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# ROAD SAFETY OUTCOMES

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

1 April to 30 June 2018

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Q4 2017/18



## 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.

The way in which **alcohol crash data** are collected has changed during the Safer Journeys decade. This report now shows crash and casualty outcomes for crashes in which an illegal driver alcohol measurement was recorded, and separate outcomes for crashes in which the presence of drugs was suspected or confirmed.

Outcome measures are provided for the most recently available quarter, to June 2018 in some cases but usually to March 2018. 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 Vehicles**. A new awareness campaign encouraging community conversation and consideration of safer vehicle choices has been launched by ANCAP – the independent Australian and New Zealand vehicle safety authority. The *Safer Vehicle Choices Save Lives* campaign highlights the different outcomes for occupants of older and more modern vehicles. It depicts the parallel lives of two individuals – a younger female and a middle-aged male – their fate decided by the vehicle they choose to drive. “A mistake on the road – whether it be yours or someone else’s – can be fatal, so the campaign asks the community to consider how safe the vehicle is that they, or their family, are driving.” said ANCAP Chief Executive, James Goodwin. To find out who survives, visit [www.ancap.com.au/WhoSurvives](http://www.ancap.com.au/WhoSurvives).

## Key results for the quarter

- 393 people were killed in road crashes in the 12 months to June, the same as at the end of March, at a rate of **8.0 deaths per 100,000** population and 8.3 per BVKT
- of the nearly 3,200 deaths and serious injuries per year, 560 are motorcyclists, 790 are young people (15-24 years), and 520 are pedestrians or cyclists
- fatal or serious injury crashes involving **high risk drivers** (disqualified, unlicensed, racing or evading enforcement) have increased by over 50% in the past 4 years
- vehicle occupant deaths where **seatbelts** were not used occur at the highest rates in Northland, Gisborne, Waikato and Southland.

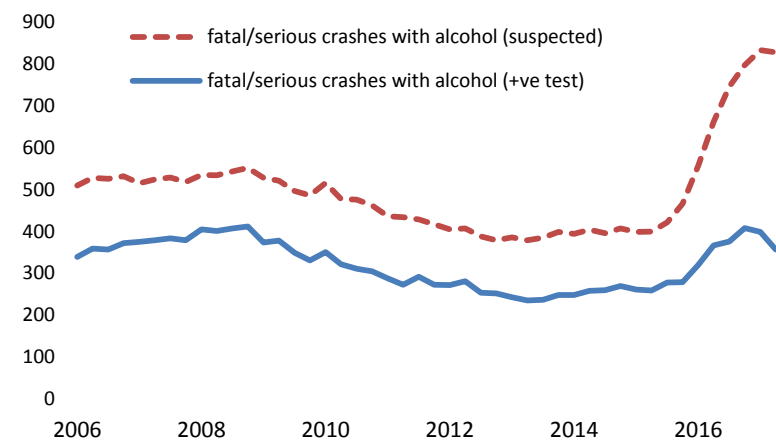
## Changes in alcohol crash coding

Lately, many more crashes have been recorded as "alcohol suspected" than in the past, so that historical estimates of alcohol-related harm, and crash and casualty trends over time, are no longer consistent. Now, all drivers from whom a blood sample is taken, such as when hospitalised, are counted as "alcohol suspected" until proven otherwise.

The chart illustrates the effect of the methodology change. For many years, around 2/3 of crashes which Police reported as "alcohol suspected" were subsequently confirmed as "alcohol test above limit". Test results were not available for all drivers, but the consistency of the confirmed tests gave reasonable confidence in the level of suspected alcohol involvement in crashes. Since 2016, the criterion "suspected" has changed to "blood sample taken" and is no longer useful as the measure for driver alcohol.

In past years, driver alcohol had been seen as a contributing factor in around 20% of fatal and serious injury crashes, based upon Police assessments or confirmed by breath/blood test results. Using only confirmed test results, the figure to use for the level of alcohol involvement in fatal and serious injury crashes becomes around 13%.

Comparison of "suspected" and "proven" alcohol crash trends



## More information ...

Published 31 July 2018

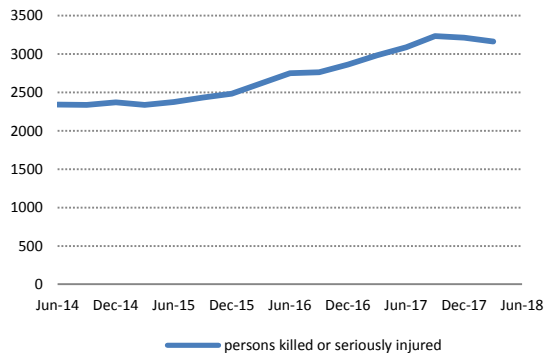
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This document and its time series data are available on the NZ Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

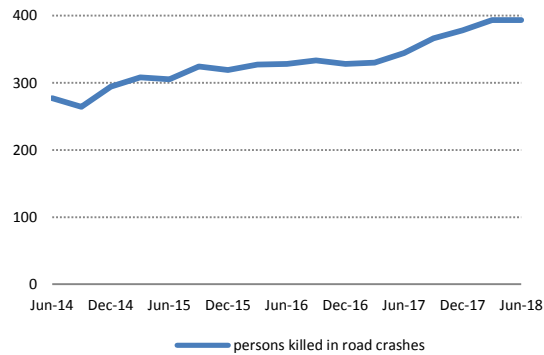
# ROAD SAFETY OUTCOME TRENDS 2014-2018 (12 month rolling figures)

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.

