
ROAD SAFETY OUTCOMES

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

Q4 2016/17

1 April to 30 June 2017



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 *Safer Journeys* areas of concern over the past five years in each NZ Transport Agency Relationship Zone
- 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 June 2017 in some cases but usually to March 2017. Some measures are only available on an annual basis.

Alcohol crash data are temporarily only available up to the end of June 2016, while some changes are being made to the NZTA's Crash Analysis System.

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 Vehicles.** In a [car-to-car crash test](#) conducted by the independent Australasian New Car Assessment Programme (ANCAP) in May this year a 1998 Toyota Corolla was smashed head-on into a 2015 model. The 1998 Corolla was built before the current frontal impact rule was applied that sets minimum safety standards for cars sold in New Zealand. It's also not equipped with life-saving airbags whereas the 2015 model had a five-star ANCAP safety rating. Each vehicle was pulled on a wire to a speed of 64 km/h. The test, conducted in Sydney during the UN Global Road Safety Week to highlight the role safer vehicles play in improving crash outcomes for vehicle occupants, showed the driver in the older vehicle would likely have been killed or very seriously injured.

Key results for the quarter

- 344 people were killed in road crashes in the 12 months to June 2017, the highest annual total now for six years; 102 were vehicle occupants not using seatbelts
- the fatality rate is increasing faster than population growth, now **7.2 deaths per 100,000** population (cf. Australia 5.1, UK 2.8 and Norway 2.3 per 100,000)
- crashes involving **high risk drivers** (disqualified, unlicensed, racing or fleeing) continue to increase dramatically, accounting for 15% of all fatal or serious crashes
- speed-related crash numbers appear to be holding steady in the lower North Island and the South Island, but increasing in the central and upper North Island.

Vehicle age makes a difference

In a crash, the risk of injury to vehicle occupants increases with the age of the vehicle.

In the past three years, 34,047 light vehicles (cars, vans, utilities and SUVs) were involved in reported crashes in which one or more persons were injured. In total 24,372 drivers and passengers of these vehicles were injured or killed.

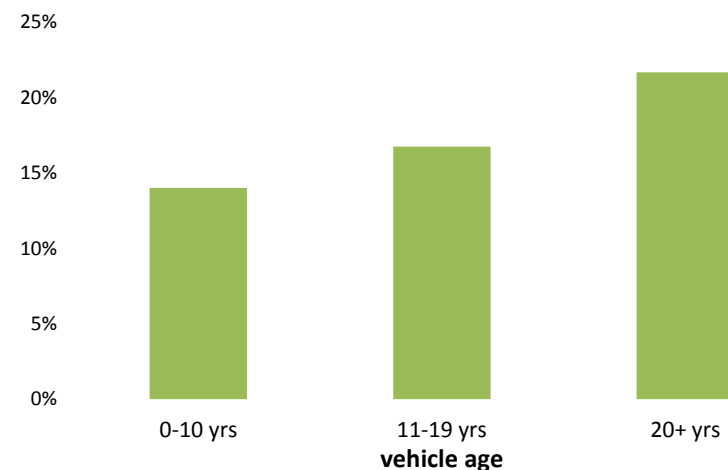
The chart shows around 14% of the injured vehicle occupants received serious or fatal injuries in vehicles up to 10 years of age, but the proportion increased to around 22% in vehicles 20 years and older. Vehicle occupants who sustained injury had a 60% higher risk of serious injury or death in a 20 year old vehicle compared to a 10 year old vehicle.

Vehicles 20 years old or more accounted for nearly one fifth of the crashed vehicles.

During this period:

- 4128 light vehicle drivers and passengers were seriously injured or killed in crashes
- 1015 of them were seriously injured or killed in vehicles up to 10 years old
- 1955 of these casualties were in vehicles 11 - 19 years old, and 1145 in older vehicles
- another 20244 drivers and passengers of light vehicles received minor injuries.

Proportion of fatal or serious injuries among injured vehicle occupants in relation to the age of the vehicle, 2014-2016



More information ...

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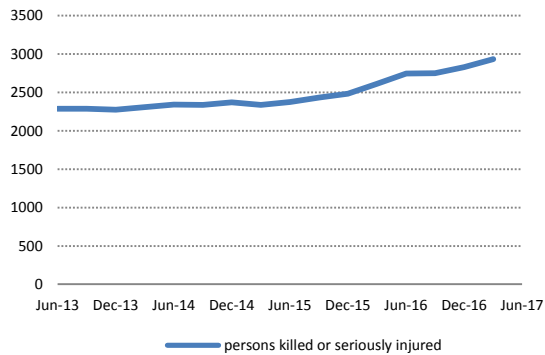
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This document and its time series data are available on the NZ Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

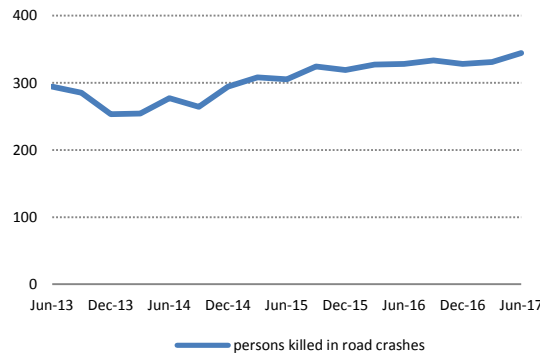
ROAD SAFETY OUTCOME TRENDS 2013-2017 (12 month rolling figures)

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.

