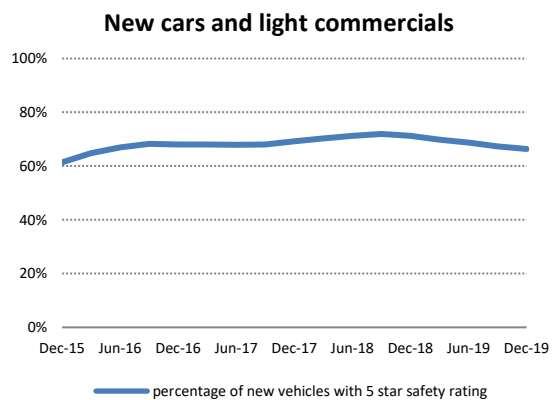
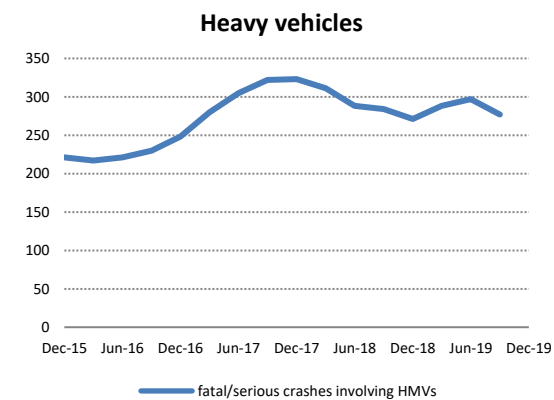
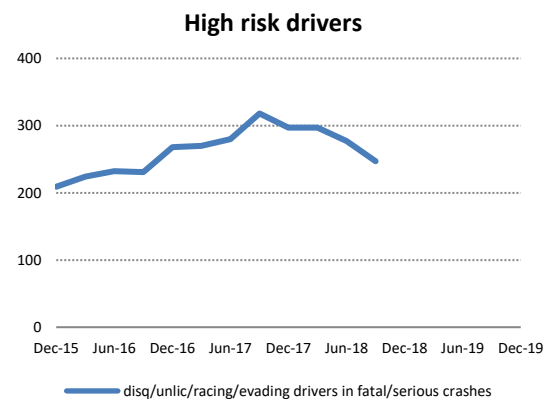
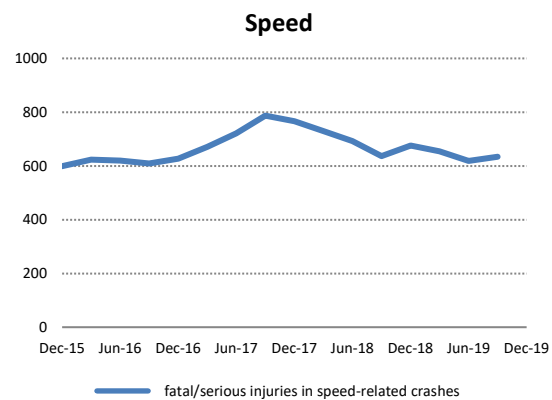


**Motorcycling**



**Young drivers**





NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2015	2016	2017	2018	2019
<b>Overall outcomes</b>								
<b>persons killed or seriously injured in road crashes</b>	636	2918	Sep 2019	2483	2880	3244	2979	
fatal or serious injury crashes	555	2457	Sep 2019	2124	2401	2752	2461	
persons killed in road crashes	63	353	Dec 2019	318	328	378	378	353
persons killed in road crashes, per 100,000 population, per year	5.1	7.1	Dec 2019	6.9	6.9	7.9	7.7	7.1
persons killed in road crashes, per billion vehicle km travelled	5.3	7.3	Dec 2019	7.5	7.5	8.3	8.1	7.3
persons killed or seriously injured, per 100,000 population, per year	56	59	Sep 2019	53	61	68	61	
persons hospitalised for more than 1 day (>1d), non-fatal	798	3419	Dec 2019	2822	2996	3271	3413	3419
ACC new entitlement claims	1644	6652	Dec 2019	4953	5567	6024	6339	6652
<b>Alcohol and drugs</b>								
<b>fatal or serious injuries in alcohol (+ve test), per 100,000 population, per year</b>	6.6	8.1	Sep 2019	6.8	8.2	10.3	6.9	
drivers killed with excess alcohol, per 100,000 population	0.4	1.0	Sep 2019	1.1	1.1	1.0	1.1	
fatal or serious injuries in drug-related crashes (suspected/confirmed), per 100,000	5.5	6.8	Sep 2019	1.2	3.0	6.1	5.9	
% think high probability being stopped at CBT checkpoint	-	50%	2016	49%	50%	-	-	
% admit driven while affected by prescription or other drugs	-	9%	2016	8%	9%	-	-	
<b>Young drivers</b>								
<b>young drivers killed or seriously injured, per 100,000 15-24 year olds, per year</b>	52	58	Sep 2019	56	68	72	62	
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	59	55	Dec 2019	45	46	55	50	55
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	7.3	6.1	Dec 2019	8.1	6.9	7.0	8.4	6.1
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	2.4	2.3	Jun 2019	2.9	3.3	2.6	2.5	
% youth believe will be stopped for non-alcohol/speed traffic offences	-	39%	2016	45%	39%	-	-	
drivers on GDL primary contributor in fatal/serious crashes	83	322	Sep 2019	289	308	377	309	
fatal and serious crashes involving 15-19 year old drivers	73	302	Sep 2019	278	341	330	320	
<b>Speed</b>								
<b>deaths or serious injuries in speed-related crashes</b>	143	634	Sep 2019	599	627	766	676	
% vehicles exceeding 100 km/h limits	-	23%	2015	23%				
deaths or serious injuries in open road (80-100km/h) crashes	332	1586	Sep 2019	1336	1599	1727	1663	
fatal/serious speed-related crashes	111	497	Sep 2019	502	492	617	513	
% disagree probability being detected speeding is small	-	55%	2016	57%	55%	-	-	
mean rural speed (km/h)	-	95.7	2015	95.7				
mean urban speed (km/h)	-	50.4	2015	50.4				
<b>Motorcycling</b>								
<b>ACC entitlement claims from motorcyclists</b>	295	1305	Dec 2019	1087	1217	1232	1255	1305
motorcycle and moped riders killed, per 100,000 population, per year	1.7	1.1	Dec 2019	1.1	1.1	0.9	1.1	1.1
% of motorcycles in crashes with non-current WoFs	17%	20%	Sep 2019	25%	20%	16%	19%	
motorcyclists hospitalised >1d, per 100,000 population, per year <sup>(1)</sup>	14.6	15.6	Dec 2019	13.2	13.9	15.2	14.6	15.6
<b>Roads and roadsides</b>								
<b>fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads</b>	240	1069	Sep 2019	957	1118	1200	1157	
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	64	368	Sep 2019	323	316	419	436	
fatal or serious injuries in run off road crashes, 80-100 km/h roads	176	701	Sep 2019	634	802	781	721	
fatal or serious injuries in intersection crashes	252	883	Dec 2018	718	819	932	883	
fatal or serious injuries in pedestrian/cyclist crashes	124	494	Sep 2018	449	470	542		
fatal or serious injuries in all crashes on SH network	209	1032	Sep 2019	931	1057	1200	1153	