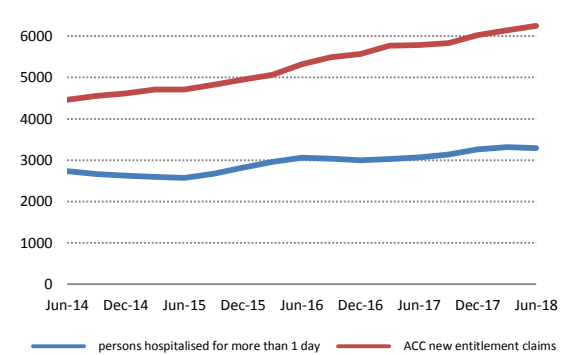
**Overall outcomes: DSIs**



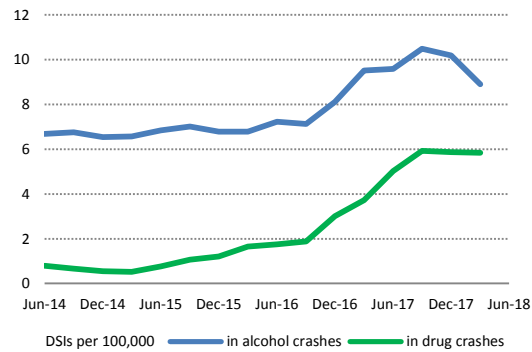
**Overall outcomes: fatalities**



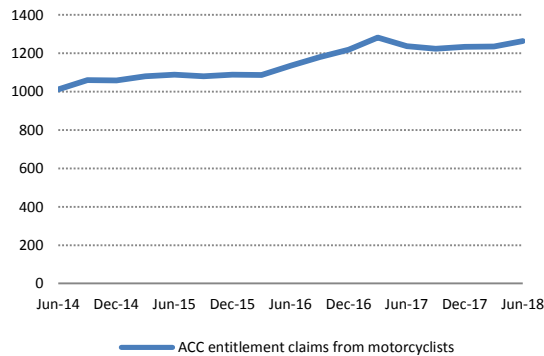
**Overall outcomes: injuries**



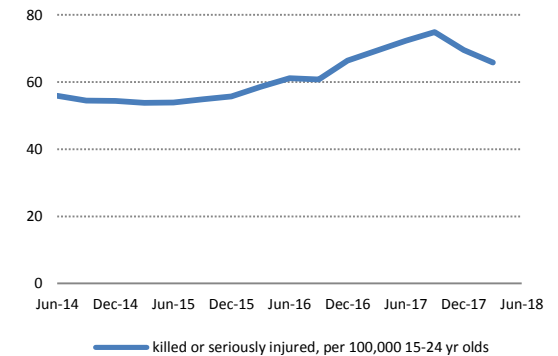
**Alcohol and drugs**

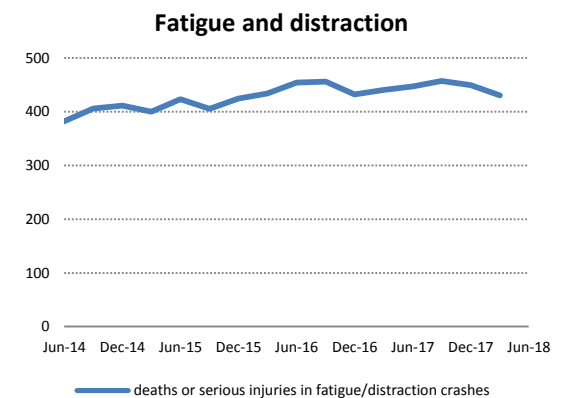
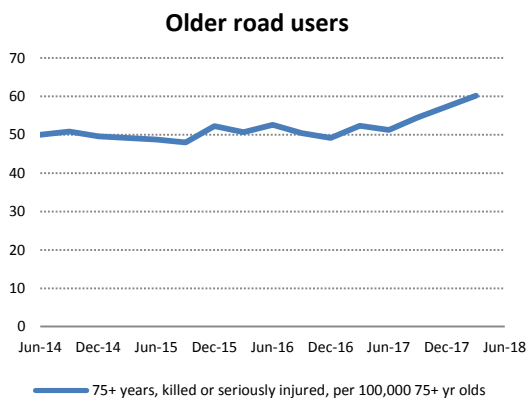
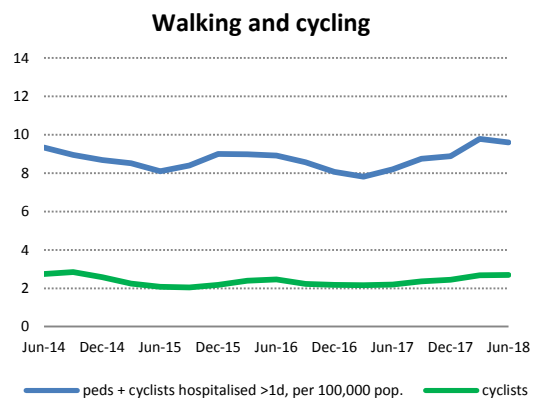
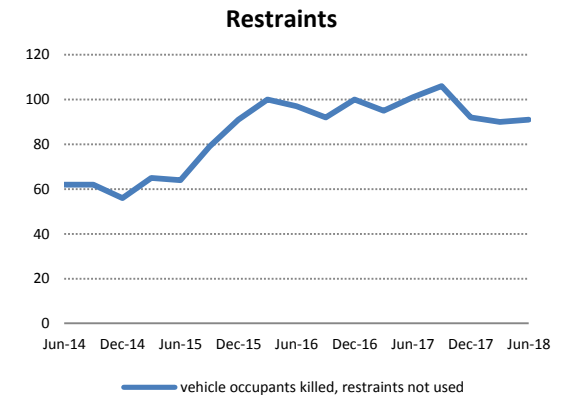
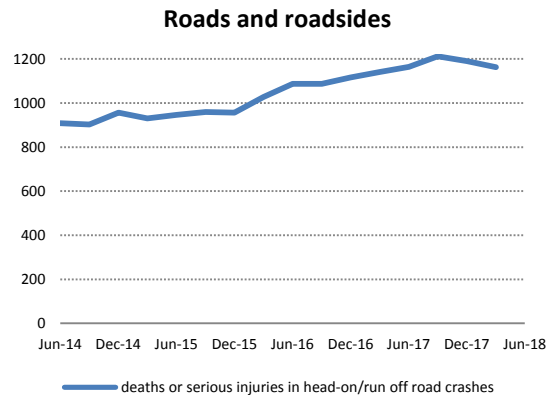
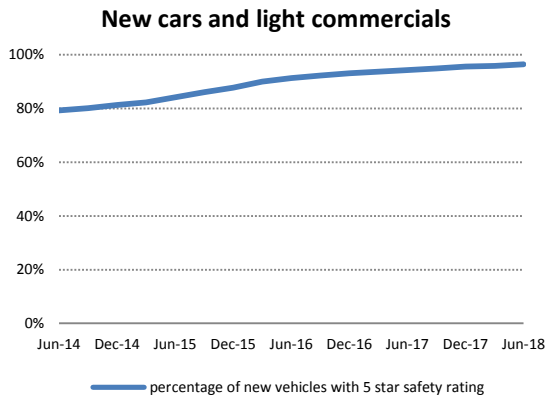
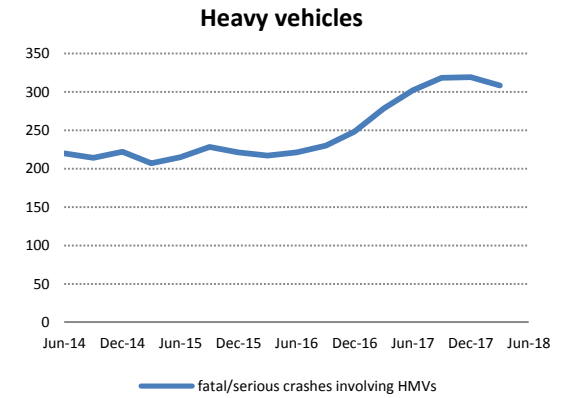
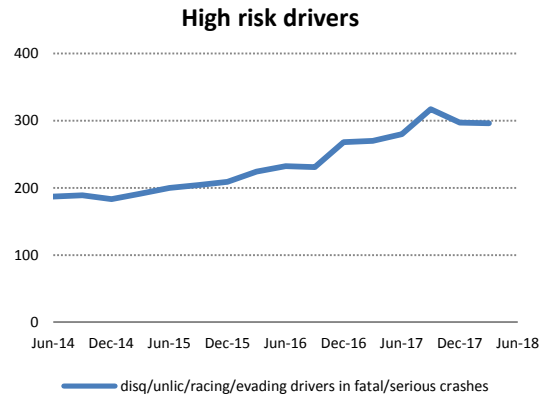
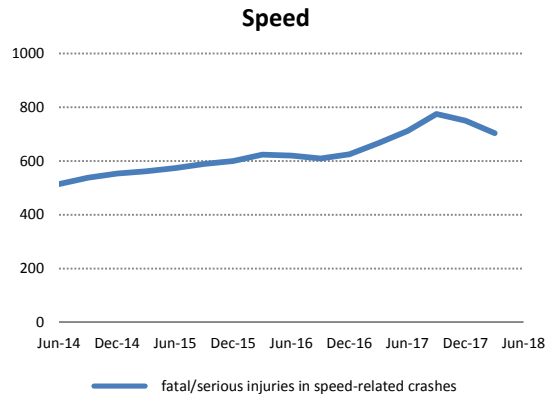