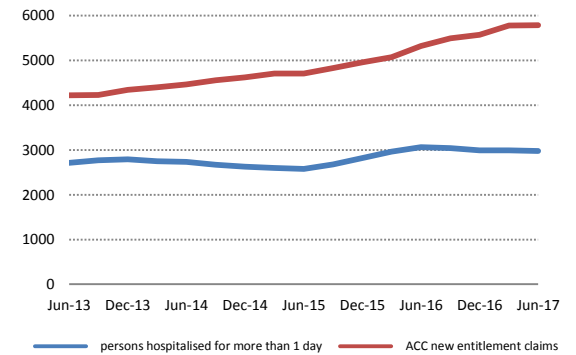
Overall outcomes: DSIs



Overall outcomes: fatalities



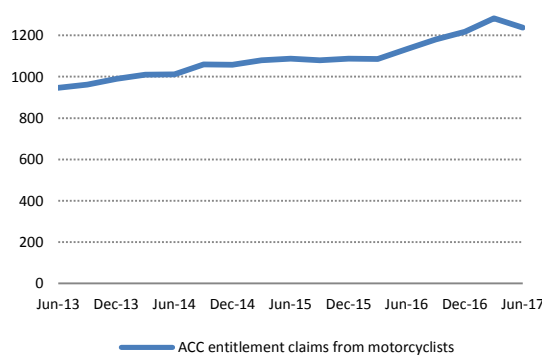
Overall outcomes: injuries



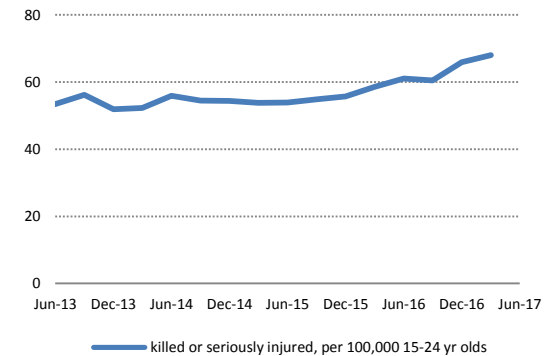
Alcohol and drugs

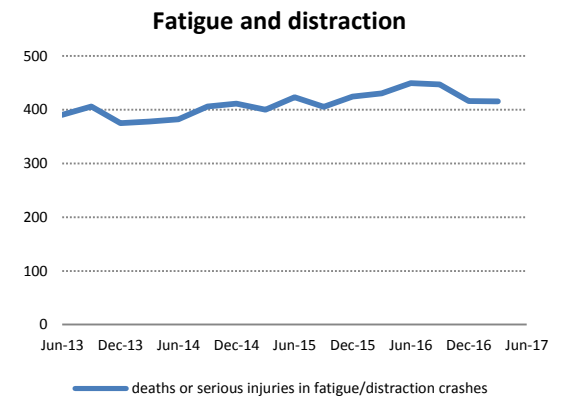
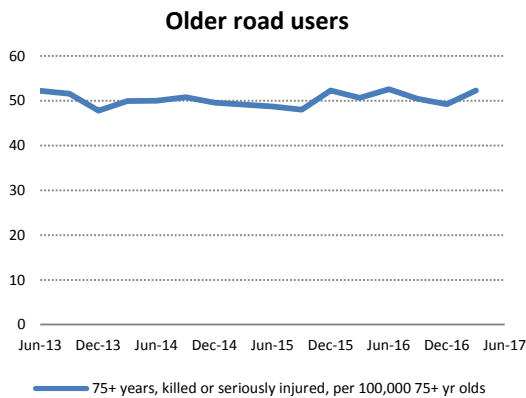
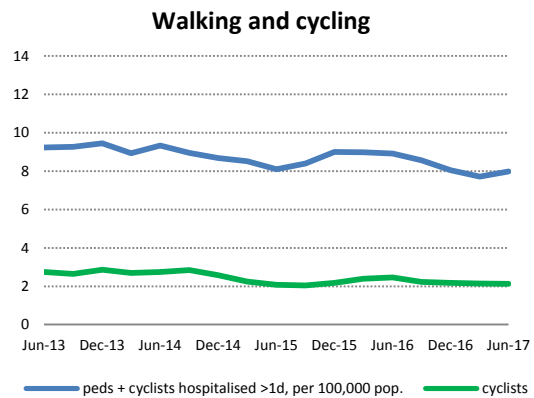
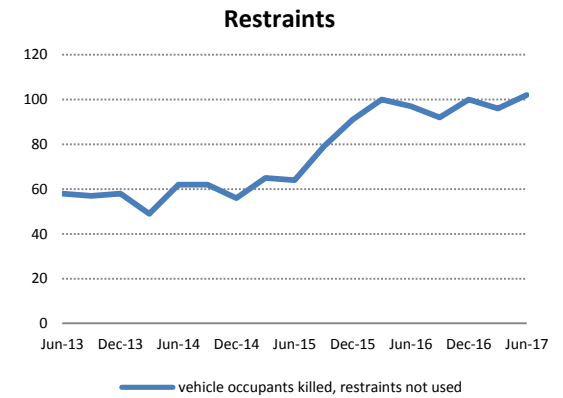
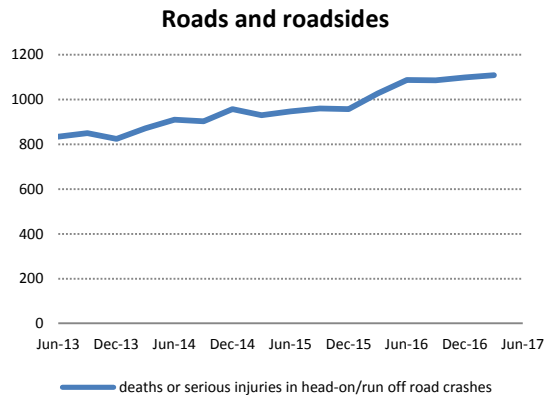
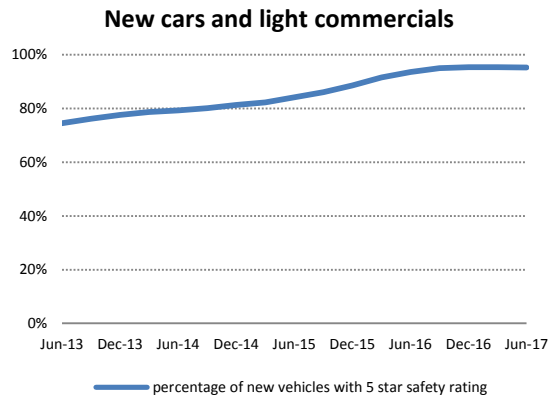
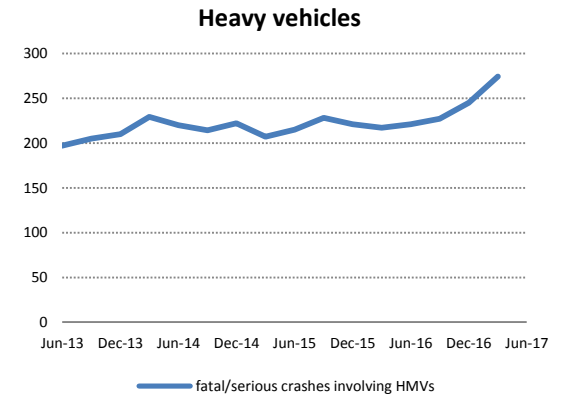
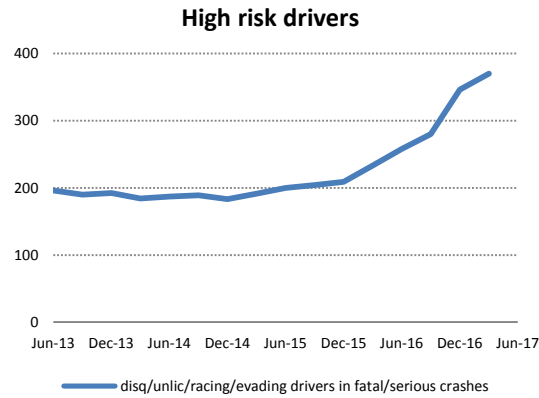
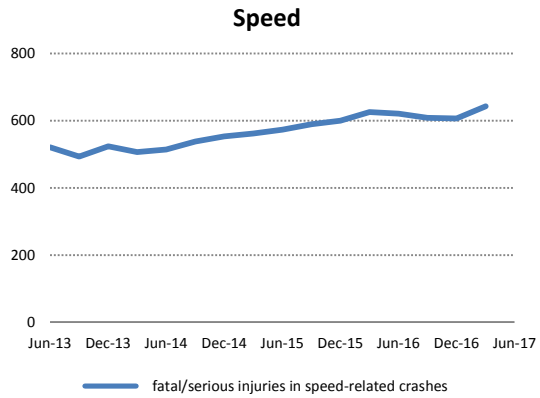


Motorcycling



Young drivers





NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2012	2013	2014	2015	2016
Overall outcomes								
persons killed or seriously injured in road crashes	843	2933	Mar 2017	2411	2273	2369	2483	2828
fatal or serious injury crashes	706	2480	Mar 2017	2026	1922	2003	2124	2383
persons killed in road crashes	94	344	Jun 2017	308	253	294	319	328
persons killed in road crashes, per 100,000 population, per year	7.8	7.2	Jun 2017	7.0	5.7	6.5	6.9	6.9
persons killed or seriously injured, per 100,000 population, per year	7.1	61	Mar 2017	54	51	52	53	60
persons killed or seriously injured, per 100 million vehicle km travelled	7.8	6.8	Mar 2017	5.8	5.4	5.6	5.8	6.5
persons hospitalised for more than 1 day (>1d), non-fatal	711	2974	Jun 2017	2647	2788	2626	2822	2993
ACC new entitlement claims	1475	5785	Jun 2017	4202	4339	4618	4953	5568
Alcohol and drugs								
fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year	11.4	11.4	Jun 2016	12.7	11.7	11.0	10.9	
drivers killed with excess alcohol	11	48	Sep 2016	49	38	28	48	
% think high probability being stopped at CBT checkpoint	-	50%	2016	52%	53%	50%	49%	50%
% admit driven while affected by prescription or other drugs	-	9%	2016	-	-	10%	8%	9%
Young drivers								
young drivers killed or seriously injured, per 100,000 15-24 year olds, per year	78	68	Mar 2017	61	52	54	56	66
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	64	49	Mar 2017	48	46	46	45	45
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	7.1	7.7	Jun 2017	5.9	6.0	4.6	8.1	6.7
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	4.2	2.4	Sep 2016	2.2	2.5	2.0	2.9	
% youth believe will be stopped for non-alcohol/speed traffic offences	-	39%	2016	42%	45%	49%	45%	39%
drivers on GDL primary contributor in fatal/serious crashes	88	286	Mar 2017	217	219	245	289	261
fatal and serious crashes involving 15-19 year old drivers	91	344	Mar 2017	254	215	233	278	334
Speed								
deaths or serious injuries in speed-related crashes	200	643	Mar 2017	500	523	553	600	606
% vehicles exceeding 100 km/h limits	-	23%	2015	25%	25%	22%	23%	
% vehicles exceeding 50 km/h limits	-	46%	2015	53%	56%	52%	46%	
deaths or serious injuries in in all open road crashes, 80-100 km/h roads	478	1614	Mar 2017	1369	1210	1331	1336	1578
fatal/serious speed-related crashes	161	523	Mar 2017	386	394	447	503	486
% disagree probability being detected speeding is small	-	55%	2016	55%	56%	57%	57%	55%
mean rural speed (km/h)	-	95.7	2015	95.6	95.7	95.3	95.7	
mean urban speed (km/h)	-	50.4	2015	51.3	51.7	51.1	50.4	
Motorcycling								
ACC entitlement claims from motorcyclists	278	1238	Jun 2016	897	990	1058	1087	1218
motorcycle and moped riders killed, per 100,000 population, per year	0.7	0.9	Jun 2017	1.0	0.8	0.9	1.1	1.1
% of motorcycles in crashes with non-current WoFs	14%	18%	Mar 2017	25%	28%	25%	25%	20%
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	19.1	14.1	Mar 2017	11.9	12.7	12.4	13.2	13.9
Roads and roadsides								
fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads	339	1108	Mar 2017	945	824	956	957	1098
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	100	312	Mar 2017	300	240	322	323	312
fatal or serious injuries in run off road crashes, 80-100 km/h roads	239	796	Mar 2017	645	584	634	634	786
fatal or serious injuries in intersection crashes	213	828	Mar 2017	769	663	712	718	812
fatal or serious injuries in pedestrian/cyclist crashes	123	461	Mar 2017	436	460	434	449	468
fatal or serious injuries in all crashes on SH network	264	1097	Mar 2017	983	837	937	931	1037