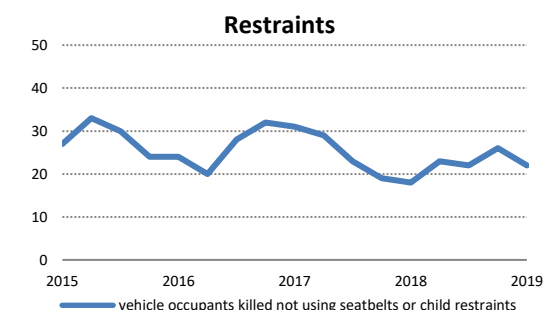
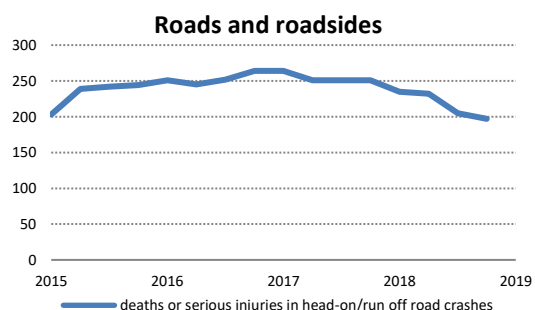
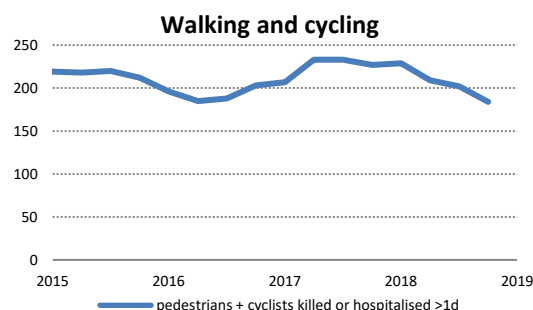
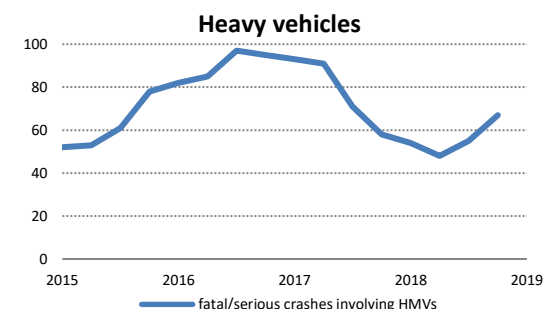
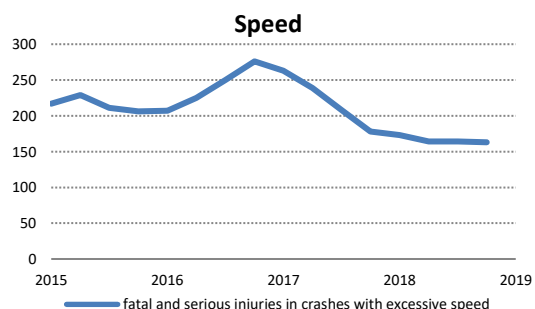
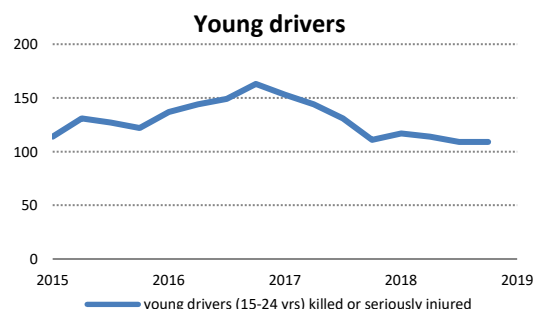
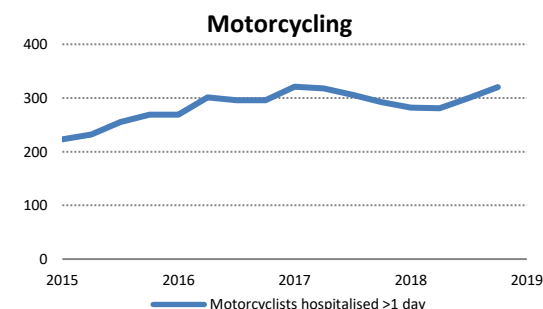
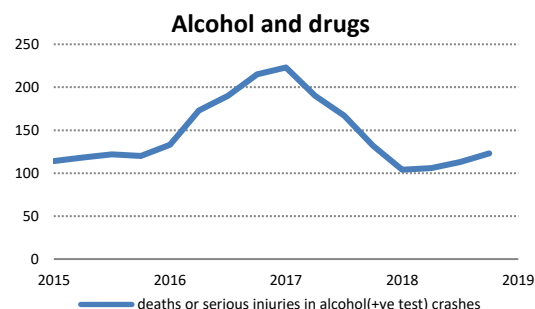
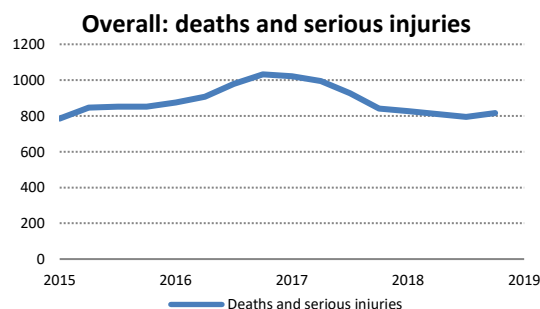
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2015	2016	2017	2018	2019
<b>High risk drivers</b>								
<b>high risk drivers<sup>(1)</sup> in fatal or serious injury crashes</b>	57	247	Sep 2018	209	268	297		
disqualified drivers detected driving	1735	7406	Jun 2019	7368	7938	7878	7777	
notices issued for 3 <sup>rd</sup> or subsequent drunk/drugged driving offences	998	4396	Jun 2019	4281	4242	4355	4482	
disqualified or unlicensed drivers involved in fatal/serious crash	53	214	Sep 2018	185	241	244		
<b>Light vehicles</b>								
<b>% of new vehicles with 5-star safety rating</b>	65%	66%	Dec 2019	61%	68%	69%	71%	66%
% of vehicles in fatal/serious crashes with non-current WOFs <sup>(2)</sup>	18%	18%	Sep 2019	11%	15%	18%	17%	
% of fatal/serious injuries in crashes with contributing vehicle faults	3%	4%	Mar 2019	3%	5%	6%	5%	
average (median) age of light vehicle fleet (years)	-	14.2	Mar 2019	14.0	14.1	14.0	14.2	
<b>Fatigue and distraction</b>								
<b>fatal or serious injuries in fatigue/distraction crashes</b>	59	277	Sep 2019	424	432	460	347	
fatal/serious injuries in crashes with contributing driver fatigue	20	129	Sep 2019	214	206	180	165	
fatal/serious injuries in crashes with contributing driver distraction	39	151	Sep 2019	220	245	284	184	
<b>Heavy vehicles</b>								
<b>fatal/serious crashes involving HMVs</b>	57	277	Sep 2019	221	248	324	271	
fatal/serious injuries in HMV crashes	80	344	Sep 2019	259	321	404	334	
% of fatal/serious HMV crashes where HMV was primary contributor	53%	58%	Sep 2019	53%	44%	47%	53%	
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	31%	-	-	-	
<b>Walking and cycling</b>								
<b>pedestrians and cyclists hospitalised &gt;1d, per 100,000 population, per year</b>	6.6	8.7	Dec 2019	9.0	8.1	8.9	10.5	8.7
pedestrians hospitalised >1 day, per 100,000 population, per year	4.3	5.8	Dec 2019	6.8	5.9	6.5	7.3	5.8
pedestrians and cyclists killed, per 100,000 population, per year	1.0	0.9	Dec 2019	0.7	0.7	1.2	0.9	0.9
fatal or serious injuries to school age (5-17) cyclists and pedestrians	12	60	Sep 2019	67	65	68	73	
cyclists killed or hospitalised >1 day	33	154	Dec 2019	107	108	136	160	154
% cyclists wearing helmets	-	94%	2015	94%	-	-	-	
<b>Older road users</b>								
<b>persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year</b>	61	58	Sep 2019	52	49	58	64	
persons 75+ years killed in road crashes	10	33	Dec 2019	30	27	37	42	33
persons 75+ years hospitalised >1d	88	408	Dec 2019	335	377	381	386	408
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	101	96	Dec 2019	80	80	81	84	96
<b>Restraints</b>								
<b>vehicle occupant deaths where restraints not worn</b>	23	85	Dec 2019	91	100	92	84	85
% of children (5-9 years) in booster seats or child restraints	-	26%	2015	26%	-	-	-	
% front seat adult vehicle occupants restrained	-	97%	2016	-	97%	-	-	
% child (0-4 years) vehicle occupants restrained	-	93%	2016	-	93%	-	-	
% drivers think highly likely to be stopped for non-compliance	-	40%	2016	41%	40%	-	-	
Overseas-licensed drivers involved in fatal/serious crash	11	93	Sep 2019	127	142	151	121	