**Motorcycling**



**Young drivers**





NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2013	2014	2015	2016	2017
<b>Overall outcomes</b>								
<b>persons killed or seriously injured in road crashes</b>	808	3160	Mar 2018	2273	2369	2483	2860	3212
fatal or serious injury crashes	672	2679	Mar 2018	1922	2003	2124	2398	2725
persons killed in road crashes	95	393	Jun 2018	253	294	319	328	378
persons killed in road crashes, per 100,000 population, per year	7.8	8.0	Jun 2018	5.7	6.5	6.9	6.9	7.8
persons killed in road crashes, per billion vehicle km travelled	8.0	8.3	Jun 2018	6.0	6.9	7.5	7.4	8.2
persons killed or seriously injured, per 100,000 population, per year	66	65	Mar 2018	51	52	53	60	66
persons hospitalised for more than 1 day (>1d), non-fatal	742	3291	Jun 2018	2788	2626	2822	2996	3264
ACC new entitlement claims	1586	6252	Jun 2018	4339	4618	4953	5567	6024
<b>Alcohol and drugs</b>								
<b>fatal or serious injuries in alcohol (+ve test), per 100,000 population, per year</b>	7.2	7.2	Mar 2018	8.4	7.6	6.6	10.6	9.4
drivers killed with excess alcohol, per 100,000 population	1.5	1.0	Mar 2018	0.8	0.7	1.1	1.1	1.0
fatal or serious injuries in drug-related crashes (suspected/confirmed), per 100,000	5.4	5.8	Mar 2018	0.7	0.5	1.2	3.0	5.9
% think high probability being stopped at CBT checkpoint	-	50%	2016	53%	50%	49%	50%	
% admit driven while affected by prescription or other drugs	-	9%	2016	-	10%	8%	9%	
<b>Young drivers</b>								
<b>young drivers killed or seriously injured, per 100,000 15-24 year olds, per year</b>	67	66	Mar 2018	52	54	56	66	70
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	39	47	Jun 2018	46	46	45	45	53
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	10.7	7.7	Jun 2018	6.0	4.6	8.1	6.7	6.8
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	1.2	2.5	Dec 2017	2.5	2.0	2.9	3.3	2.5
% youth believe will be stopped for non-alcohol/speed traffic offences	-	39%	2016	45%	49%	45%	39%	
drivers on GDL primary contributor in fatal/serious crashes	82	346	Mar 2018	219	245	289	308	370
fatal and serious crashes involving 15-19 year old drivers	96	328	Mar 2018	215	233	278	340	327
<b>Speed</b>								
<b>deaths or serious injuries in speed-related crashes</b>	157	703	Mar 2018	523	553	599	625	749
% vehicles exceeding 100 km/h limits	-	23%	2015	25%	22%	23%		
deaths or serious injuries in open road (80-100km/h) crashes	-	1690	Mar 2018	1210	1331	1336	1597	1713
fatal/serious speed-related crashes	121	559	Mar 2018	394	447	502	491	600
% disagree probability being detected speeding is small	-	55%	2016	56%	57%	57%	55%	
mean rural speed (km/h)	-	95.7	2015	95.7	95.3	95.7		
mean urban speed (km/h)	-	50.4	2015	51.7	51.1	50.4		
<b>Motorcycling</b>								
<b>ACC entitlement claims from motorcyclists</b>	306	1263	Jun 2018	990	1058	1087	1217	1232
motorcycle and moped riders killed, per 100,000 population, per year	0.7	1.2	Jun 2018	0.8	0.9	1.1	1.1	0.9
% of motorcycles in crashes with non-current WoFs	16%	16%	Mar 2018	28%	25%	25%	20%	16%
motorcyclists hospitalised >1d, per 100,000 population, per year <sup>(1)</sup>	10.9	14.4	Jun 2018	12.7	12.4	13.2	13.9	15.0
<b>Roads and roadsides</b>								
<b>fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads</b>	284	1163	Mar 2018	824	956	957	1117	1190
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	123	431	Mar 2018	240	322	323	315	412
fatal or serious injuries in run off road crashes, 80-100 km/h roads	204	732	Mar 2018	584	634	634	802	778
fatal or serious injuries in intersection crashes	237	935	Mar 2018	663	712	718	816	913
fatal or serious injuries in pedestrian/cyclist crashes	107	521	Mar 2018	460	434	449	469	540
fatal or serious injuries in all crashes on SH network	344	1180	Mar 2018	837	937	931	1056	1175

NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2013	2014	2015	2016	2017
<b>High risk drivers</b>								
<b>high risk drivers<sup>(2)</sup> in fatal or serious injury crashes</b>	69	296	Mar 2018	192	183	209	268	297
disqualified drivers detected driving	1847	7775	Mar 2018	8162	7860	7368	7938	7863
notices issued for 3 <sup>rd</sup> or subsequent drunk/drugged driving offences	1162	4312	Mar 2018	5692	4974	4281	4242	4342
disqualified or unlicensed drivers involved in fatal/serious crash	61	246	Mar 2018	169	167	185	241	243
<b>Light vehicles</b>								
<b>% of new vehicles with 5-star safety rating</b>	97%	96%	Jun 2018	78%	81%	88%	93%	95%
% of vehicles in fatal/serious crashes with non-current WOFs <sup>(1)</sup>	15%	17%	Mar 2018	12%	9%	11%	15%	18%
% of fatal/serious injuries in crashes with contributing vehicle faults	5.7%	5.3%	Mar 2018	2.6%	3.2%	2.9%	5.0%	4.6%
average (median) age of light vehicle fleet (years)	-	14.2	Dec 2017	14.0	14.0	14.0	14.1	14.2
<b>Fatigue and distraction</b>								
<b>fatal or serious injuries in fatigue/distraction crashes</b>	106	430	Mar 2018	375	411	424	432	449
fatal/serious injuries in crashes with contributing driver fatigue	47	170	Mar 2018	187	196	214	206	175
fatal/serious injuries in crashes with contributing driver distraction	63	268	Mar 2018	198	225	220	245	278
<b>Heavy vehicles</b>								
<b>fatal/serious crashes involving HMVs</b>	68	308	Mar 2018	210	222	221	248	319
fatal/serious injuries in HMV crashes	85	376	Mar 2018	233	277	259	321	401
% of fatal/serious HMV crashes where HMV was primary contributor	50%	49%	Mar 2018	46%	47%	53%	44%	47%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	32%	31%	31%	-	-
<b>Walking and cycling</b>								
<b>pedestrians and cyclists hospitalised &gt;1d, per 100,000 population, per year</b>	9.6	9.6	Jun 2018	9.5	8.7	9.0	8.1	8.9
pedestrians hospitalised >1 day, per 100,000 population, per year	6.8	6.9	Jun 2018	6.6	6.1	6.8	5.9	6.4
pedestrians and cyclists killed, per 100,000 population, per year	1.2	1.0	Jun 2018	0.8	1.2	0.7	0.7	1.2
fatal or serious injuries to school age (5-17) cyclists and pedestrians	21	80	Mar 2018	87	78	67	65	73
cyclists killed or hospitalised >1 day	36	146	Jun 2018	136	127	107	108	136
% 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>	69	60	Mar 2018	48	50	52	49	57
persons 75+ years killed in road crashes	13	50	Jun 2018	34	36	30	27	37
persons 75+ years hospitalised >1d	82	382	Jun 2018	369	317	335	377	381
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	79	83	Jun 2018	77	75	80	80	80
<b>Restraints</b>								
<b>vehicle occupant deaths where restraints not worn</b>	25	91	Jun 2018	58	56	91	100	92
% of children (5-9 years) in booster seats or child restraints	-	26%	2015	21%	-	26%	-	-
% front seat adult vehicle occupants restrained	-	97%	2016	-	97%	-	97%	-
% child (0-4 years) vehicle occupants restrained	-	93%	2016	-	93%	-	93%	-
% drivers think highly likely to be stopped for non-compliance	-	40%	2016	41%	43%	41%	40%	-
Overseas-licensed drivers involved in fatal/serious crash	48	129	Dec 2017	102	126	127	142	150