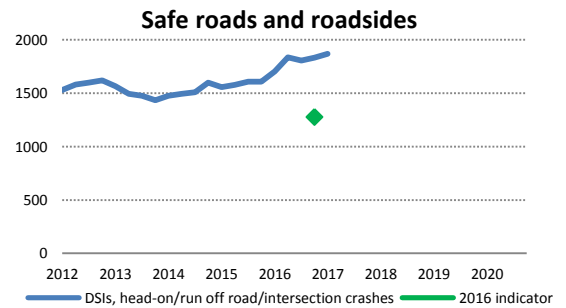
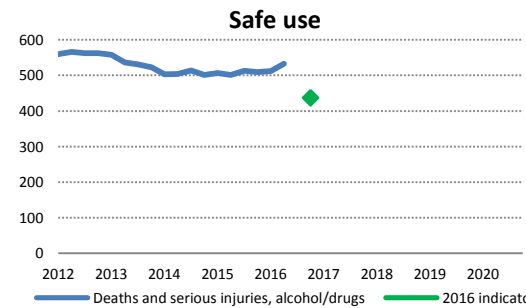
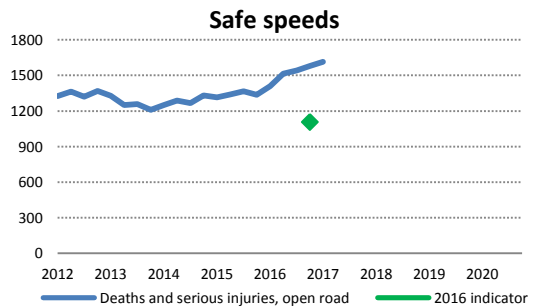
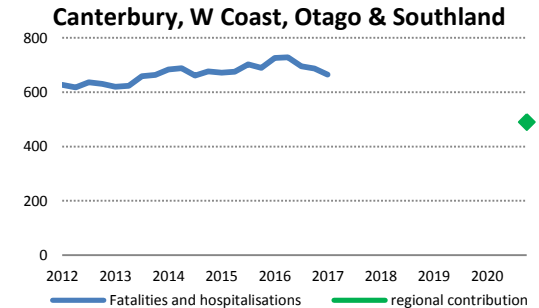
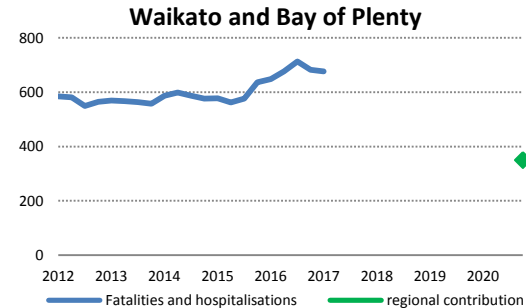
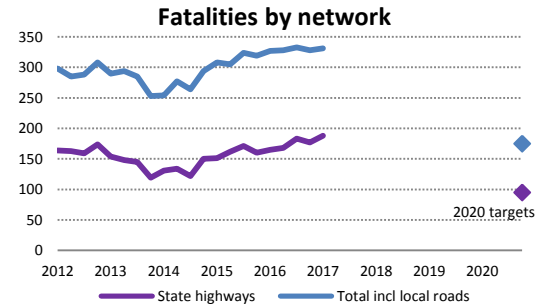
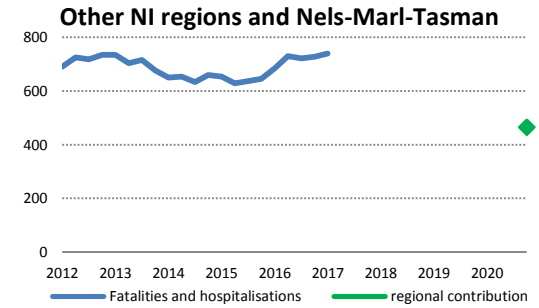
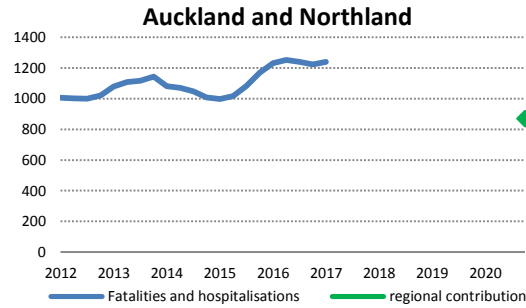
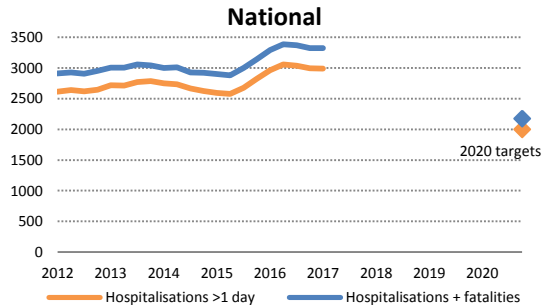
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2012	2013	2014	2015	2016
High risk drivers								
high risk drivers⁽²⁾ in fatal or serious injury crashes	101	370	Mar 2017	219	192	183	209	346
disqualified drivers detected driving	1882	7989	Mar 2017	8440	8162	7860	7367	7922
notices issued for 3 rd or subsequent drunk/drugged driving offences	967	4222	Mar 2017	6197	5692	4974	4281	4239
disqualified or unlicensed drivers involved in fatal/serious crash	93	342	Mar 2017	184	169	167	184	323
Light vehicles								
% of new vehicles with 5-star safety rating	95%	95%	Jun 2017	71%	78%	81%	89%	95%
% of vehicles in fatal/serious crashes with non-current WOFs ⁽¹⁾	18%	16%	Mar 2017	12%	12%	9%	11%	14%
% of fatal/serious injuries in crashes with contributing vehicle faults	3.2%	4.7%	Mar 2017	3.7%	2.6%	3.2%	2.9%	5.1%
average (median) age of light vehicle fleet (years)	-	14.0	2016	13.8	13.9	13.9	13.9	14.0
Fatigue and distraction								
fatal or serious injuries in fatigue/distraction crashes	112	415	Mar 2017	418	375	411	424	416
fatal/serious injuries in crashes with contributing driver fatigue	46	188	Mar 2017	192	187	196	214	196
fatal/serious injuries in crashes with contributing driver distraction	66	234	Mar 2017	236	198	225	220	234
Heavy vehicles								
fatal/serious crashes involving HMVs	78	274	Mar 2017	216	210	222	221	245
fatal/serious injuries in HMV crashes	107	345	Mar 2017	255	233	277	259	303
% of fatal/serious HMV crashes where HMV was primary contributor	47%	46%	Mar 2017	46%	46%	47%	53%	43%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	39%	32%	31%	31%	
Walking and cycling								
pedestrians and cyclists hospitalised >1d, per 100,000 population, per year	9.8	8.0	Jun 2017	9.3	9.5	8.7	9.0	8.0
pedestrians hospitalised >1 day, per 100,000 population, per year	7.3	5.9	Jun 2017	6.8	6.6	6.1	6.8	5.9
pedestrians and cyclists killed, per 100,000 population, per year	1.2	1.0	Jun 2017	0.9	0.8	1.2	0.7	0.7
fatal or serious injuries to school age (5-17) cyclists and pedestrians	14	59	Mar 2017	77	87	78	67	65
cyclists killed or hospitalised >1 day	33	111	Jun 2017	119	136	127	107	108
% cyclists wearing helmets	-	94%	2015	92%	-	-	94%	
Older road users								
persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year	58	52	Mar 2017	60	48	50	52	49
persons 75+ years killed in road crashes	7	28	Jun 2017	41	34	36	30	27
persons 75+ years hospitalised >1d	91	356	Mar 2017	373	369	317	335	377
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	72	80	Jun 2017	71	77	75	80	80
Restraints								
vehicle occupant deaths where restraints not worn	24	102	Jun 2017	57	58	56	91	100
% of children (5-9 years) in booster seats or child restraints	-	26%	2015	-	21%	-	26%	-
% front seat adult vehicle occupants restrained	-	97%	2016	96%	-	97%	-	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%	41%	43%	41%	40%
Overseas-licensed drivers involved in fatal/serious crash	67	155	Mar 2017	120	102	126	127	141

