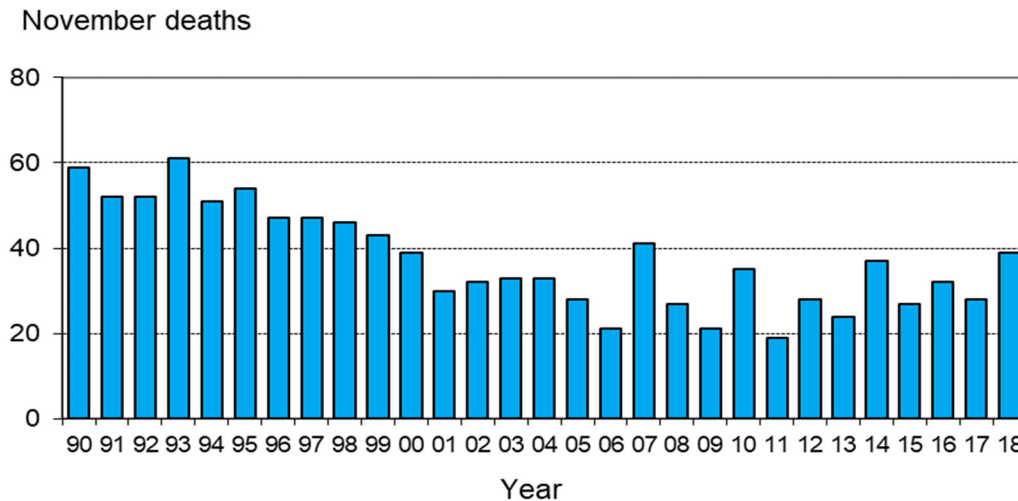


# Monthly road crash statistics update

## November Road Deaths (2018)

The data presented here are provisional. Crash data as at 10<sup>th</sup> January 2019.

- Thirty-nine people died on New Zealand roads in November.
- This is eleven more than the number which died in November 2017 and is nine more than the average number of November road deaths over the past five years.



- To the end of November this year, 345 people have died on New Zealand roads. This is five more deaths than as at the same time last year.
- In the 12 months to the end of November 2018, 383 people died on our roads. This is twelve than the 12 months to the end of November 2017.
- During November: eighteen of the deaths were car or van drivers plus twelve passengers, four were motorcyclists plus one pillion, and four were pedestrians.
- Thirty of the thirty-nine deaths were in open road crashes. Six deaths occurred while performing an overtaking manoeuvre, fourteen deaths were in head-on crashes, ten deaths were in single vehicle crashes in which a driver lost control of the vehicle or ran off the road, one involved rear-ending of the vehicle in-front, four involved incidents where vehicles were turning manoeuvres, and four deaths were pedestrians.
- Nine of the thirty-nine deaths were in collisions involved a truck.
- Of the thirty vehicle occupants who died, two were not restrained at the time of the crash.

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

Deaths are for the 12 months to the end of November 2018. Reported injuries are for the 12 months to the end of June 2018.