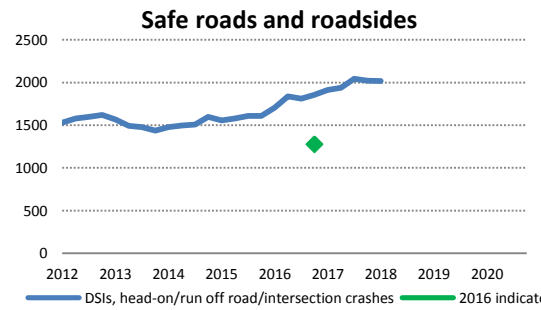
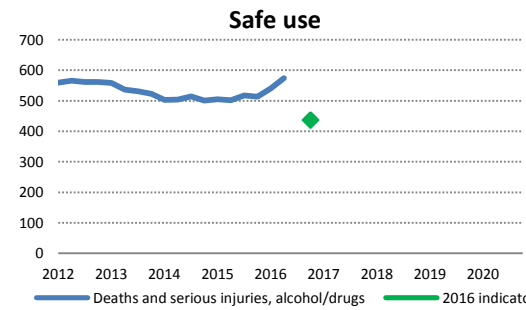
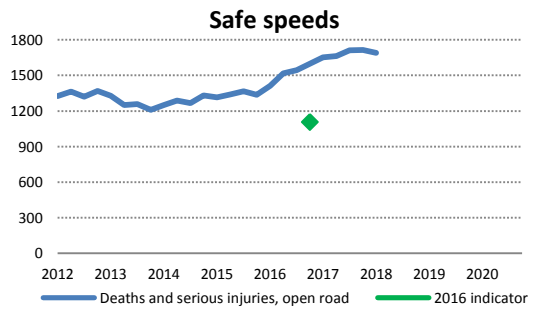
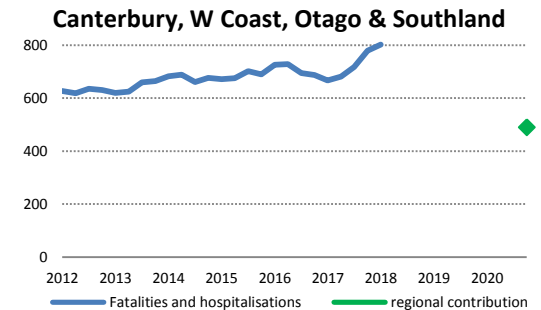
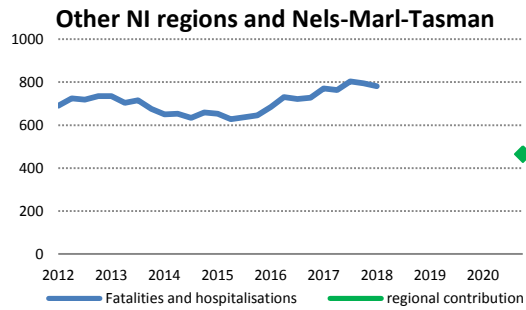
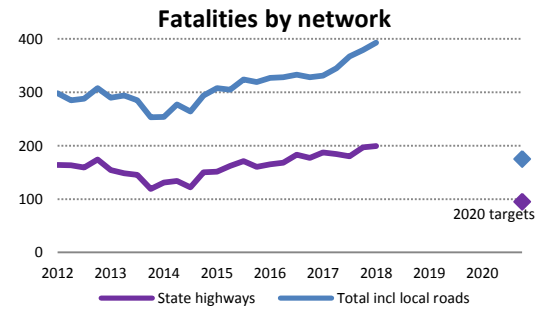
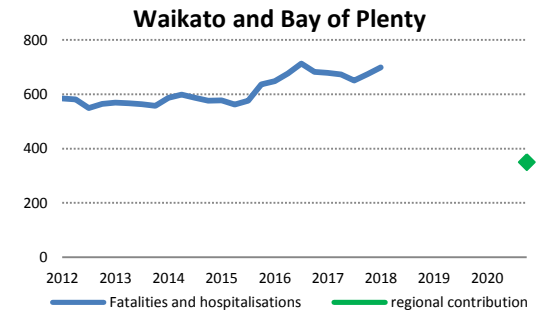
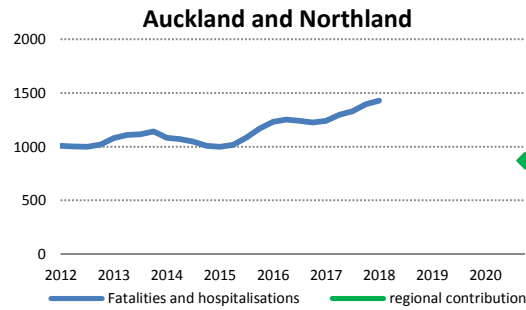
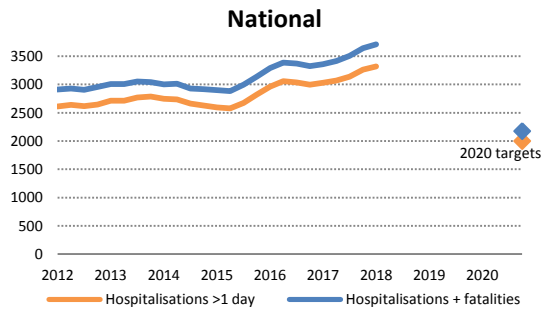
(1) The national headline measure is not available at regional/district level; this measure is used instead for local government region and police district charts

(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 helped focus efforts, with partner agencies, to significantly reduce deaths and serious injuries. They did not predict future performance, but indicated the need for sustained efforts to maintain the gains to date and for innovations to make new gains. The **Safe Vehicles** indicator was **90% of new vehicles rated 5-star by 2016**.

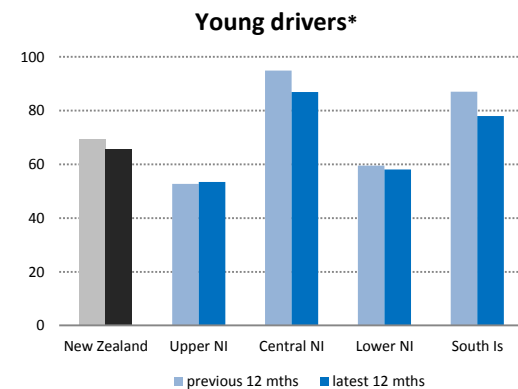
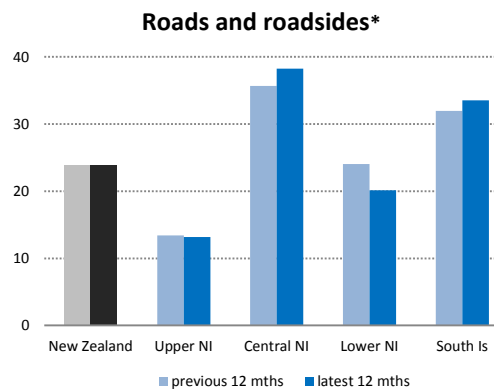
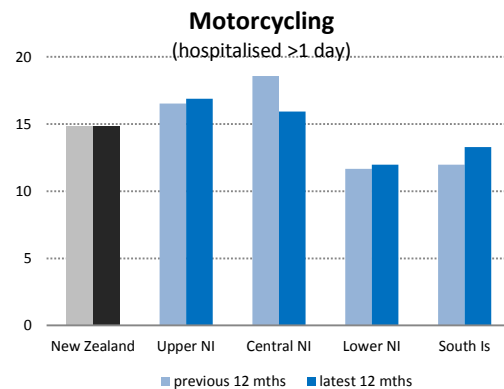
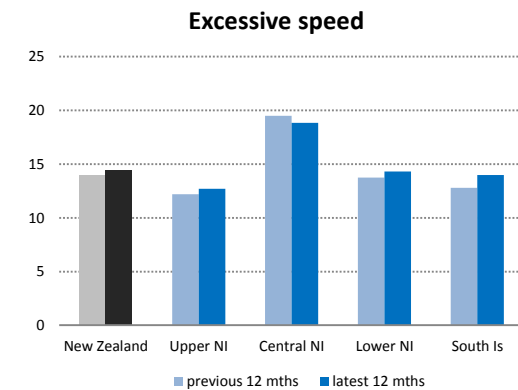
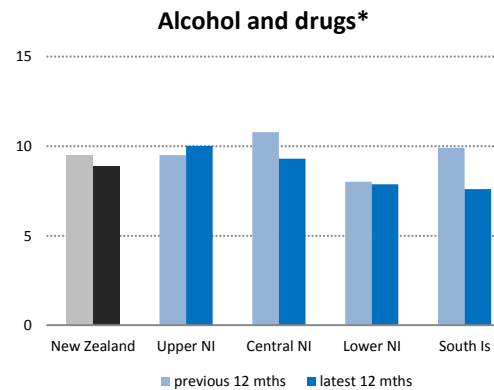
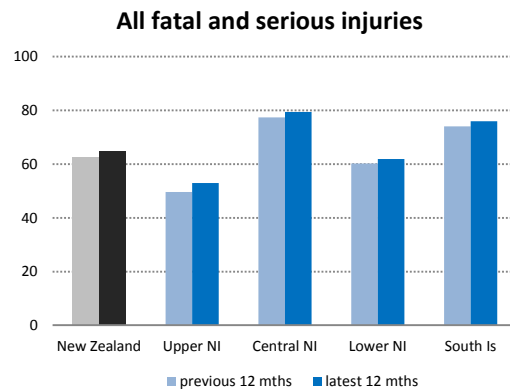




# HIGH PRIORITIES: NZTA RELATIONSHIP ZONES, 2016/17 – 2017/18

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 Mar. 2018) and the preceding 12 months, allow comparisons across years, zones and priority concerns.

