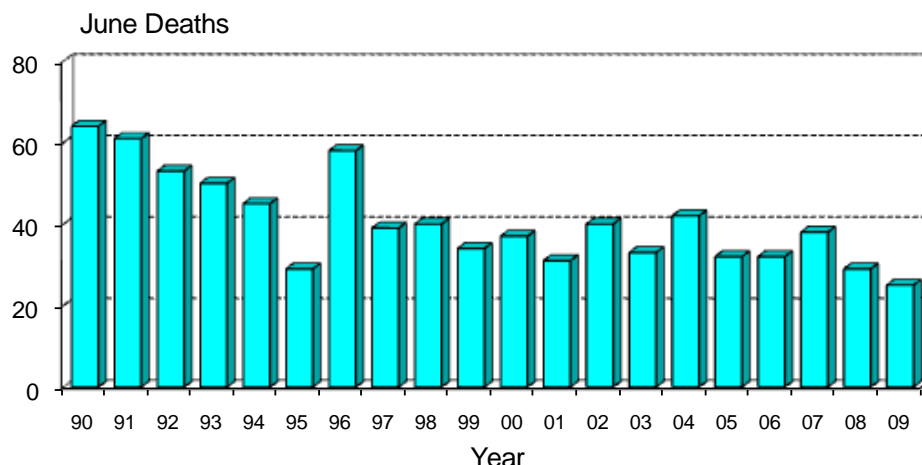


Monthly Road Crash Stats Update

June Road Deaths (2009)

The data presented here are provisional. Crash data as at – 10th July 2009

- Twenty-five people died on New Zealand roads in June. This is four fewer than the number of deaths for June 2008 and is six fewer than the average June toll for the last five years.



- To the end of June this year 214 people have died on New Zealand roads. This is 17 more than at the same time last year.
- In the 12 months to the end of June 2009, 383 people were killed on our roads. This is 34 fewer than the number of deaths in the 12 months to the end of June 2008.
- During June, 13 of the deaths were car or van drivers, eight were car or van passengers, two were motorcyclists, one was a cyclist and one was a pedestrian.
- Seventeen of the 25 killed were in open road crashes. Nine were in head-on crashes and eight were in single vehicle crashes in which a driver lost control of the vehicle or ran off the road.
- Of the 21 vehicle occupants killed, 10 were not restrained at the time of the crash. The officers who attended the crashes estimated that 6 of those would have survived if they had been wearing their seat belt.

Deaths and Police reported injuries by age, sex and type of road user

Deaths are for the 12 months to the end of June 2009. Reported injuries are for the 12 months to the end of December 2008.

Note: Preliminary fatal crash reports are submitted within 24 hours of a crash related death. Full injury crash reports are submitted only after the crash investigations are completed, so there is a lag in the reporting of injury crashes.