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

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

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

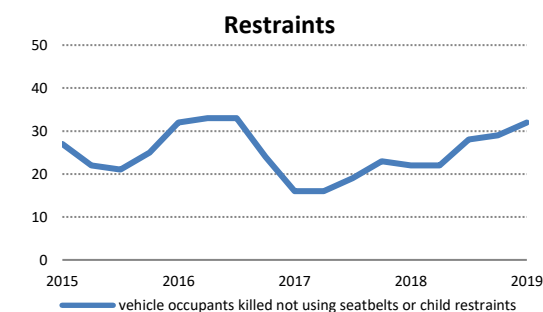
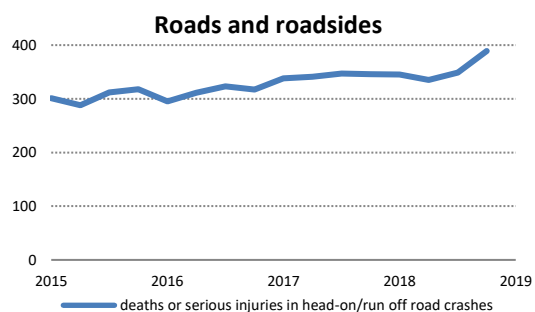
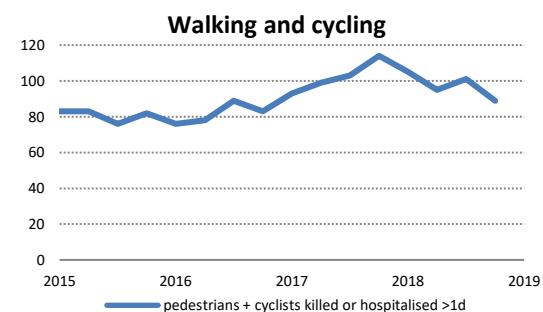
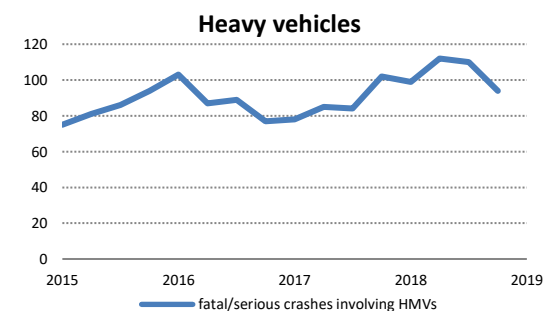
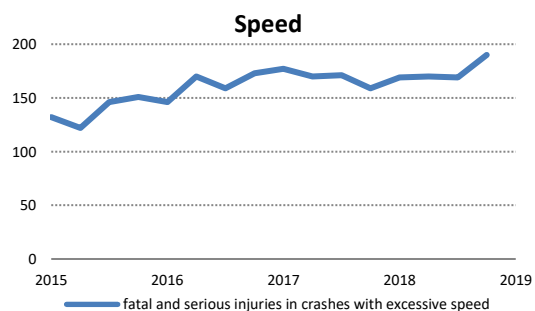
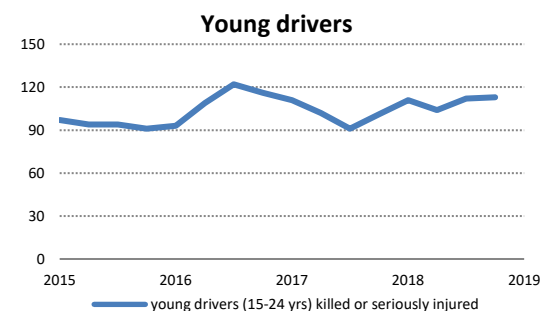
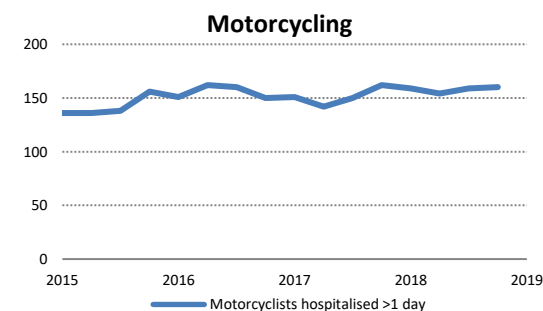
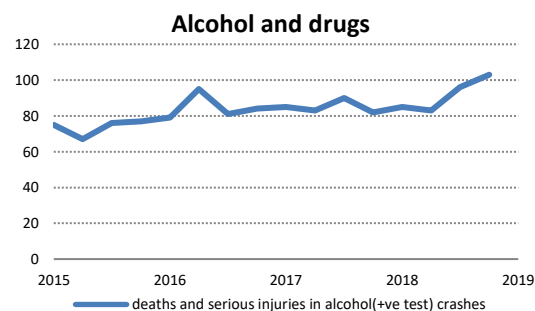
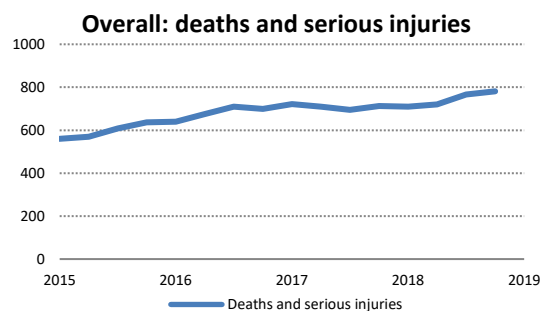
Road safety outcome measures for the four Transport Agency regional groupings are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome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