**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.

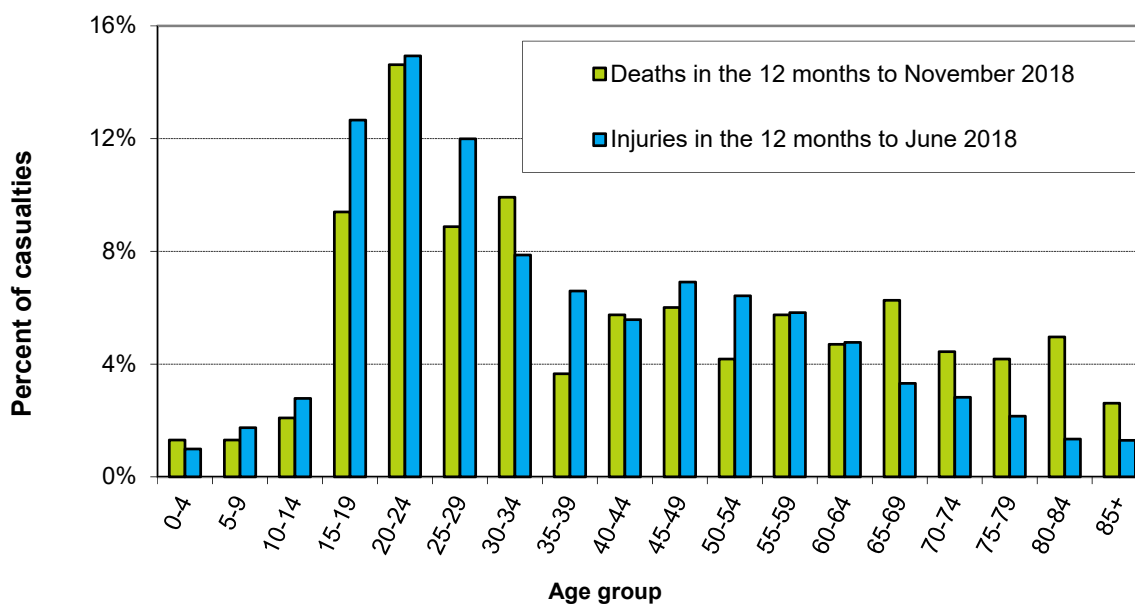
### Road user type by sex

Sex	Drivers		Passengers		Motorcyclists		Pedestrians		Cyclists		Other		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Male	135	4455	43	1354	46	1151	25	528	5	578	1	32	255	8098
Female	53	3556	48	1767	7	240	19	453	1	191	0	8	128	6215
Total	188	8011	91	3121	53	1391	44	981	6	769	1	40	383	14313
%male	72%	56%	47%	43%	87%	83%	57%	54%	83%	75%	100%	80%	67%	57%

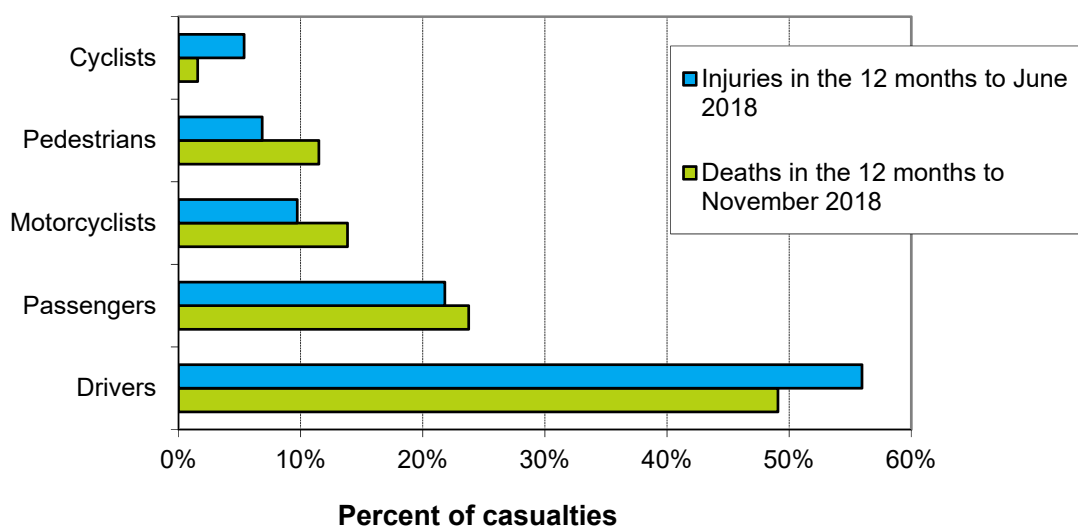
## Road user type by age group

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	14	15	438	0	16	2	202	1	93	0	16	18	779
15-24	49	2126	29	1114	10	346	3	192	1	119	0	3	92	3900
25-34	42	1754	16	541	8	292	6	118	0	101	0	1	72	2807
35-44	16	1127	3	250	9	175	6	63	2	103	0	2	36	1720
45-54	18	1116	3	241	13	284	4	86	1	155	0	3	39	1885
55-64	21	869	5	209	9	202	4	115	0	98	1	4	40	1497
65-74	19	548	9	137	3	48	9	78	1	54	0	3	41	868
75+	23	428	11	106	1	17	10	96	0	21	0	8	45	676
Unknown	0	29	0	85	0	11	0	31	0	25	0	0	0	181
<b>Total</b>	<b>188</b>	<b>8011</b>	<b>91</b>	<b>3121</b>	<b>53</b>	<b>1391</b>	<b>44</b>	<b>981</b>	<b>6</b>	<b>769</b>	<b>1</b>	<b>40</b>	<b>383</b>	<b>14313</b>