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

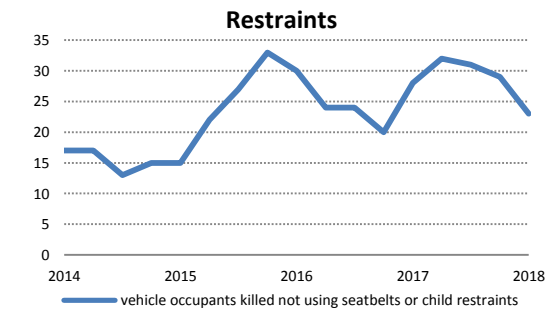
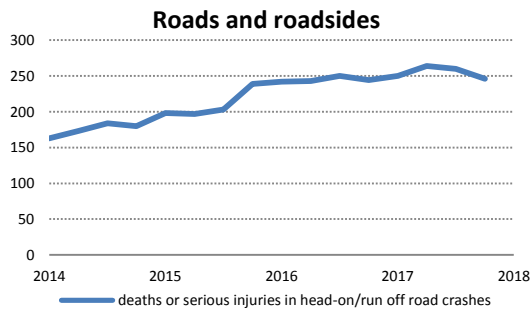
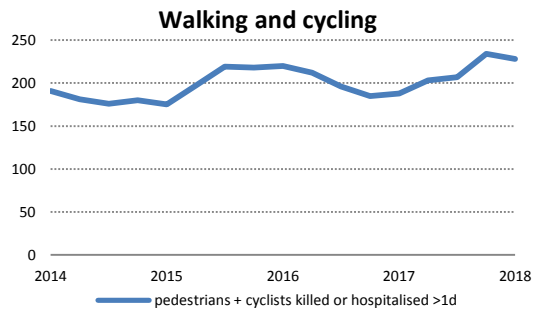
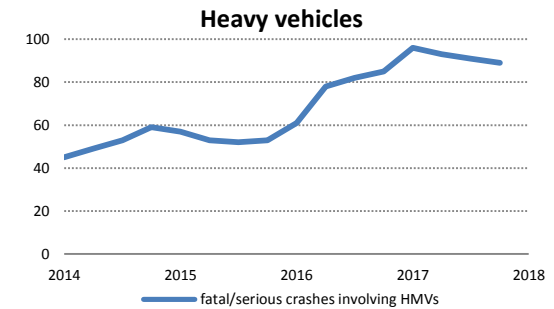
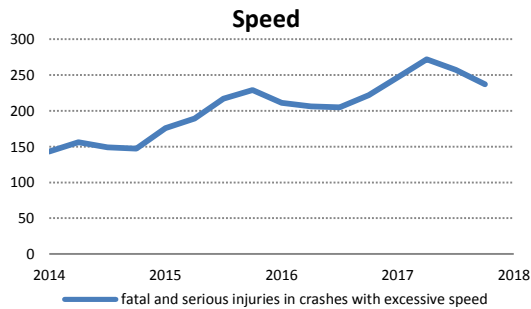
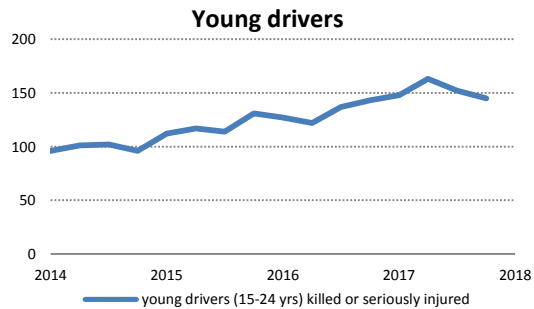
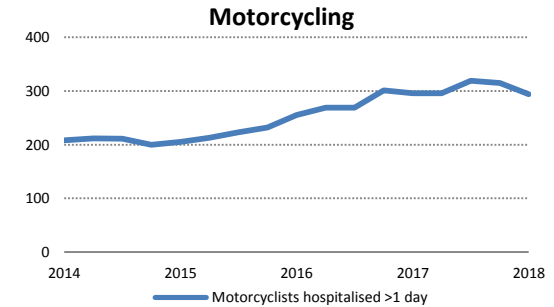
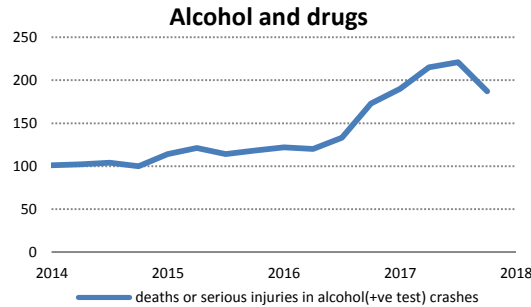
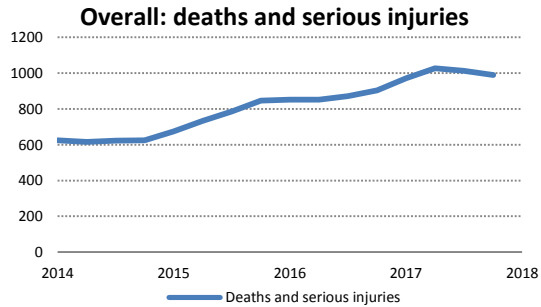


The North Island relationship zones comprise Upper NI (Northland and Auckland), Central NI (Waikato, Bay of Plenty and Taranaki) and Lower NI.

\* 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 only, if confirmed by breath/blood test.