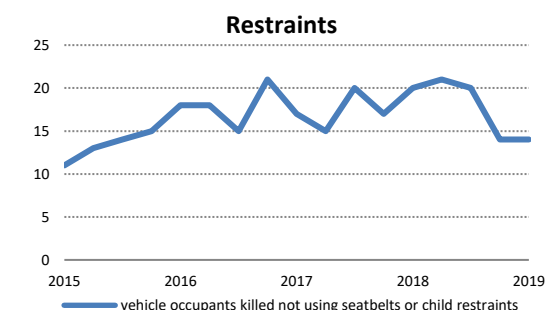
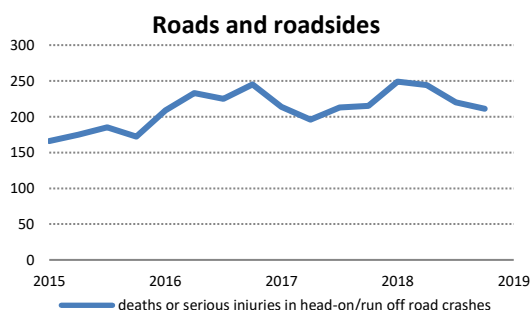
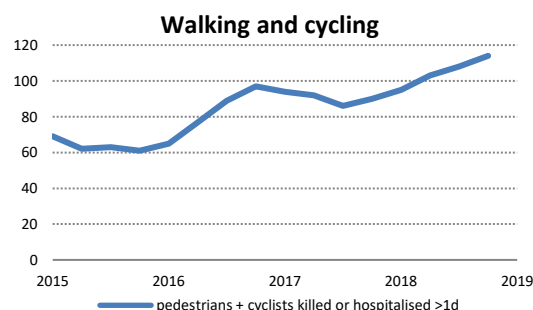
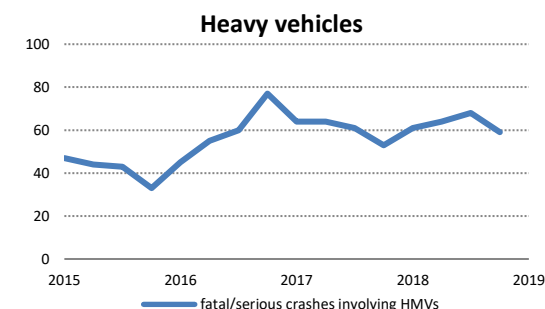
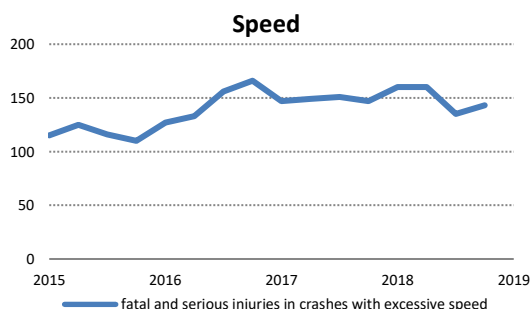
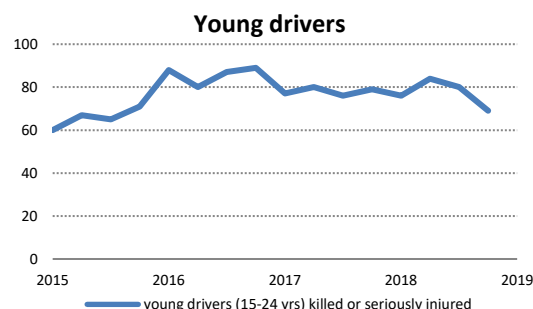
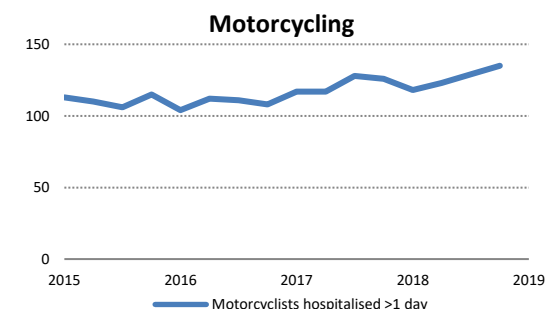
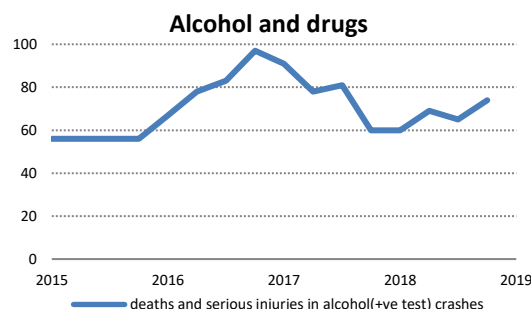
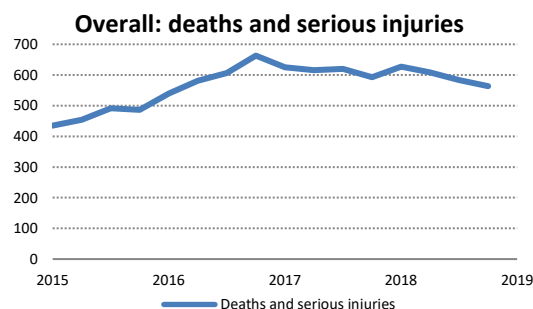
## REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