(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

PROGRESS TOWARDS NZ TRANSPORT AGENCY TARGETS

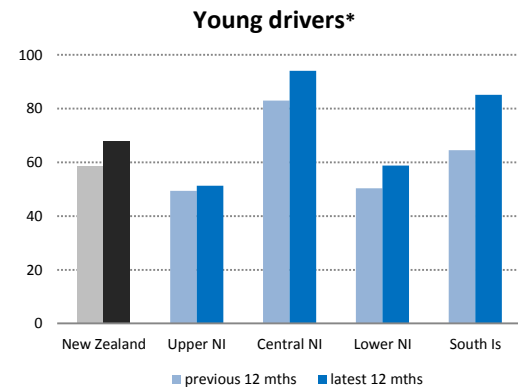
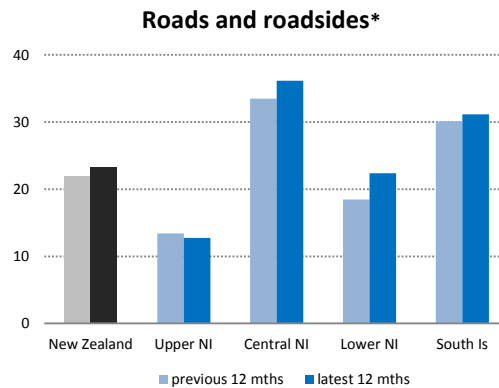
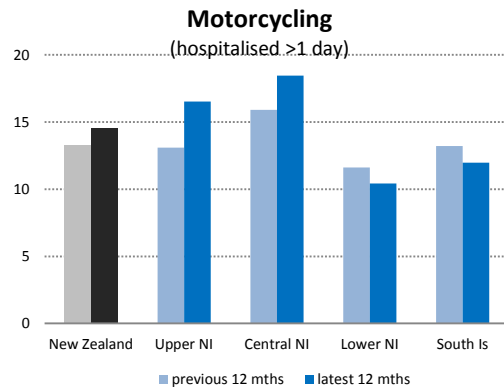
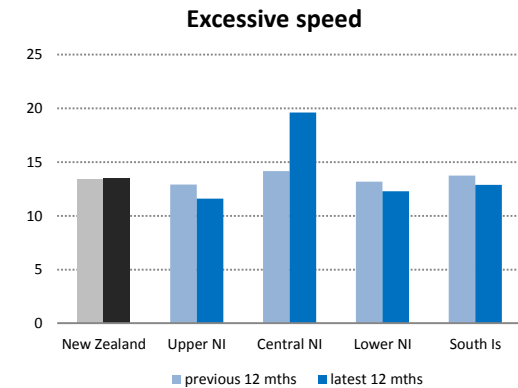
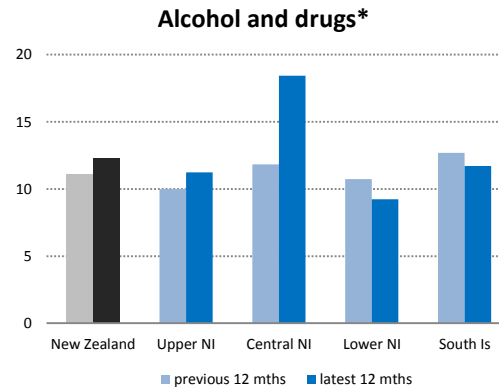
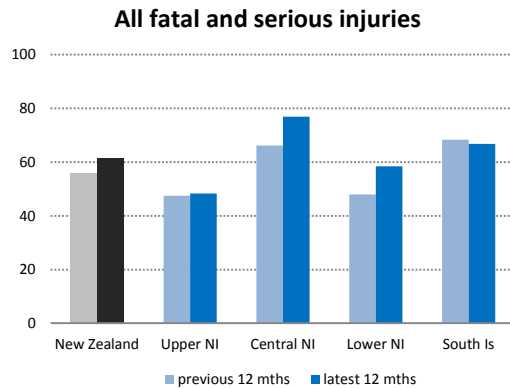
In 2013 the Transport Agency developed a set of lead indicators and national targets by extrapolating existing trends out to 2020 and adding some stretch. The targets help focus its efforts, along with partner agencies, to significantly reduce deaths and serious injuries. They do not predict future performance, 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**.



HIGH PRIORITIES: NZTA RELATIONSHIP ZONES, 2015/16 – 2016/17

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 March 2017) and preceding 12 months, allow comparisons across years, zones and priority concerns.

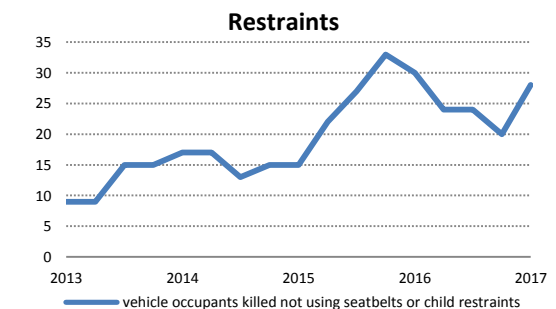
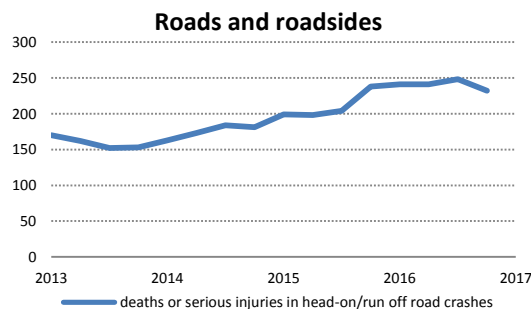
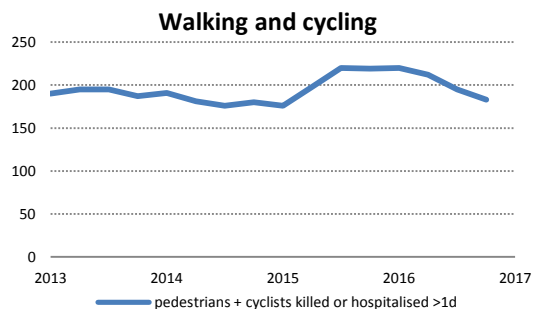
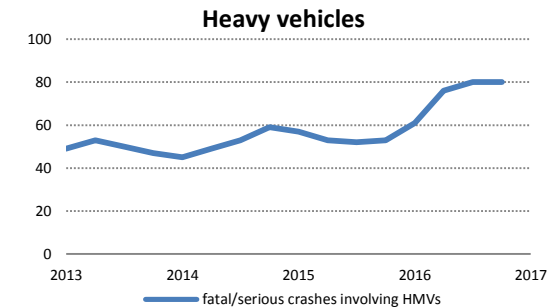
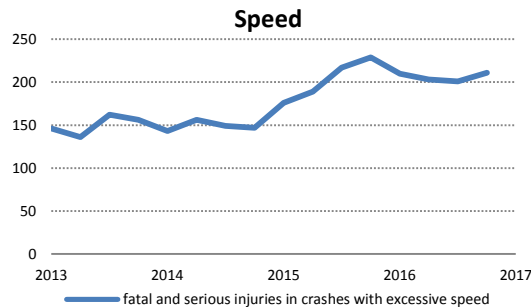
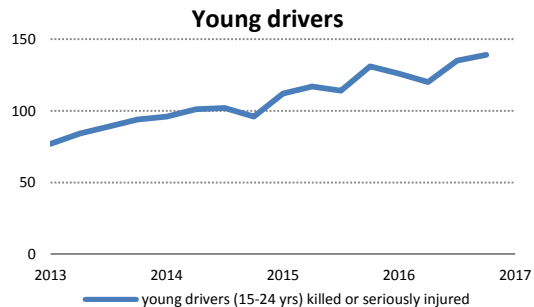
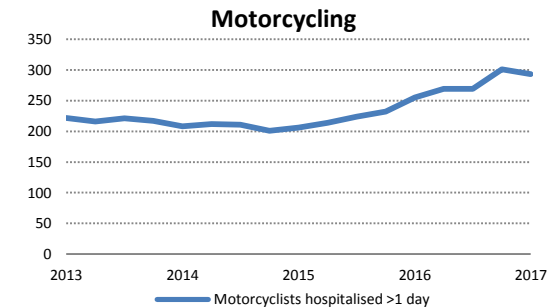
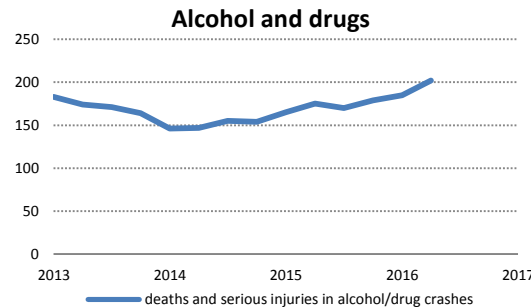
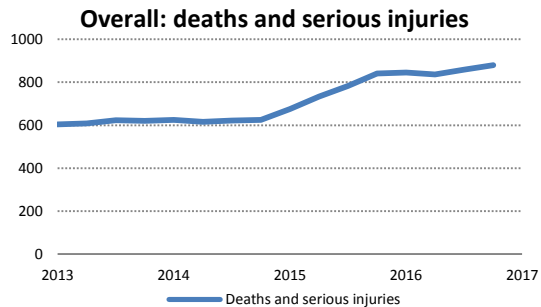
Fatal and serious injuries in crashes, per 100,000 population



* Roads and roadsides casualties result from open road head-on and run off road crashes (80-100 km/h); young driver rates are per 100,000 15-24 year olds; alcohol/drug rates only available to Sept. 2016. The North Island relationship zones comprise Upper NI (Northland and Auckland), Central NI (Waikato, Bay of Plenty and Taranaki) and Lower NI.