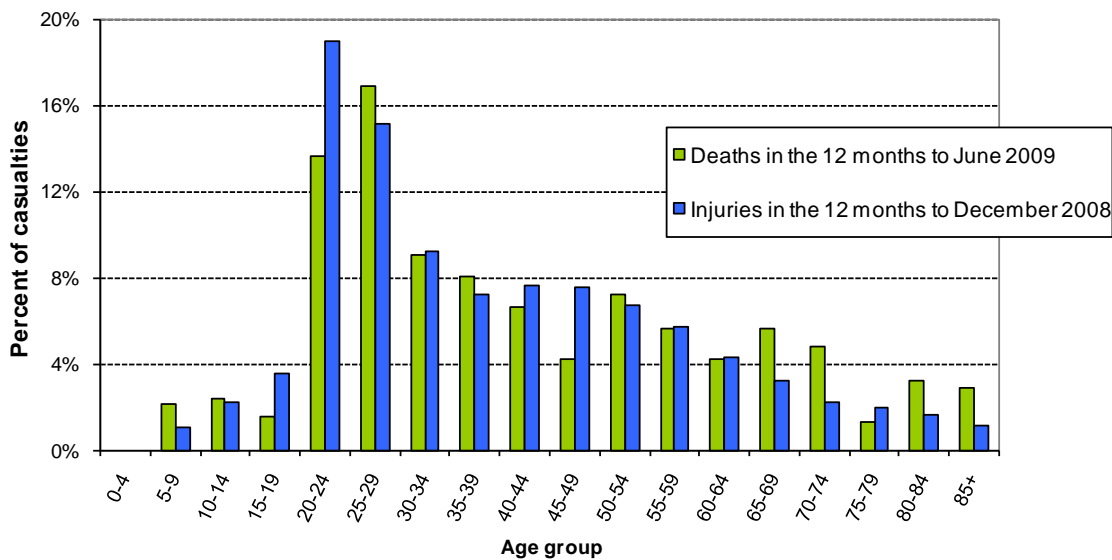
Road user type by sex

| Sex | Drivers | | Passengers | | Motorcyclists | | Pedestrians | | Cyclists | | Other | | Total | |
|--------|---------|---------|------------|---------|---------------|---------|-------------|---------|----------|---------|--------|---------|--------|---------|
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Male | 117 | 4800 | 60 | 1536 | 52 | 1138 | 24 | 506 | 6 | 653 | 2 | 29 | 261 | 8662 |
| Female | 64 | 3736 | 43 | 1829 | 5 | 258 | 5 | 433 | 4 | 242 | 1 | 14 | 122 | 6512 |
| Total | 181 | 8536 | 103 | 3365 | 57 | 1396 | 29 | 939 | 10 | 895 | 3 | 43 | 383 | 15174 |
| % male | 65% | 56% | 58% | 46% | 91% | 82% | 83% | 54% | 60% | 73% | 67% | 67% | 68% | 57% |

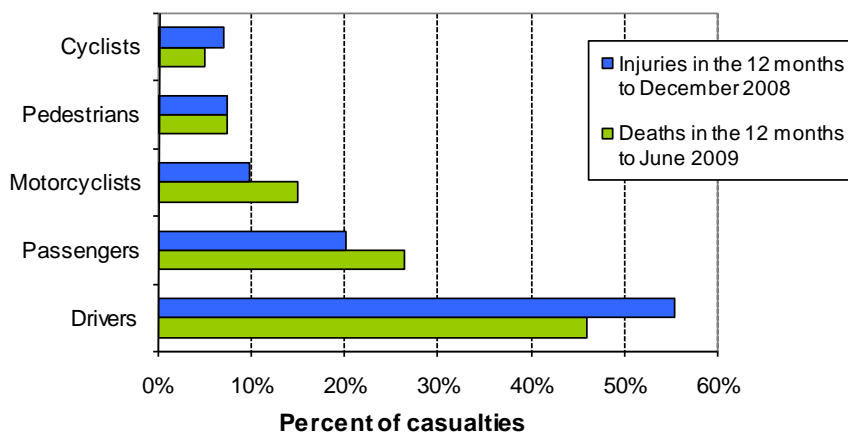
Road user type by age group

| Age group | Drivers | | Passengers | | Motorcyclists | | Pedestrians | | Cyclists | | Other | | Total | |
|--------------|------------|-------------|------------|-------------|---------------|-------------|-------------|-------------|-----------|-------------|----------|-----------|------------|--------------|
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Under-15 | 0 | 3 | 10 | 336 | 1 | 3 | 4 | 106 | 1 | 116 | 1 | 6 | 17 | 570 |
| 15-24 | 18 | 1455 | 29 | 1135 | 4 | 230 | 5 | 223 | 1 | 224 | 0 | 6 | 57 | 3273 |
| 25-34 | 44 | 2168 | 32 | 750 | 13 | 347 | 6 | 137 | 2 | 131 | 0 | 4 | 97 | 3537 |
| 35-44 | 26 | 1414 | 11 | 252 | 13 | 268 | 3 | 86 | 2 | 137 | 0 | 2 | 55 | 2159 |
| 45-54 | 23 | 1317 | 2 | 194 | 15 | 287 | 2 | 96 | 1 | 175 | 0 | 1 | 43 | 2070 |
| 55-64 | 25 | 973 | 3 | 156 | 6 | 174 | 3 | 59 | 0 | 100 | 0 | 1 | 37 | 1463 |
| 65-74 | 22 | 543 | 9 | 109 | 3 | 52 | 2 | 59 | 3 | 41 | 0 | 3 | 39 | 807 |
| 75+ | 18 | 488 | 5 | 112 | 1 | 12 | 3 | 66 | 0 | 13 | 1 | 9 | 28 | 700 |
| Unknown | 0 | 43 | 0 | 3 | 1 | 100 | 0 | 292 | 9 | 134 | 0 | 23 | 10 | 595 |
| Total | 176 | 8404 | 101 | 3047 | 57 | 1473 | 28 | 1124 | 19 | 1071 | 2 | 55 | 383 | 15174 |