## Deaths and reported injuries by age group

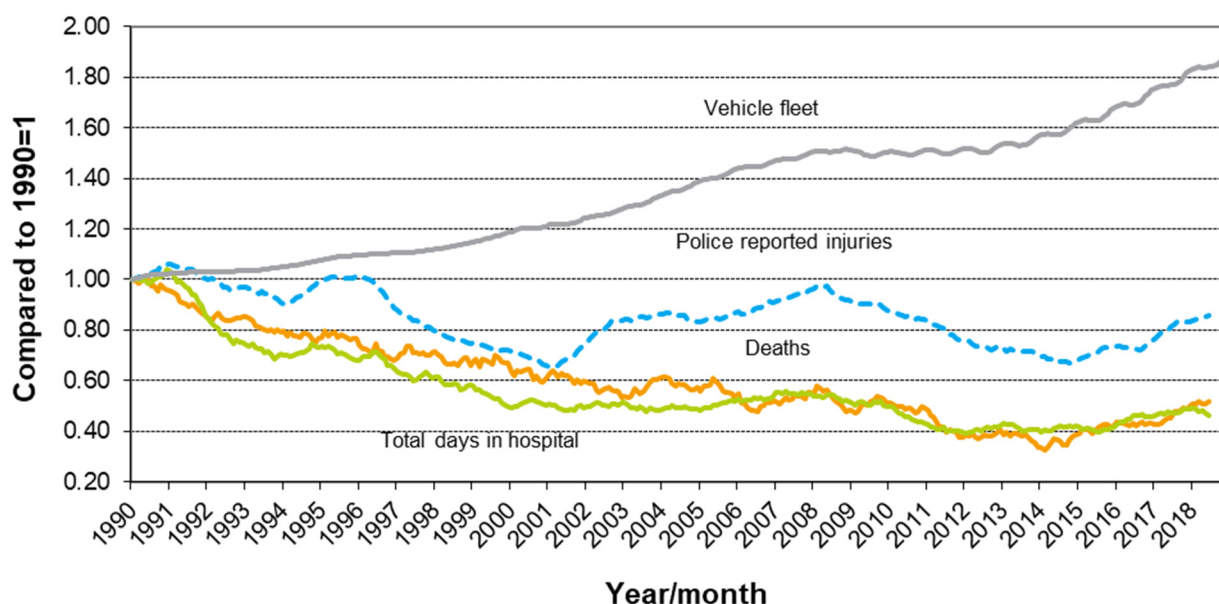


## Types of road users killed and injured



## Trends

### Road crash casualties and vehicle fleet compared to 1990



Since 1990, the number of vehicles on the road has increased by 88 percent while Police reported injuries have dropped by 14 percent, road deaths have dropped by 48 percent and the number of days spent in hospital as a result of road crashes has dropped by 54 percent.

### Crash outcomes and road user behaviour

#### Road Crash Data

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Deaths</b>														
Number of road deaths	405	393	421	366	384	375	284	308	253	293	319	327	378	383
Deaths per 10,000 vehicles	1.3	1.3	1.3	1.1	1.2	1.2	0.88	0.95	0.77	0.86	0.91	0.89	0.99	0.96
Deaths per 100,000 people	9.9	9.5	10.0	8.6	8.9	8.6	6.4	6.9	5.7	6.5	6.9	7.0	7.9	7.8

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Injuries</b>														
Reported injuries	14456	15174	16013	15317	14625	14031	12574	12122	11781	11219	12270	12625	13881	14313
Number hospitalised (all discharges)	7210	7680	7440	7570	7590	7360	6780	7070	7150	6940	7310	8030	8710	8633
Number hospitalised for over 1 day	3198	3396	3404	3244	3042	2909	2707	2794	2886	2716	2902	3062	3370	2958
Number hospitalised for over 3 days	2192	2251	2351	2210	2051	1918	1801	1872	1886	1752	1905	1999	2213	1830

#### Behavioural Measures

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Speed</b>														
Rural speed, % over 100 km/h	36%	32%	29%	30%	29%	29%	31%	25%	25%	22%	23%	n/a	n/a	n/a
Rural speed, mean (km/h)	97.1	96.4	96.3	96.6	96.3	96.2	96.5	95.6	95.7	95.3	95.7	n/a	n/a	n/a
Rural speed, 85th percentile (km/h)	104	103	103	103	103	103	103	102	102	101	101	n/a	n/a	n/a