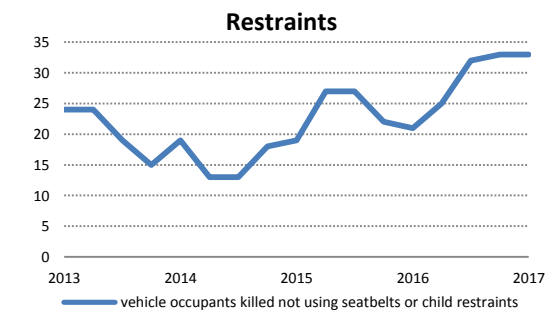
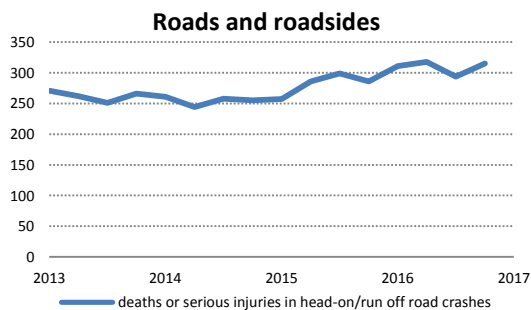
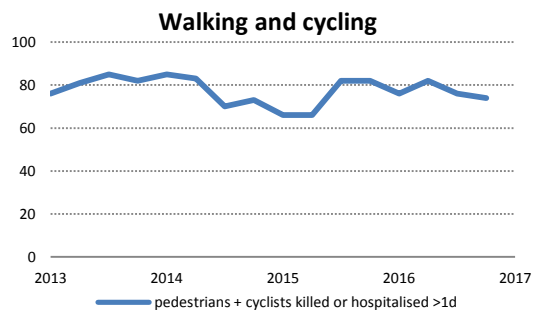
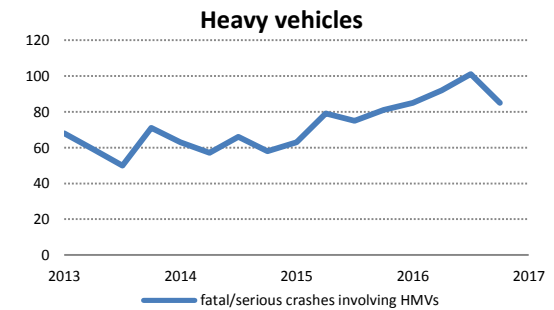
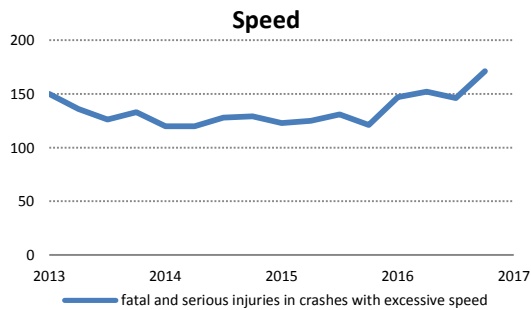
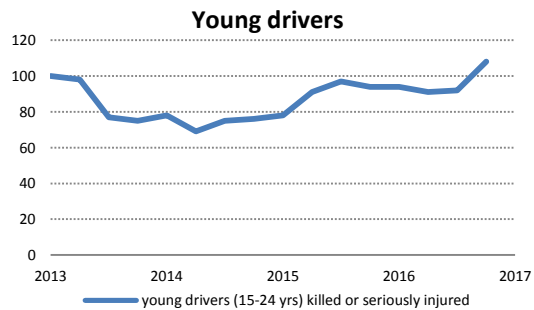
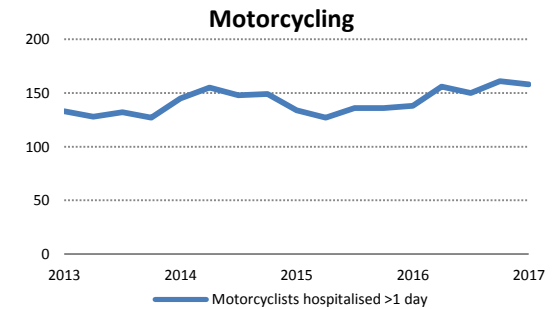
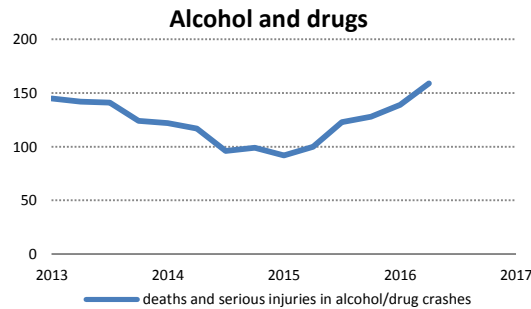
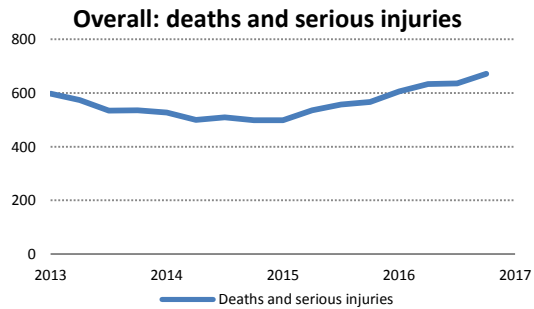
REGIONAL OUTCOME TRENDS, UPPER NORTH ISLAND (12 month rolling figures)

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.



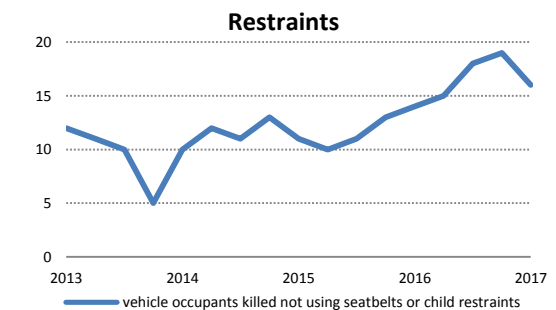
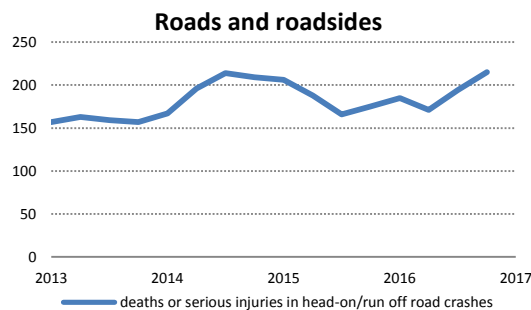
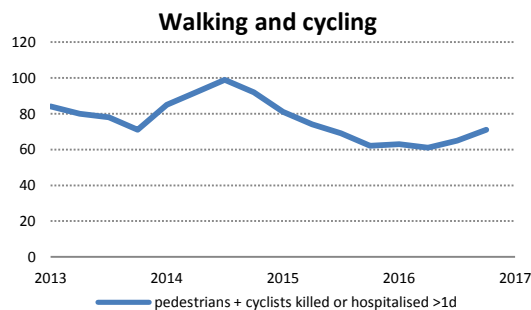
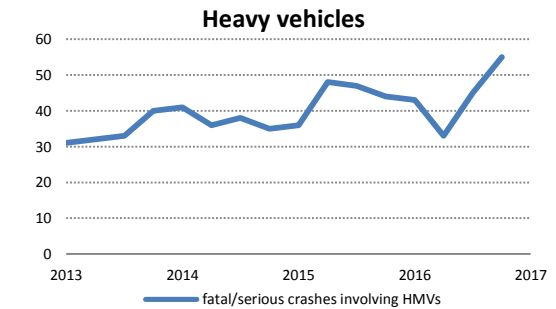
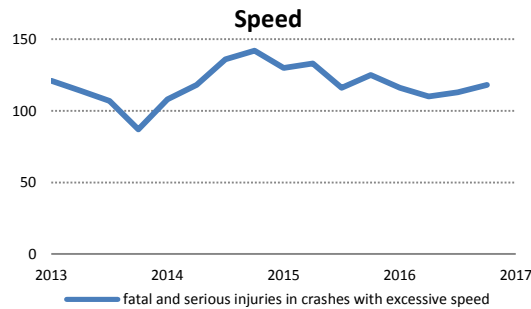
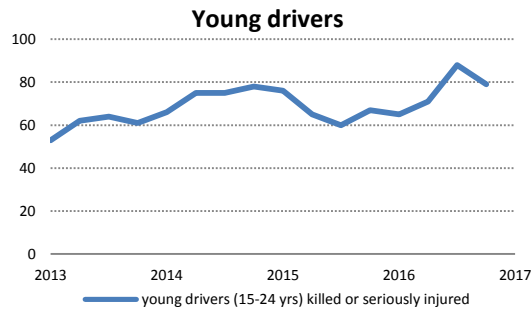
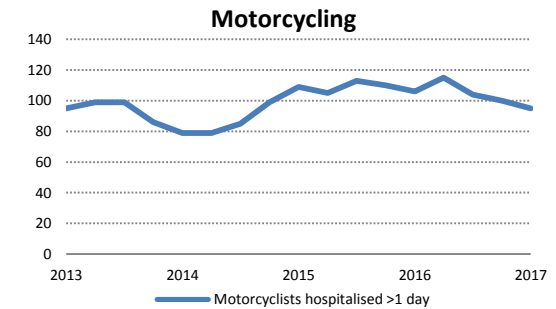
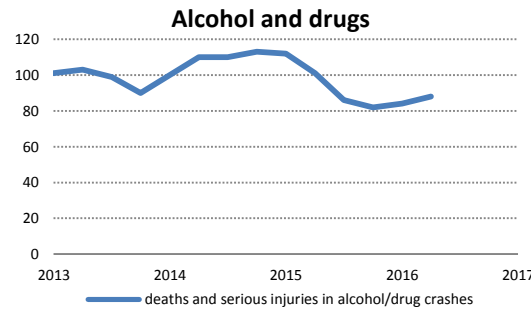
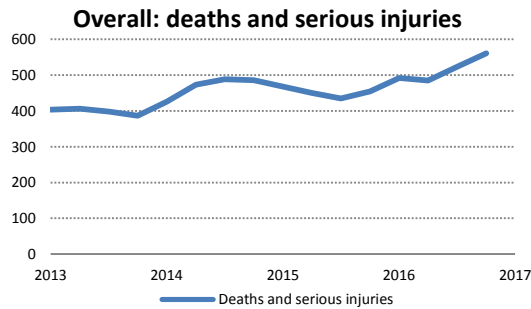
REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

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.