Deaths and reported injuries by age group

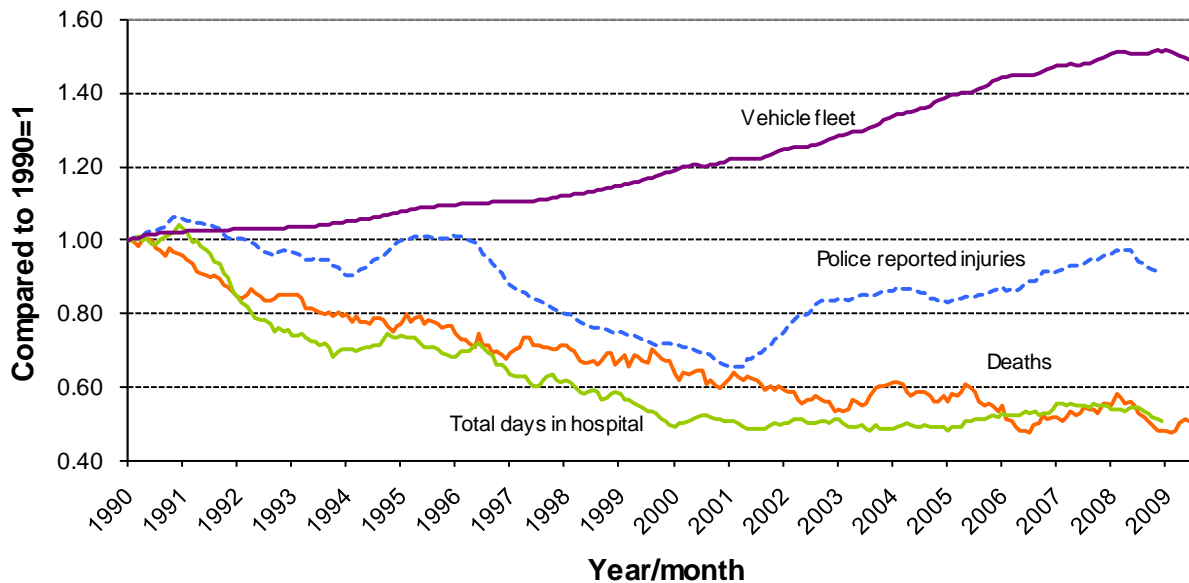


Types of road users killed and injured



Trends

Road crash casualties and vehicle fleet compared to 1990



Since 1990 the number of vehicles on the road has increased by 49% while Police reported injuries have dropped by 9%, road deaths have dropped by 49% and the number of days spent in hospital as a result of road crashes has dropped by 49%.