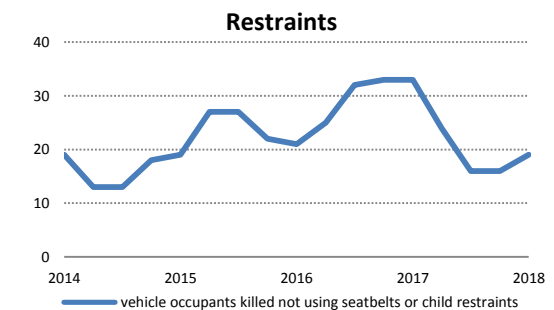
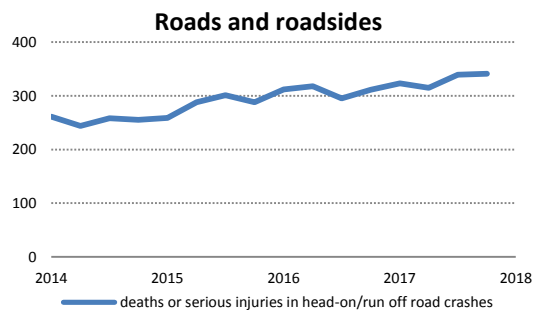
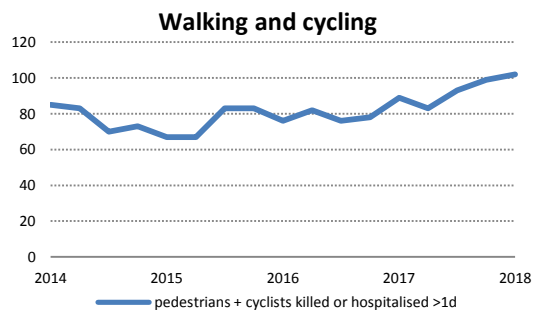
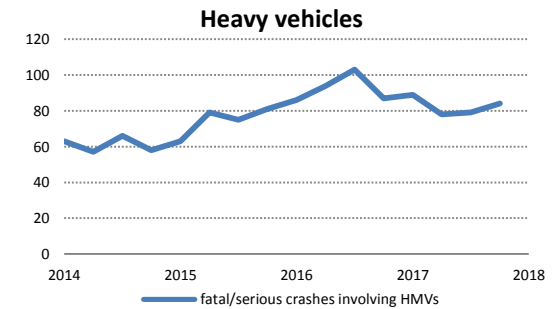
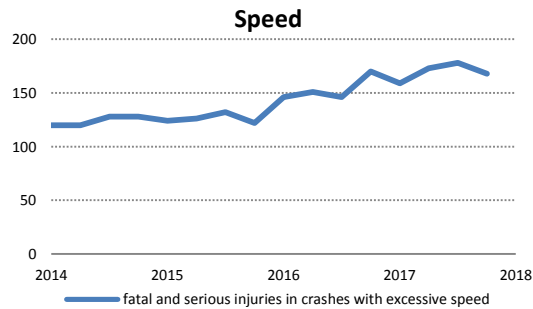
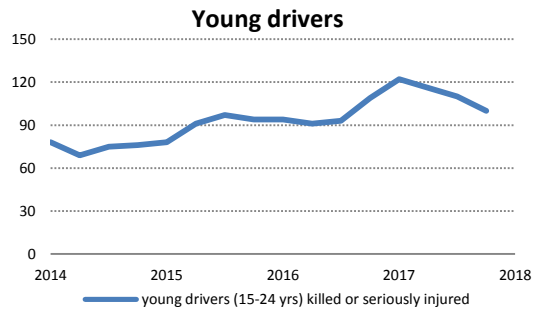
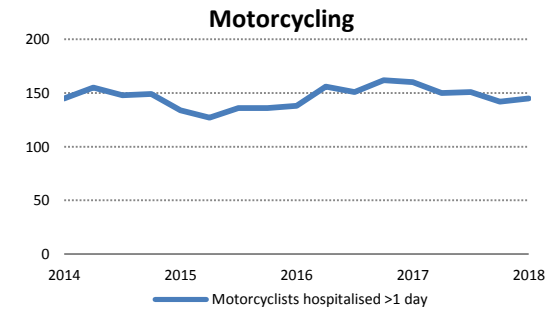
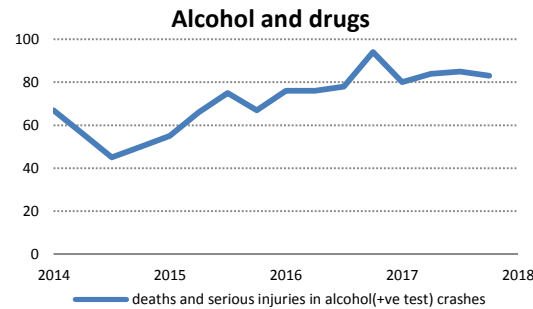
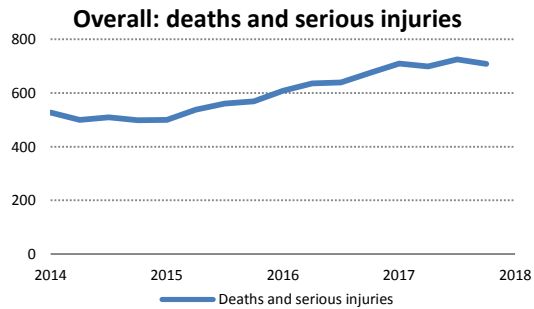
## REGIONAL OUTCOME TRENDS, UPPER NORTH ISLAND (12 month rolling figures)

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.



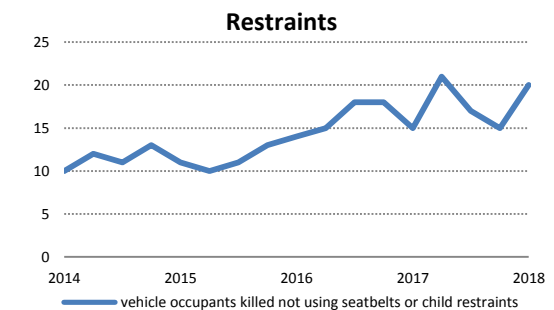
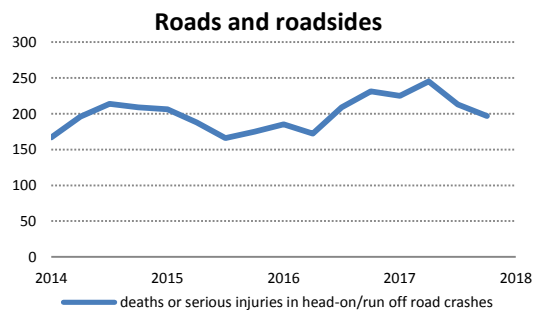
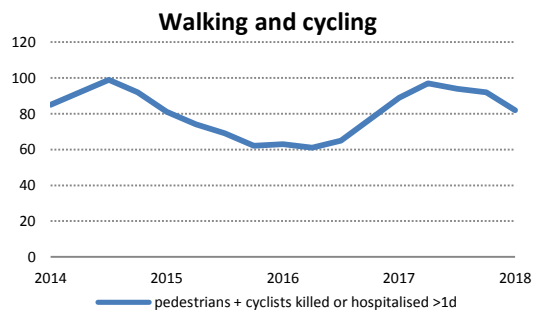
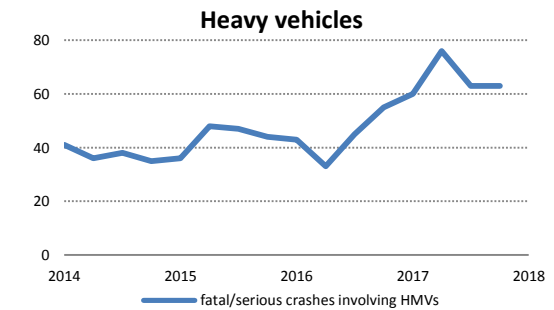
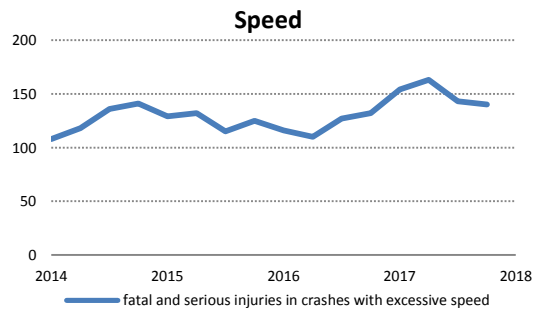
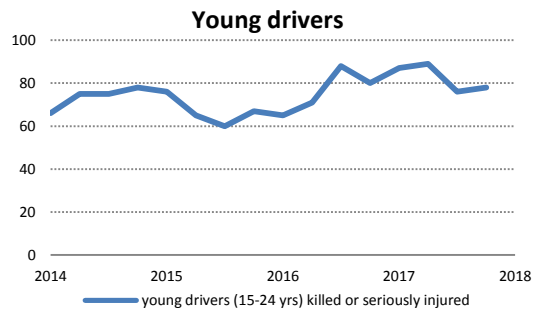
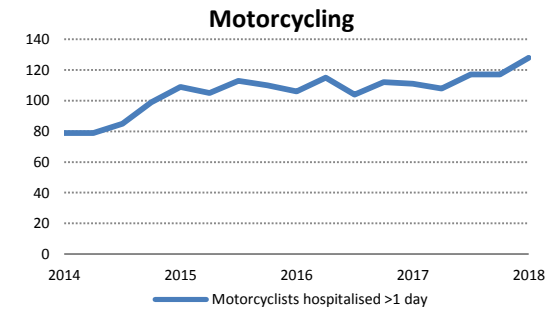
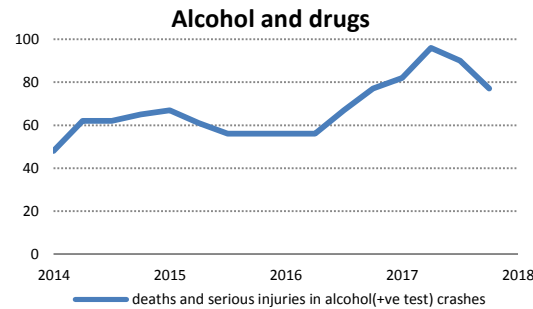
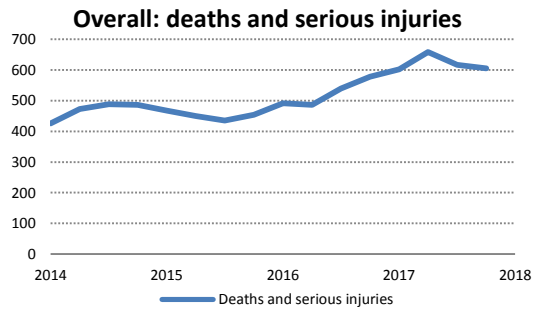
## REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

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.