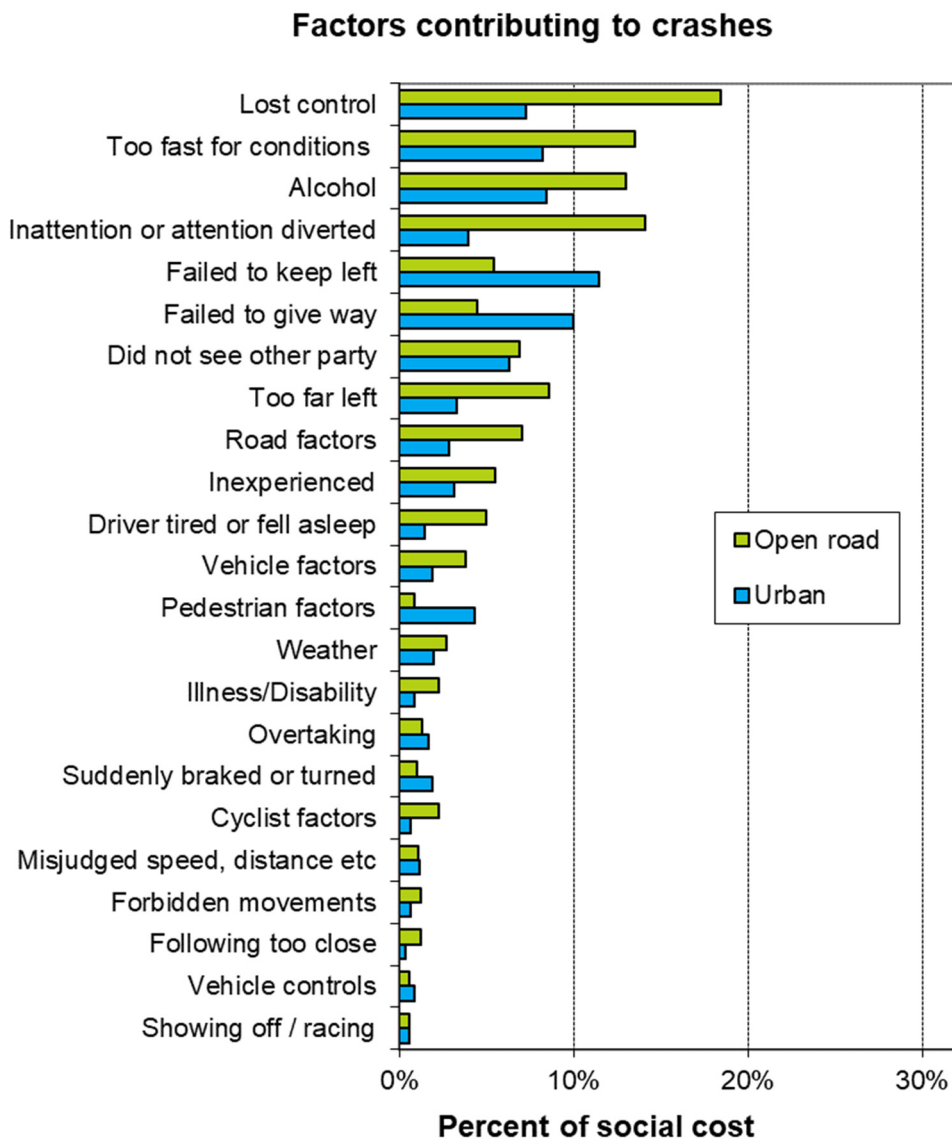
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Alcohol</b>														
Number of drivers killed with excess alcohol	58	54	65	59	66	68	48	49	38	31	51	50	n/a	n/a
Percent of drivers killed with excess alcohol	25%	24%	27%	28%	28%	30%	26%	27%	23%	18%	25%	23%	n/a	n/a

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Occupant Restraints</b>														
Seat belts worn by adults, front	95%	95%	95%	95%	95%	96%	96%	96%	n/a	97%	n/a	97%	n/a	n/a
Seat belts worn by adults, rear	86%	89%	87%	87%	87%	88%	90%	n/a	n/a	92%	n/a	n/a	n/a	n/a
Child restraints used, 0-4 years	89%	91%	91%	90%	91%	93%	n/a	92%	n/a	93%	n/a	93%	n/a	n/a

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Cycle helmets</b>														
Cycle helmets worn, weekday	91%	94%	92%	92%	92%	93%	93%	92%	n/a	n/a	94%	n/a	n/a	n/a

**Note:** Road deaths for 2018 are for the 12 months to the end of November 2018. Reported injuries and Hospitalisations are for the 12 months to the end of June 2018.

## Factors contributing to crashes – ranked by social cost\*



**Notes:** Crash data for the 12 months to the end of November 2018.

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

Alcohol data is not comparable to earlier years due to changes in the crash reporting process.

\* 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.