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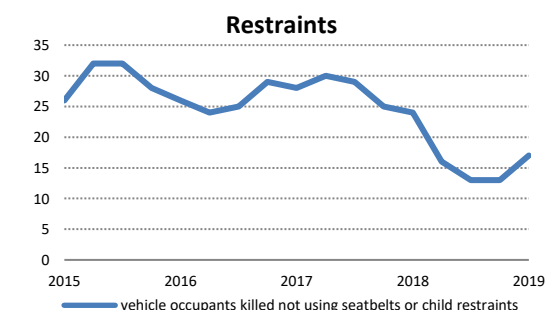
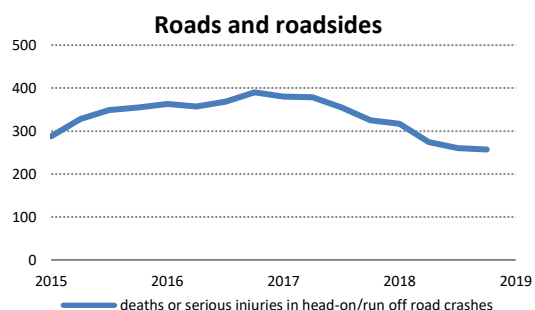
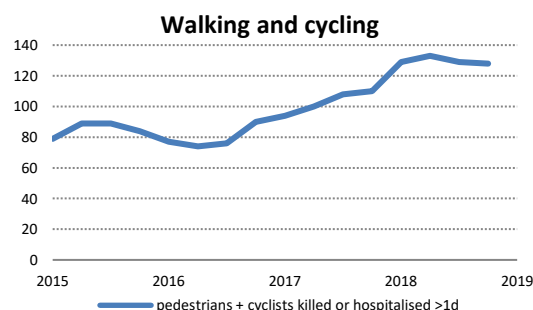
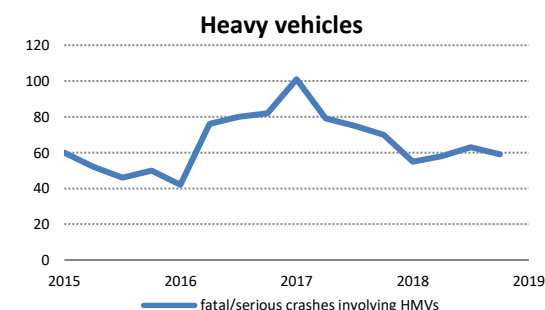
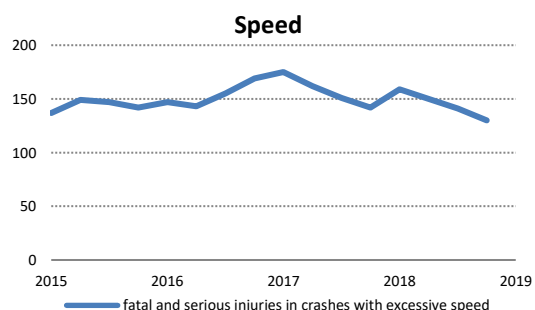
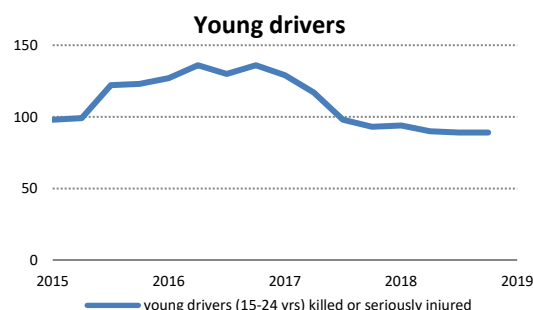
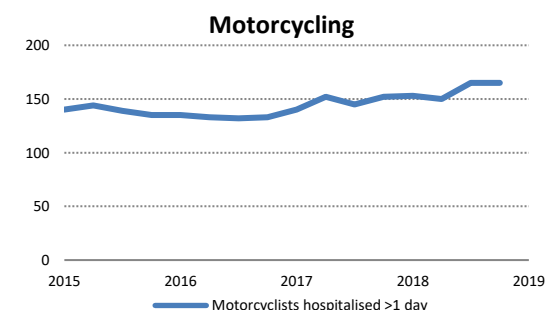
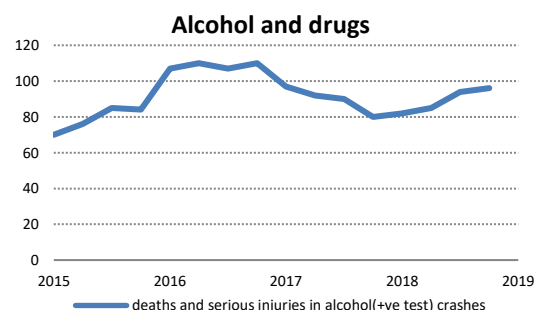
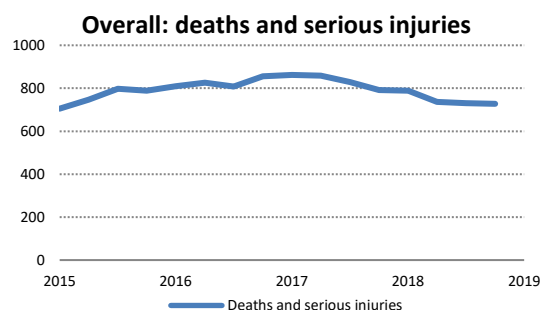
## REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

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



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

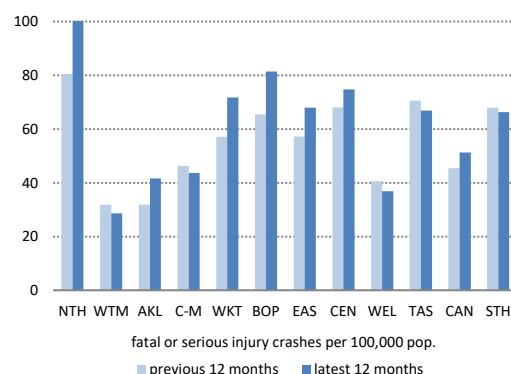
Road safety outcome measures for the four Transport Agency regional groupings are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome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



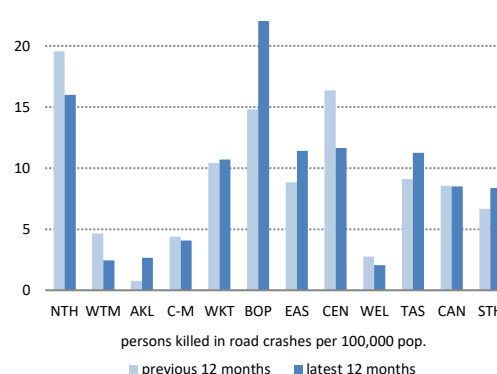
# COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