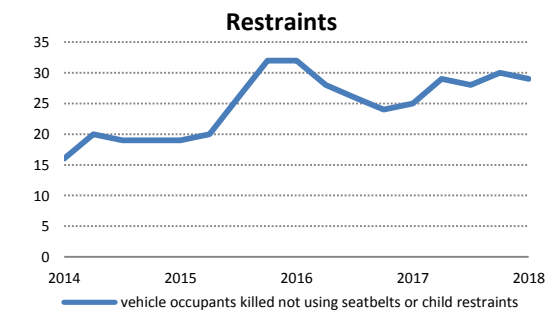
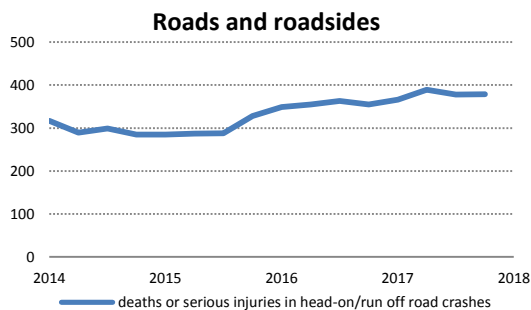
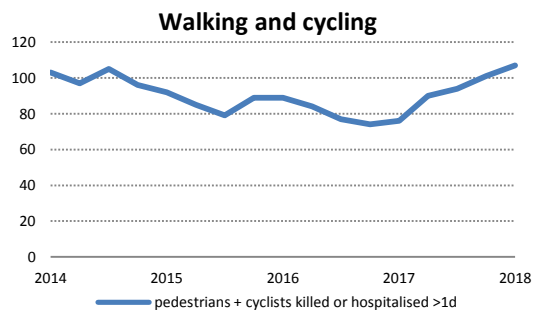
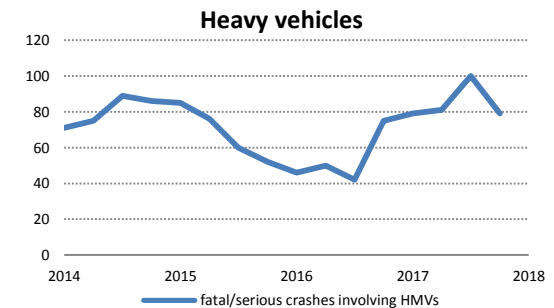
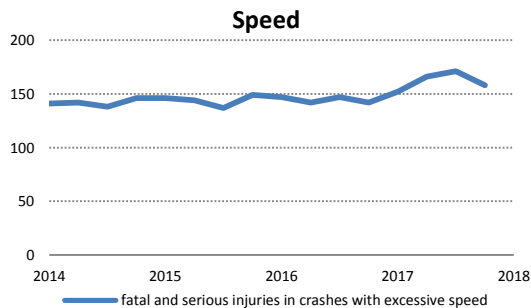
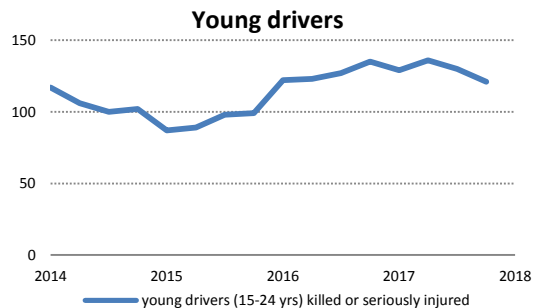
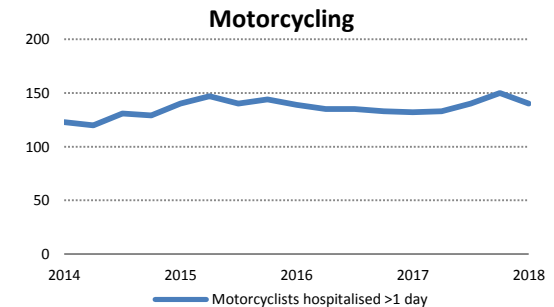
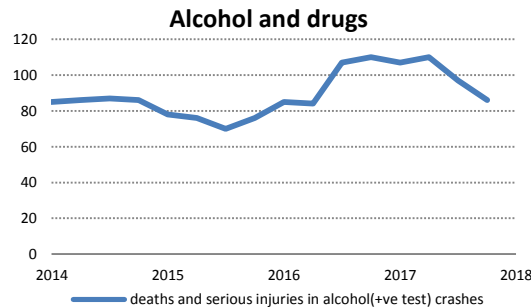
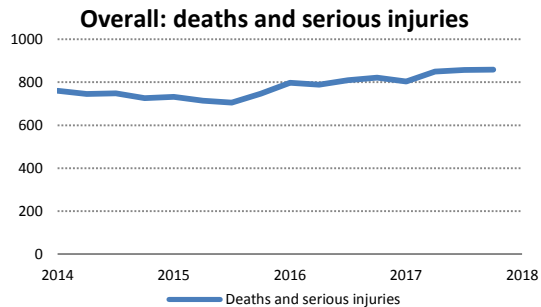
## REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

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.



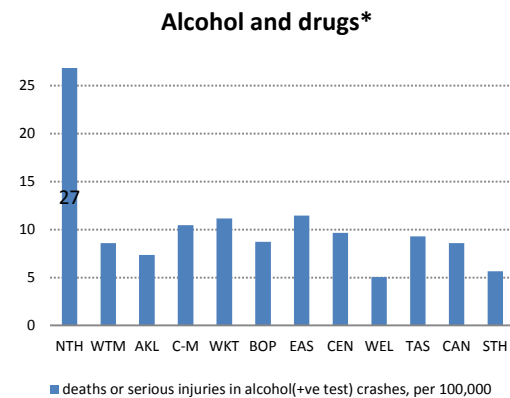
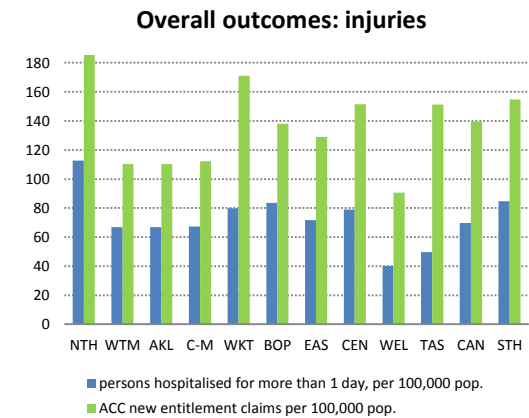
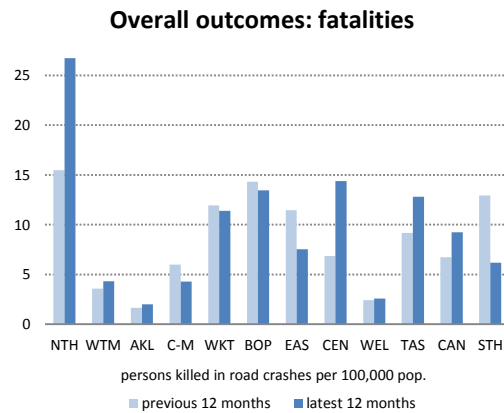
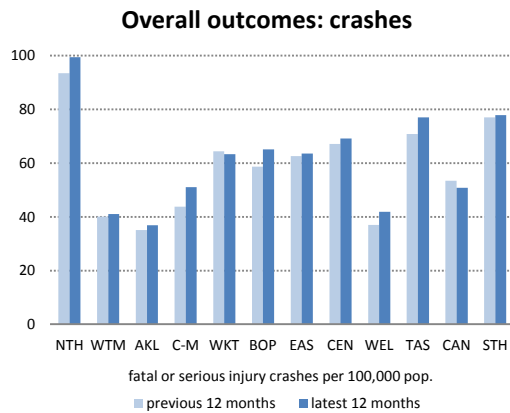
## REGIONAL OUTCOME TRENDS, SOUTH ISLAND (12 month rolling figures)

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.