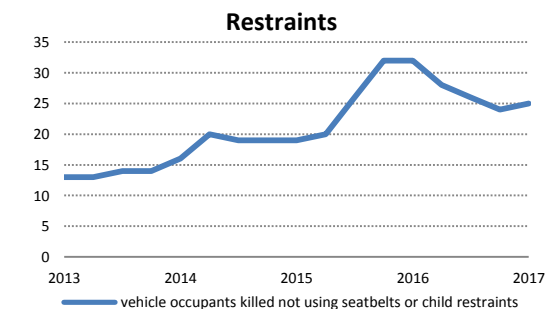
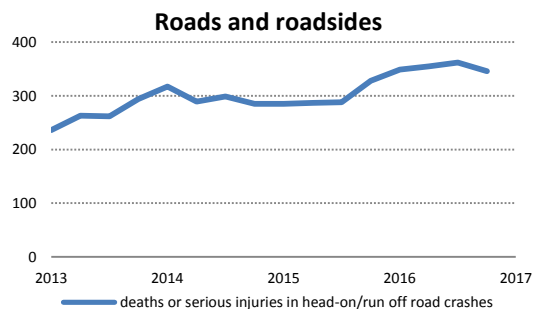
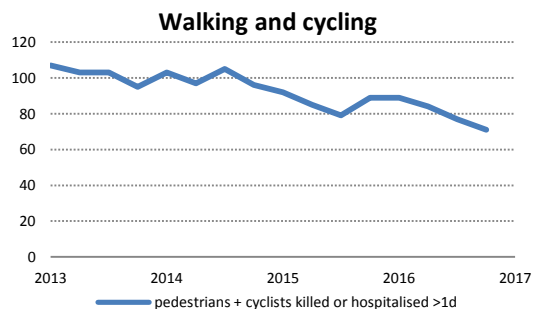
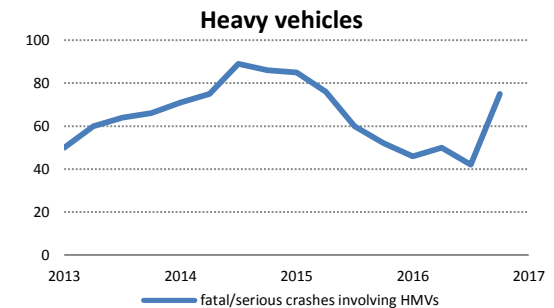
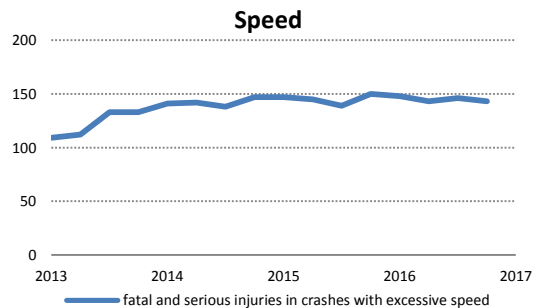
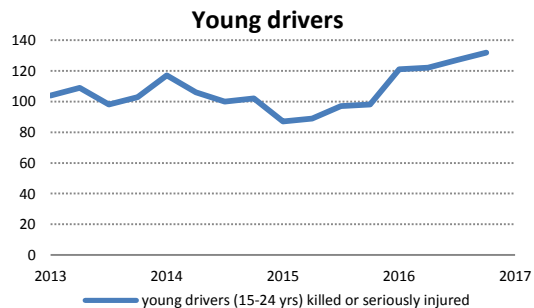
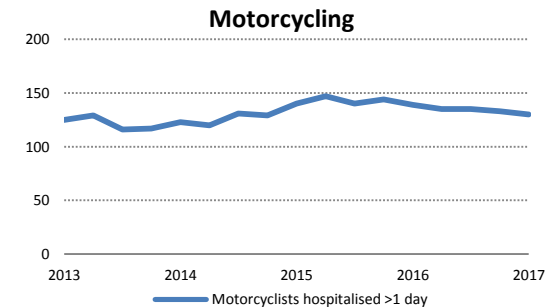
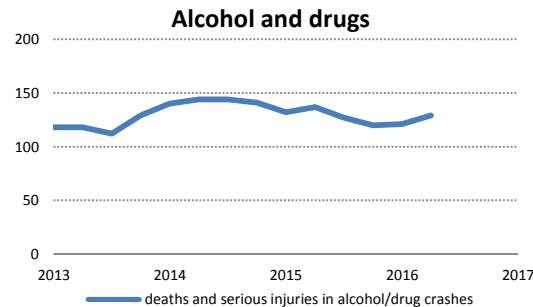
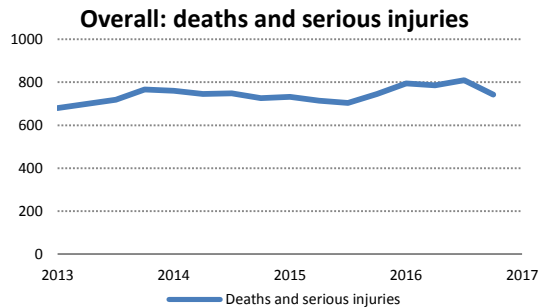
REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

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.



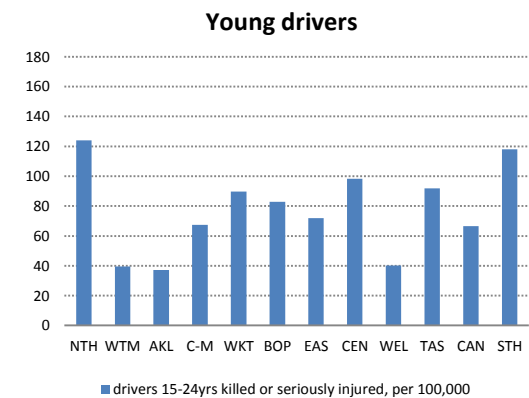
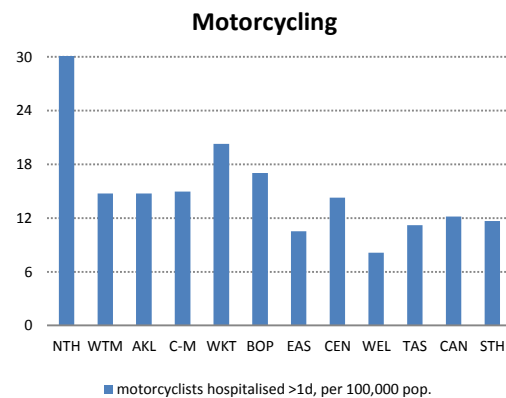
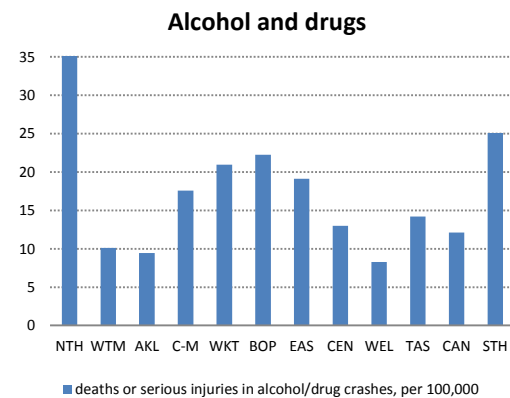
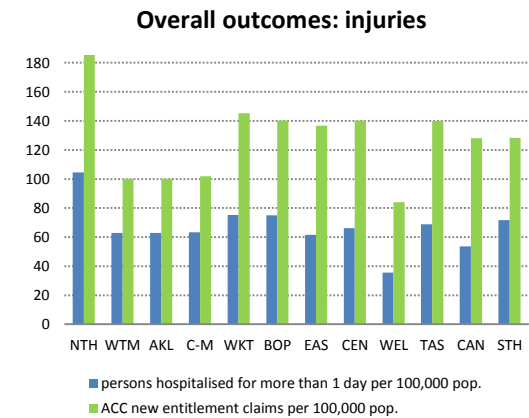
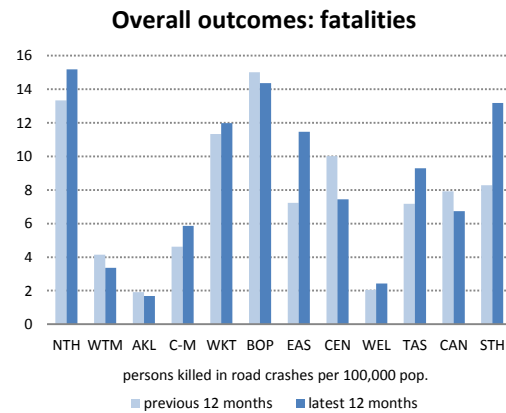
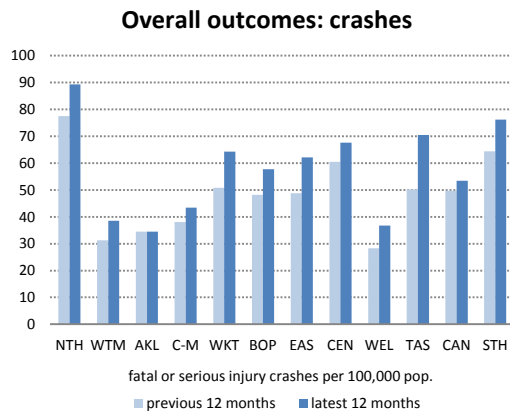
REGIONAL OUTCOME TRENDS, SOUTH ISLAND (12 month rolling figures)