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

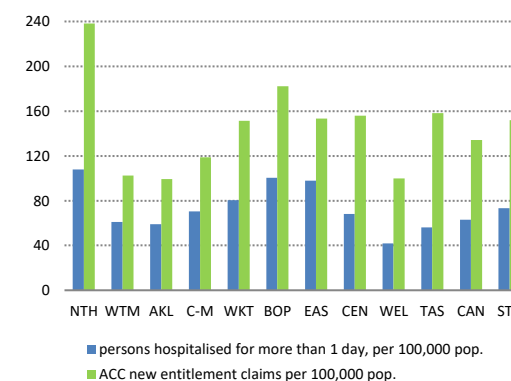
**Overall outcomes: crashes**



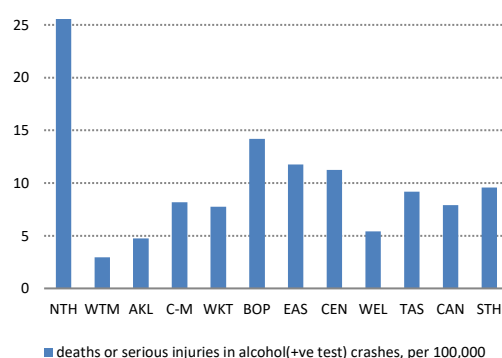
**Overall outcomes: fatalities**



**Overall outcomes: injuries**

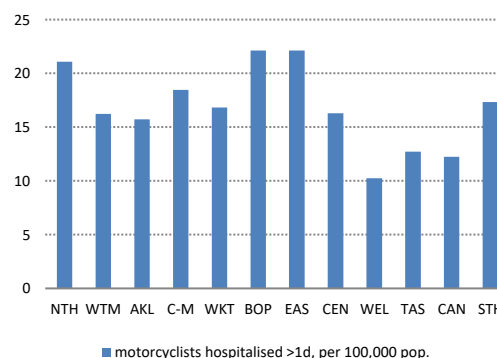


**Alcohol and drugs\***

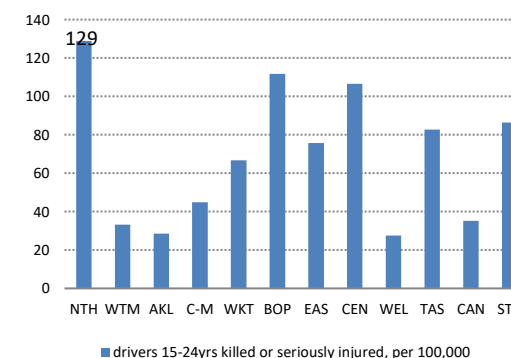


\*alcohol DSI rates only, not including drugs

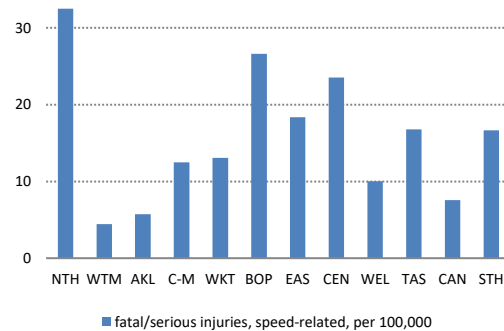
**Motorcycling**



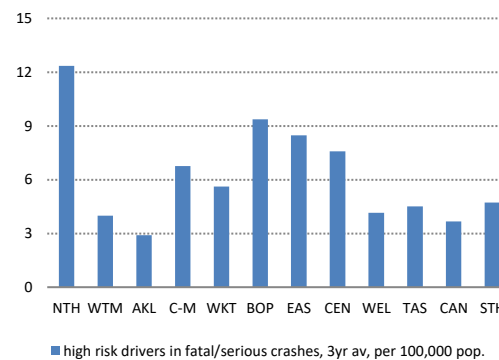
**Young drivers**



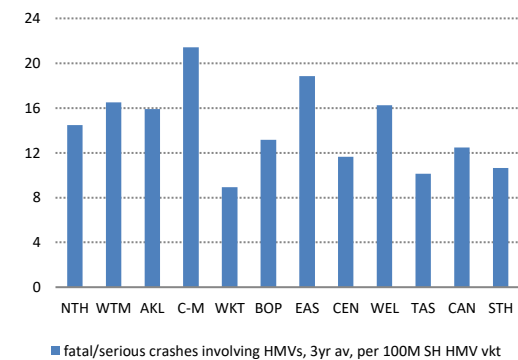
### Speed



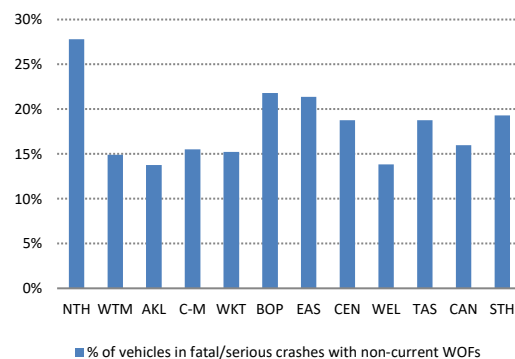
### High risk drivers



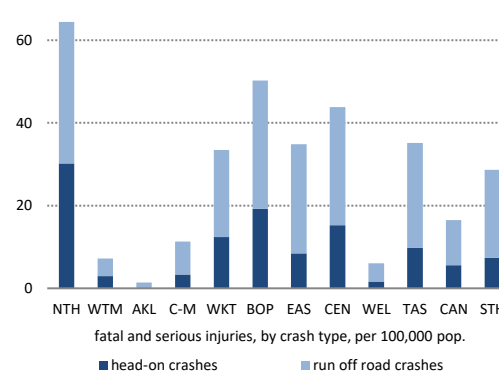
### Heavy vehicles



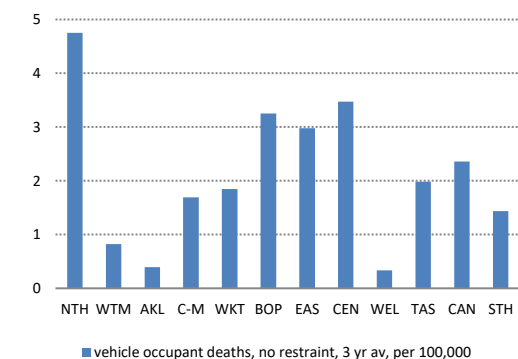
### Light vehicles



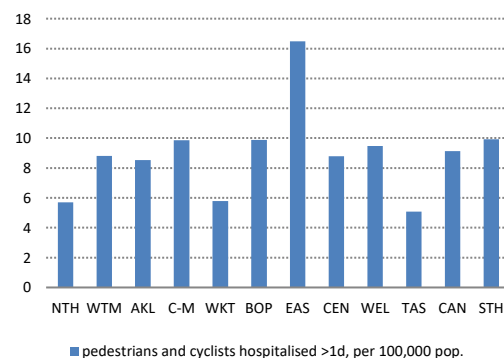
### Roads and roadsides



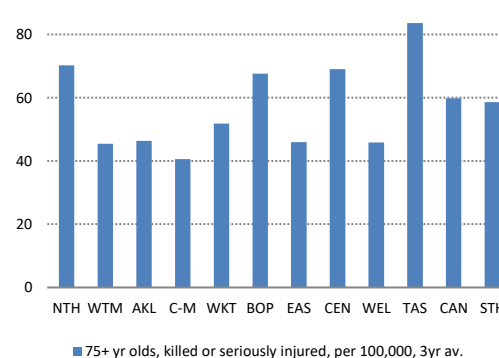
### Restraints



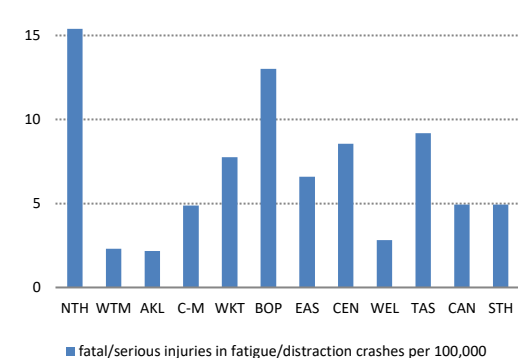
### Walking and cycling



### Older road users



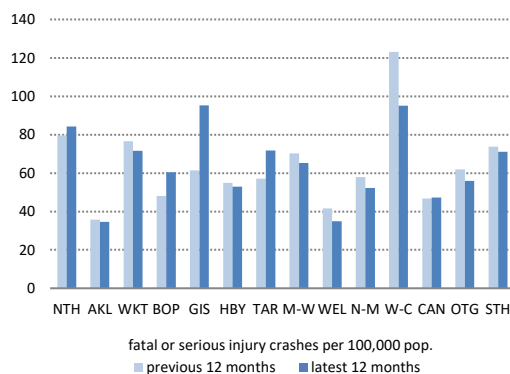
### Fatigue and distraction



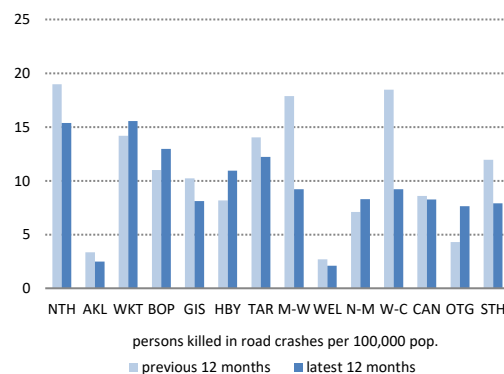
# COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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.