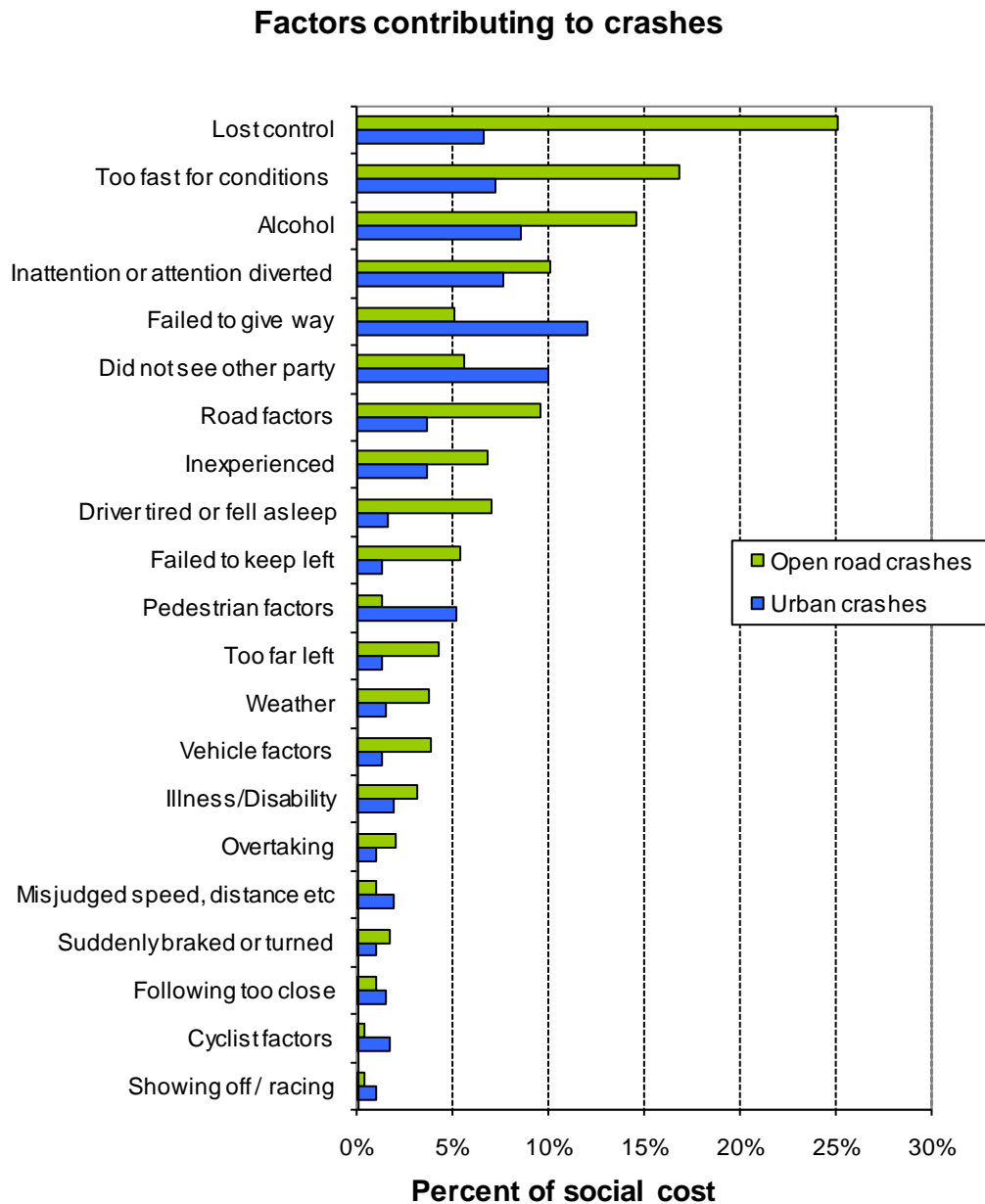
Crash outcomes and road user behaviour

| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Road Crash Data | | | | | | | | | | |
| Deaths | | | | | | | | | | |
| Number of road deaths | 462 | 455 | 405 | 461 | 435 | 405 | 393 | 421 | 366 | 383 |
| Deaths per 10,000 vehicles | 1.8 | 1.7 | 1.5 | 1.6 | 1.5 | 1.3 | 1.3 | 1.3 | 1.1 | 1.2 |
| Deaths per 100,000 people | 12.1 | 11.8 | 10.3 | 11.5 | 10.7 | 9.9 | 9.5 | 10.0 | 8.6 | 9.0 |
| Injuries | | | | | | | | | | |
| Reported injuries | 10962 | 12368 | 13918 | 14372 | 13890 | 14456 | 15174 | 16013 | 15174 | |
| Number hospitalised (all discharges) | 5990 | 6700 | 6530 | 6540 | 6580 | 7210 | 7680 | 7440 | 7457 | |
| Number hospitalised for over 1 day [#] | 2846 | 2880 | 2750 | 2720 | 2710 | 2860 | 3020 | 3060 | 2873 | |
| Number hospitalised for over 3 days [#] | 1815 | 1794 | 1740 | 1700 | 1700 | 1840 | 1900 | 1990 | 1876 | |
| Behavioural Measures | | | | | | | | | | |
| Speed | | | | | | | | | | |
| Rural speed, % over 100 km/h | 52% | 47% | 43% | 39% | 39% | 36% | 32% | 29% | 30% | |
| Rural speed, mean (km/h) | 101.1 | 100.2 | 99.1 | 98 | 97.8 | 97.1 | 96.4 | 96.3 | 96.6 | |
| Rural speed, 85th percentile (km/h) | 111 | 109 | 107 | 105 | 105 | 104 | 103 | 103 | 103 | |
| Alcohol | | | | | | | | | | |
| Number of drivers killed with excess alcohol | 58 | 55 | 60 | 70 | 69 | 58 | 54 | 65 | 59 | |
| Percent of drivers killed with excess alcohol | 21% | 21% | 24% | 27% | 27% | 25% | 24% | 27% | 28% | |
| Occupant Restraints | | | | | | | | | | |
| Seat belts worn by adults, front | 90% | 92% | 92% | 92% | 94% | 95% | 95% | 95% | 95% | 95% |
| Seat belts worn by adults, rear | 76% | 70% | 78% | 81% | 86% | 86% | 89% | 87% | 87% | |
| Children restrained, 0-14 years | 87% | 89% | 94% | 96% | 97% | 94% | 96% | 94% | 97% | 97% |
| Child restraints used, 0-4 years | 79% | 82% | 86% | 86% | 87% | 89% | 91% | 91% | 90% | |
| Cycle helmets | | | | | | | | | | |
| Cycle helmets worn, weekday | 93% | 94% | 89% | 89% | 92% | 91% | 94% | 92% | 92% | 92% |

[#] Includes only the first stay in hospital

Note: Road deaths for 2009 are for the 12 months to the end of June 2009. Reported injuries for 2008 are for the 12 months to the end of December 2008.

Factors contributing to crashes – ranked by social cost*



Notes: Crash data for the 12 months to end of December 2008

Since there can be several contributing factors for a single crash the figures represented in this graph add to more than 100%.

* Social cost calculations include loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs and property damage.