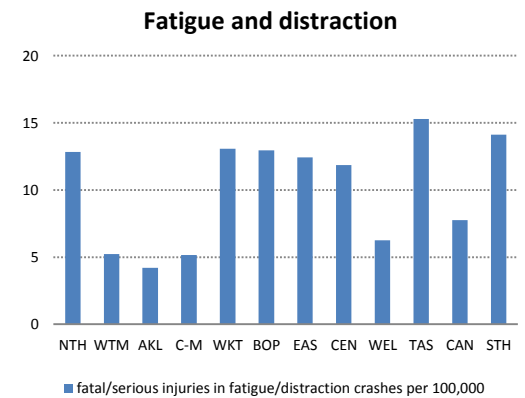
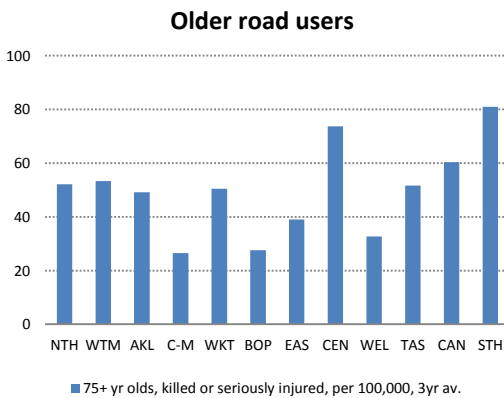
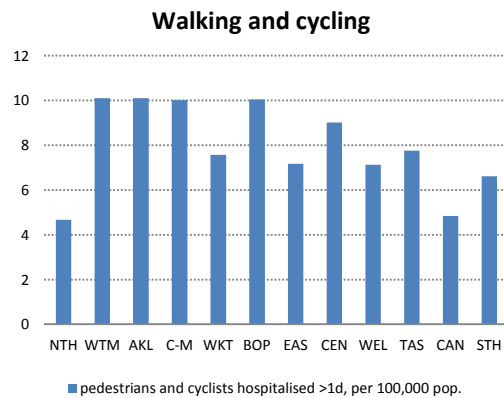
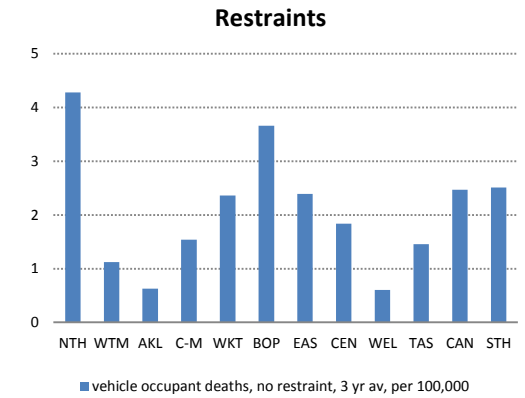
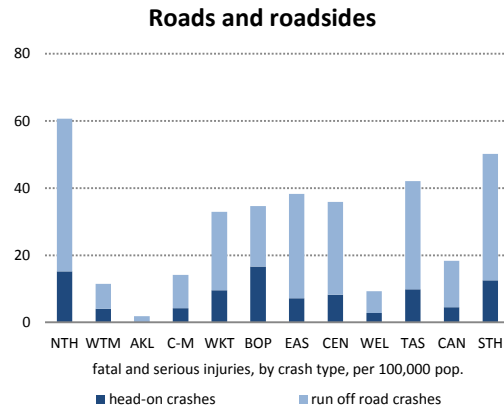
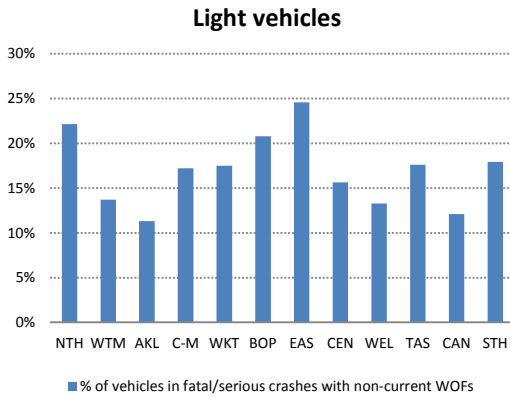
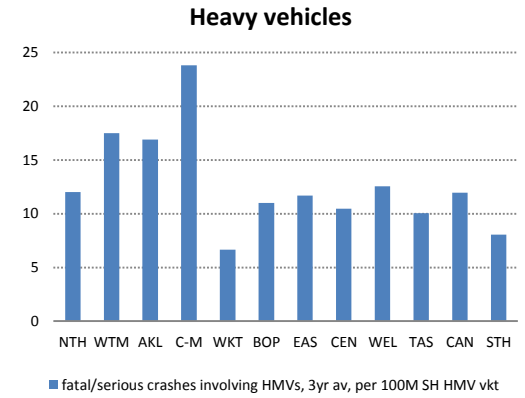
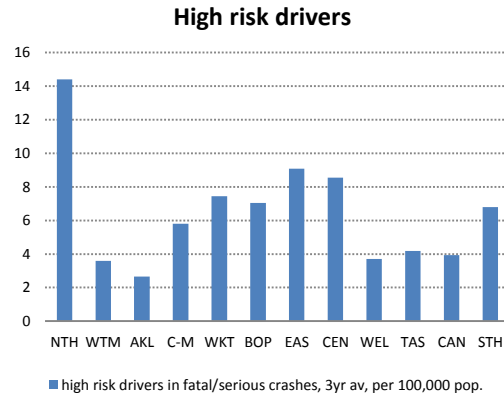
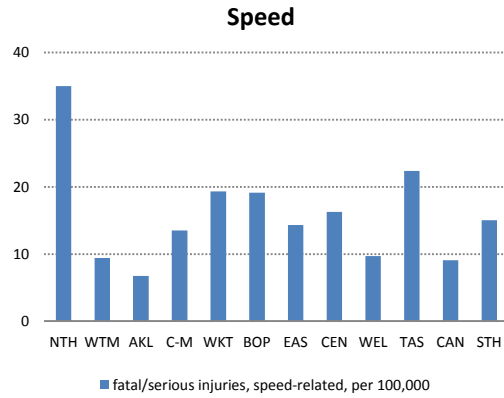
Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented 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.



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.

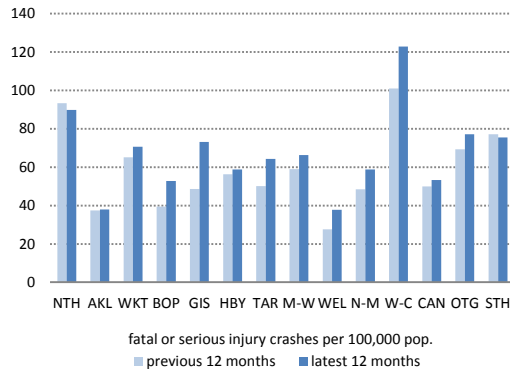




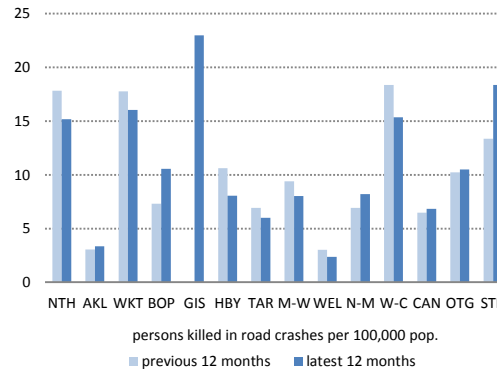
COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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-year basis.