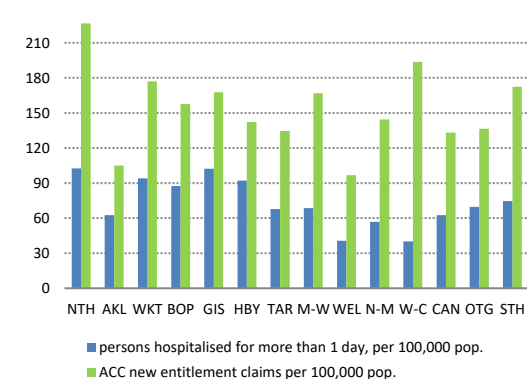
### Overall outcomes: crashes



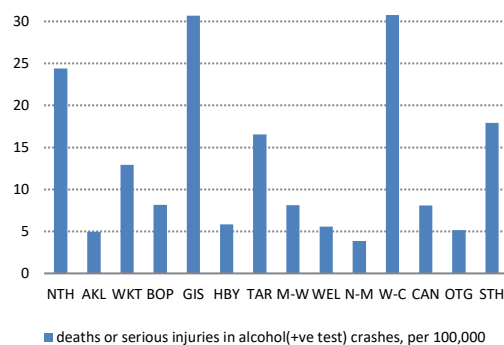
### Overall outcomes: fatalities



### Overall outcomes: injuries

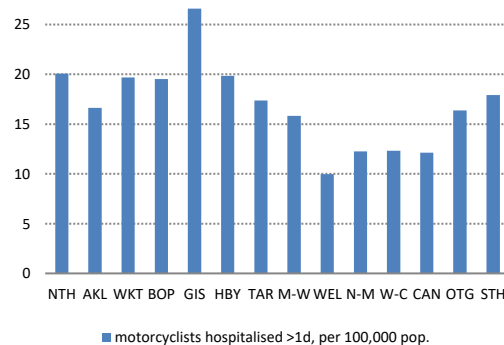


### Alcohol and drugs\*

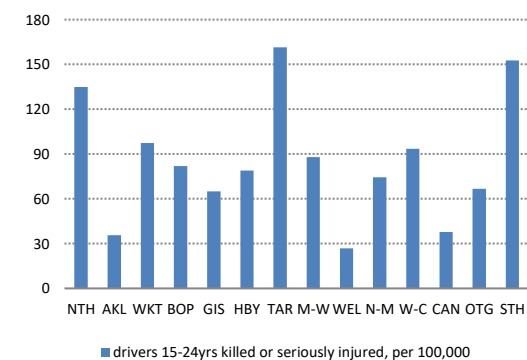


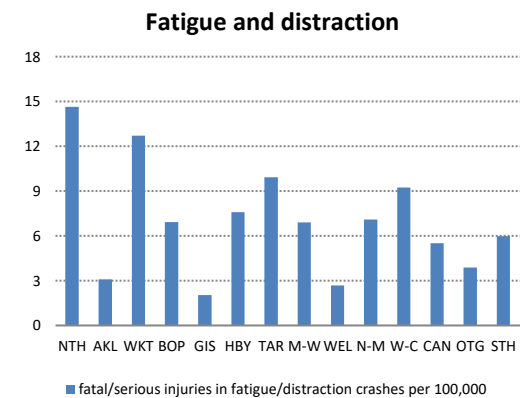
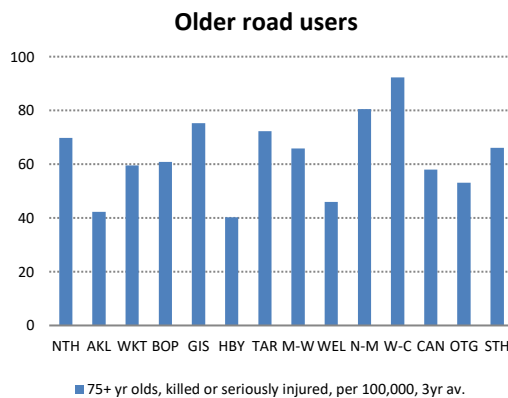
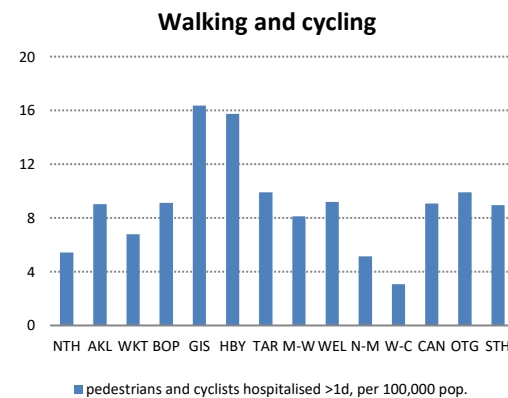
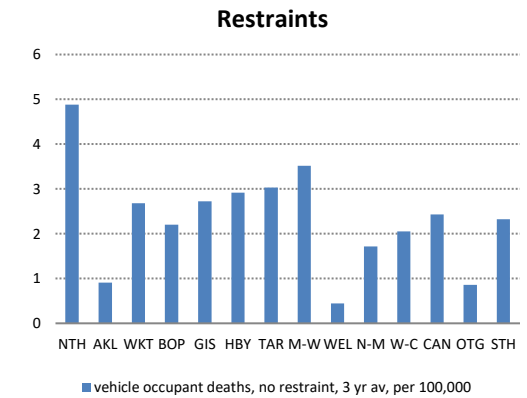
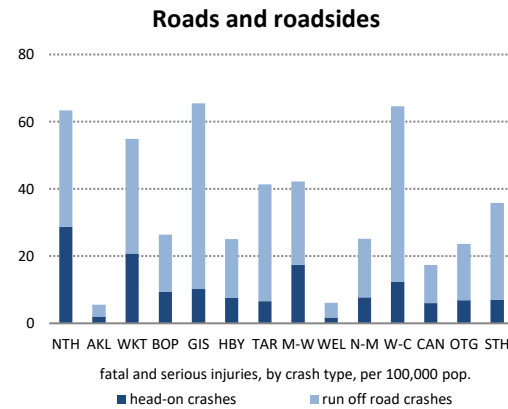
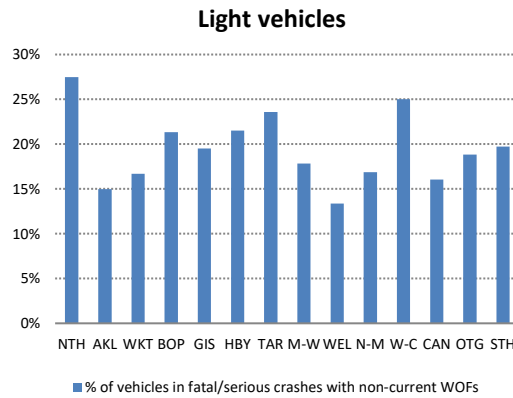
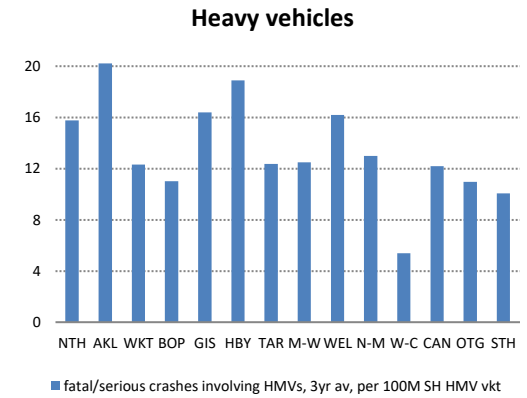
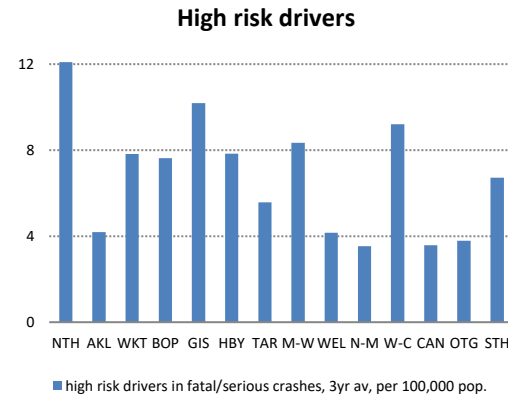
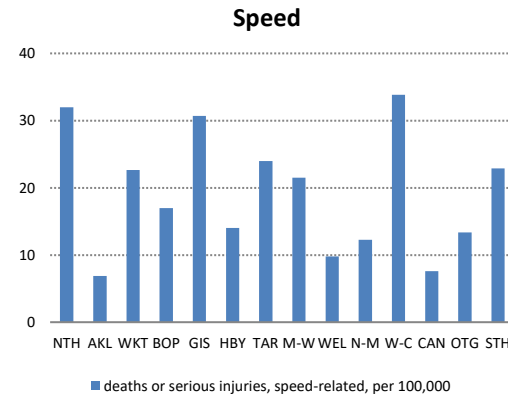
\*alcohol DSI rates only not including drugs

### Motorcycling



### Young drivers





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.	85	27	39	42	36	64	71	62	70	35	62	47	62	51
	persons killed in road crashes, per 100,000 popn.	14	2	2	4	3	8	22	11	11	2	11	8	8	7.4
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	108	61	59	70	63	80	100	98	68	42	56	63	73	69
	ACC new entitlement claims, per 100000 popn.	238	103	99	119	107	151	182	153	156	100	158	134	152	138
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	26	3	5	8	5	8	14	12	11	5	9	8	10	8
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	129	33	28	45	35	67	112	76	107	28	83	35	86	57
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	32	4	6	12	7	13	27	18	24	10	17	8	17	13
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	12	4	3	7	5	6	9	8	8	4	5	4	5	6
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	30	3	0	3	2	12	19	8	15	2	10	6	7	8
	deaths + serious injuries, run off road crashes, per 100,000 popn.	34	4	1	8	5	21	31	26	29	4	25	11	21	15
	deaths + serious injuries, intersection crashes, per 100,000 popn.	10	10	12	18	13	21	15	14	20	12	14	25	25	17
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	10	7	12	10	10	10	9	10	8	13	15	9	14	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	21	16	16	18	17	17	22	22	16	10	13	12	17	16
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	28%	15%	14%	16%	15%	15%	22%	21%	19%	14%	19%	16%	19%	18%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	15	2	2	5	3	8	13	7	9	3	9	5	5	6
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	14	17	16	21	18	9	13	19	12	16	10	12	11	13
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	6	9	9	10	9	6	10	16	9	9	5	9	10	9
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	70	45	46	41	44	52	68	46	69	46	84	60	59	56
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.8	0.8	0.4	1.7	1.0	1.8	3.3	3.0	3.5	0.3	2.0	2.4	1.4	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.	86	35	73	62	96	54	73	66	35	53	95	48	57	72
	persons killed in road crashes, per 100,000 popn.	16	3	16	13	8	11	12	9	2	8	9	8	8	8
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	102	63	94	87	102	92	68	69	41	57	40	62	70	75
	ACC new entitlement claims, per 100,000 popn.	227	105	177	158	168	142	135	167	97	144	194	133	136	172
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	24	5	13	8	31	6	17	8	6	4	31	8	5	18
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	135	36	97	82	65	79	162	88	27	74	93	38	67	153
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	32	7	23	17	31	14	24	22	10	12	34	8	13	23
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	12	4	8	7	10	8	6	8	4	3	9	4	4	7
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	29	2	21	9	10	8	7	17	2	8	12	6	7	7
	deaths + serious injuries, run off road crashes, per 100,000 popn.	35	4	34	17	55	18	35	25	4	17	52	11	17	29
	deaths + serious injuries, intersection crashes, per 100,000 popn.	9	13	25	11	16	12	17	20	13	14	12	24	24	26
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	9	9	11	8	18	8	10	7	13	15	9	9	15	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	20	17	20	20	27	20	17	16	10	12	12	12	16	18
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	27%	15%	17%	21%	20%	22%	24%	18%	13%	17%	25%	16%	19%	20%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	15	3	13	7	2	8	10	7	3	7	9	6	4	6
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	16	20	12	11	16	19	12	12	16	13	5	12	11	10
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	5	9	7	9	16	16	10	8	9	5	3	9	10	9
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	70	42	60	61	75	40	72	66	46	80	92	58	53	66
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.9	0.9	2.7	2.2	2.7	2.9	3.0	3.5	0.4	1.7	2.1	2.4	0.9	2.3

\*alcohol DSI rates only, not including drug