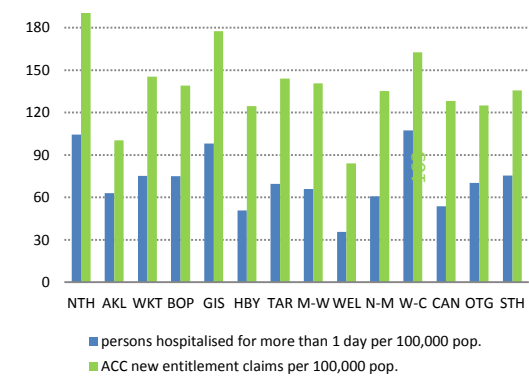
Overall outcomes: crashes



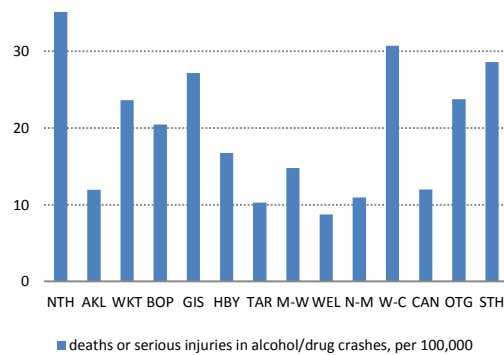
Overall outcomes: fatalities



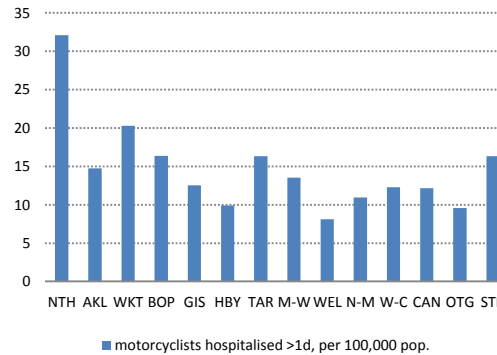
Overall outcomes: injuries



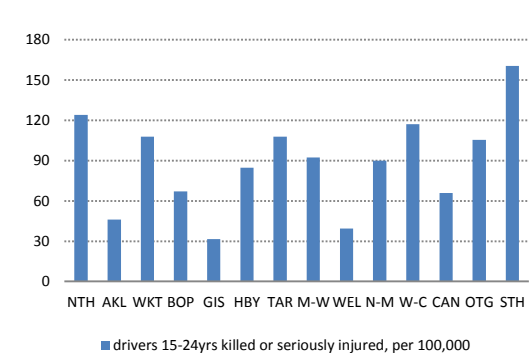
Alcohol and drugs

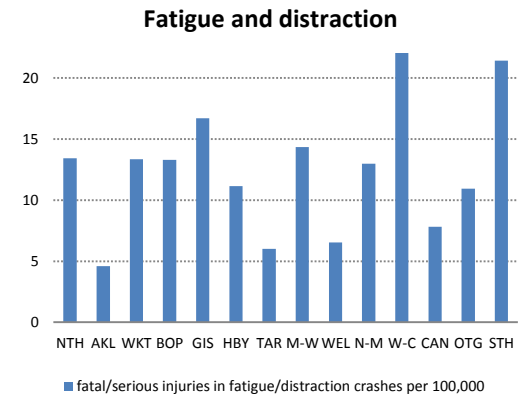
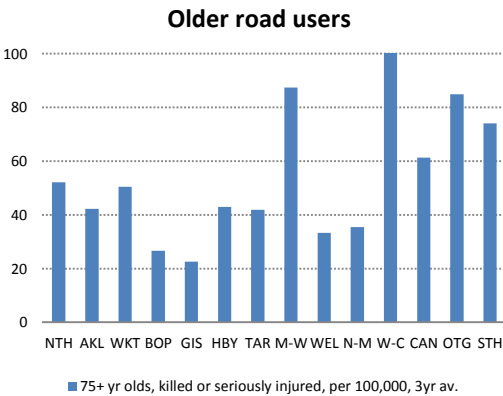
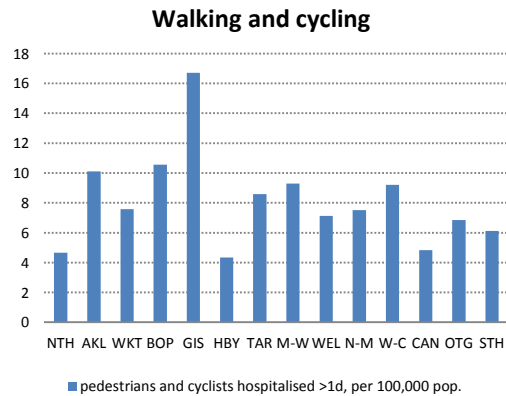
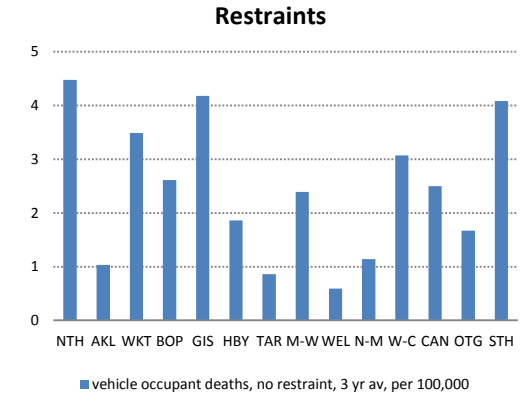
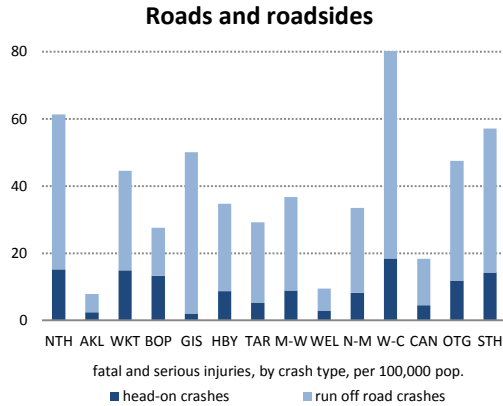
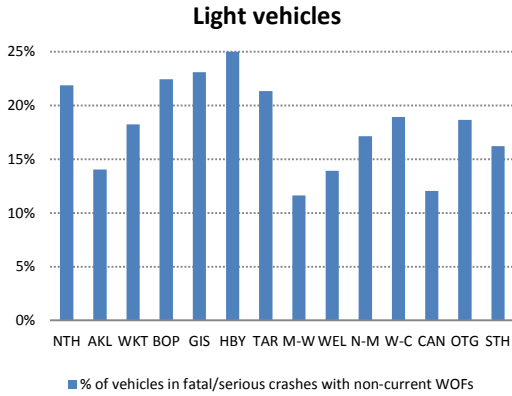
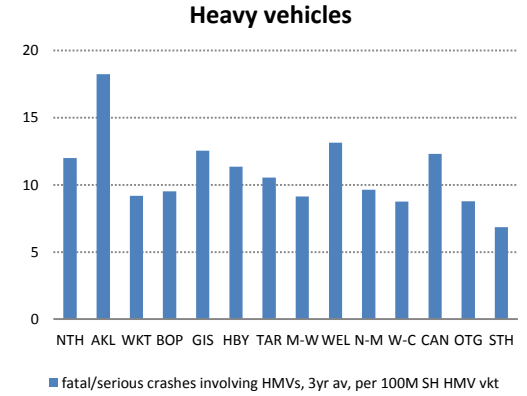
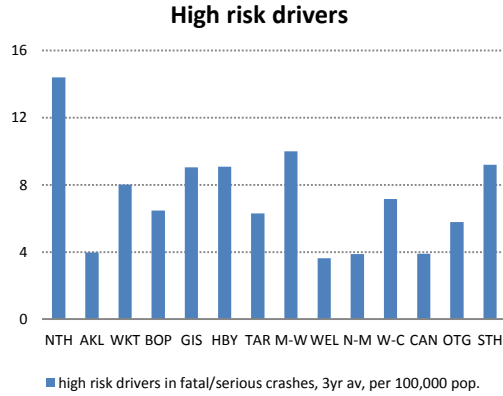
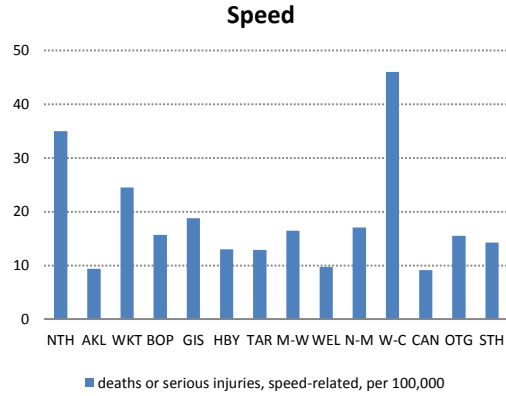


Motorcycling



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.	89	39	34	43	39	64	58	62	68	37	70	53	76	53
	persons killed in road crashes, per 100,000 popn.	15	3	2	6	4	12	14	11	7	2	9	7	13	7.3
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	104	63	63	63	63	75	75	62	66	36	69	54	72	63
	ACC new entitlement claims, per 100000 popn.	191	100	100	102	101	145	140	137	140	84	140	128	128	123
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	43	10	9	18	12	21	22	19	13	8	14	12	25	16
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	124	40	37	67	48	90	83	72	98	40	92	67	118	71
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	35	9	7	13	19	19	14	16	10	22	9	15	10	14
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	14	4	3	6	4	7	7	9	9	4	4	4	7	6
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	15	4	0	4	3	10	17	7	8	3	10	5	13	7
	deaths + serious injuries, run off road crashes, per 100,000 popn.	46	7	2	10	7	23	18	31	28	6	32	14	38	17
	deaths + serious injuries, intersection crashes, per 100,000 popn.	15	13	14	19	15	19	15	17	18	15	14	25	24	18
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	13	8	12	7	9	9	12	11	8	11	13	10	10	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	32	15	15	15	15	20	17	11	14	8	11	12	12	14
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	22%	14%	11%	17%	13%	18%	21%	25%	16%	13%	18%	12%	18%	16%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	13	5	4	5	5	13	13	12	12	6	15	8	14	9
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	12	17	17	24	20	7	11	12	10	13	10	12	8	11
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	5	10	10	10	10	8	10	7	9	7	8	5	7	8
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	52	53	49	27	43	50	28	39	74	33	52	60	81	56
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.3	1.1	0.6	1.5	1.1	2.4	3.7	2.4	1.8	0.6	1.5	2.5	2.5	1.9

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.	90	38	71	53	73	59	64	66	38	59	123	53	77	76
	persons killed in road crashes, per 100,000 popn.	15	3	16	11	23	8	6	8	2	8	15	7	10	18
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	104	63	75	75	98	51	69	66	36	61	107	54	70	76
	ACC new entitlement claims, per 100,000 popn.	191	100	145	139	177	124	144	141	84	135	163	128	125	136
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	44	12	24	20	27	17	10	15	9	11	31	12	24	29
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	124	46	108	67	31	85	108	92	39	90	117	66	105	160
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	35	9	24	16	19	13	13	16	10	17	46	9	16	14
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	14	4	8	6	9	9	6	10	4	4	7	4	6	9
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	15	2	15	13	2	9	5	9	3	8	18	4	12	14
	deaths + serious injuries, run off road crashes, per 100,000 popn.	46	5	30	14	48	26	24	28	7	25	64	14	36	43
	deaths + serious injuries, intersection crashes, per 100,000 popn.	15	15	18	16	17	17	20	16	16	11	28	25	24	26
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	13	9	8	13	19	8	6	8	11	14	9	10	13	5
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	32	15	20	16	13	10	16	14	8	11	12	12	10	16
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	22%	14%	18%	22%	23%	25%	21%	12%	14%	17%	19%	12%	19%	16%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	13	5	13	13	17	11	6	14	7	13	25	8	11	21
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	12	18	9	10	13	11	11	9	13	10	9	12	9	7
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	5	10	8	11	17	4	9	9	7	8	9	5	7	6
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	52	42	50	27	23	43	42	87	33	35	113	61	85	74
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.5	1.0	3.5	2.6	4.2	1.9	0.9	2.4	0.6	1.1	3.1	2.5	1.7	4.1