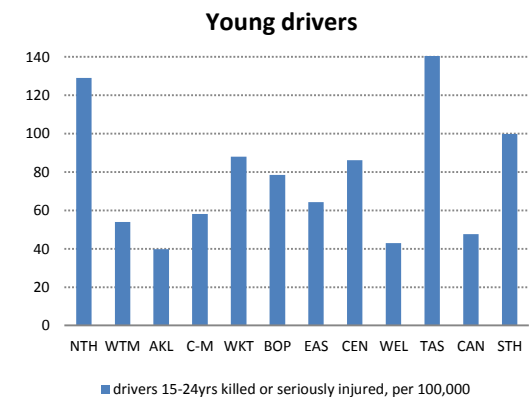
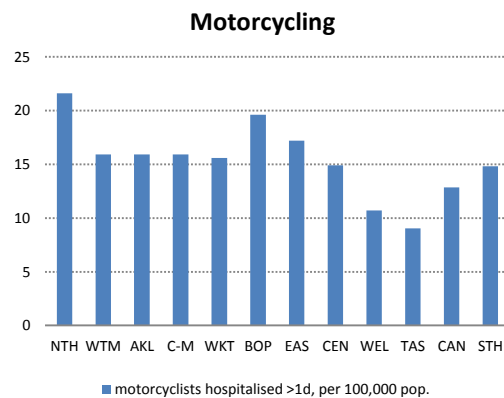


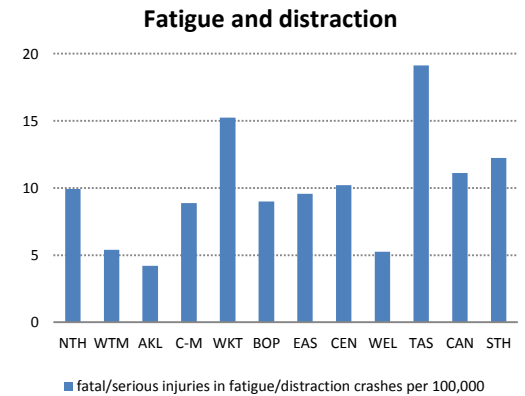
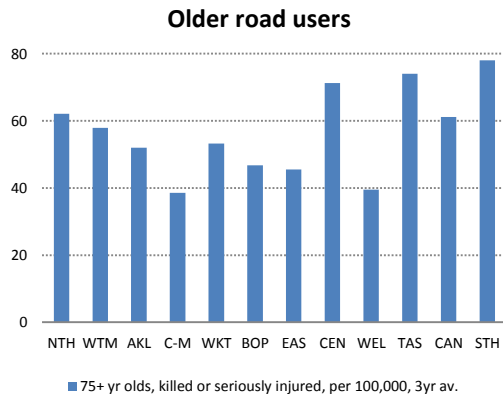
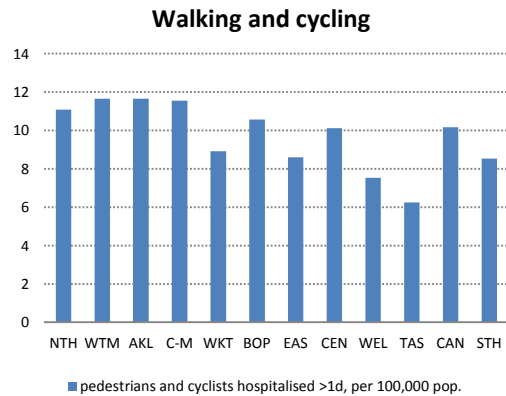
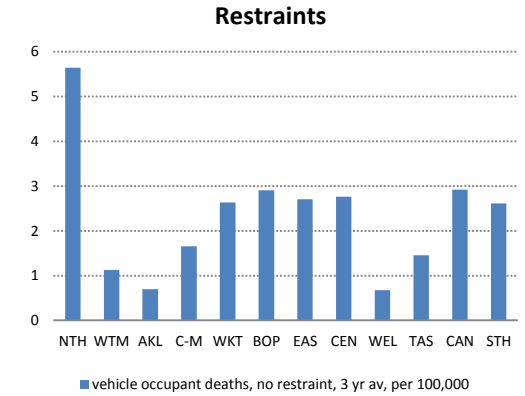
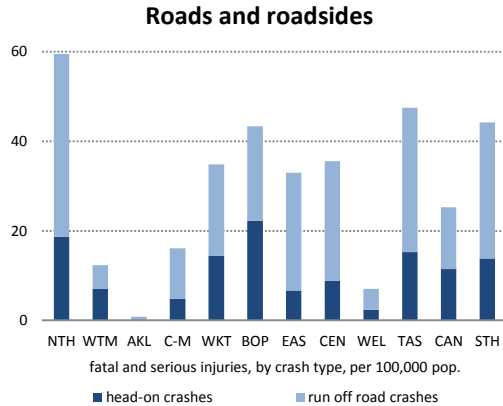
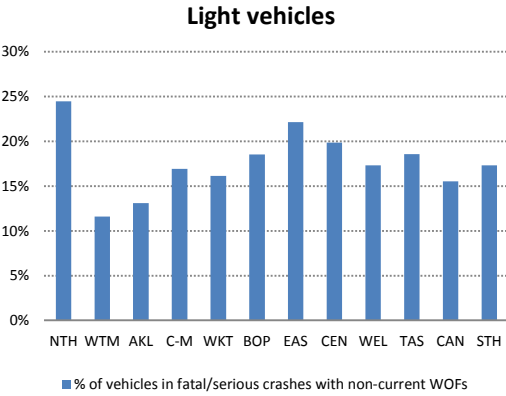
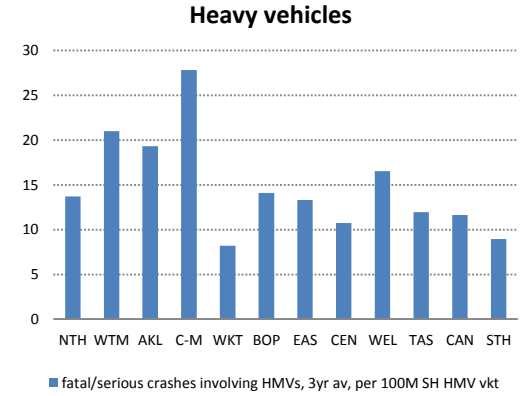
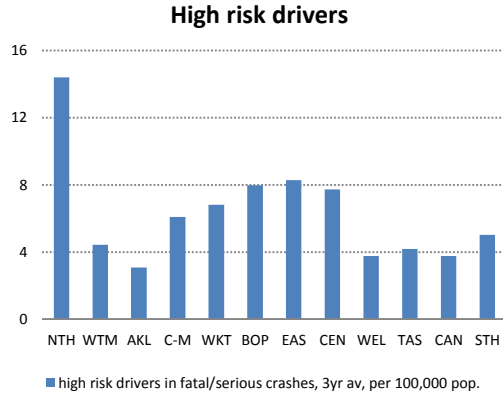
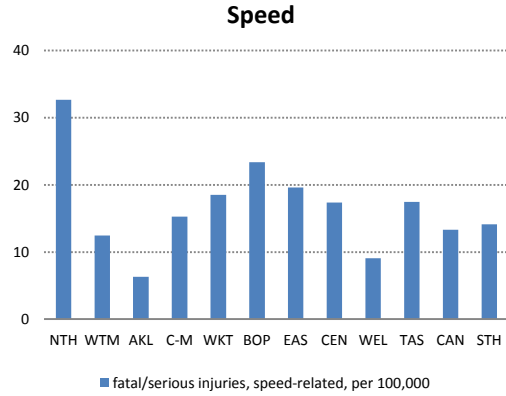
# COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. 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.



\*alcohol DSI rates only, not including drugs

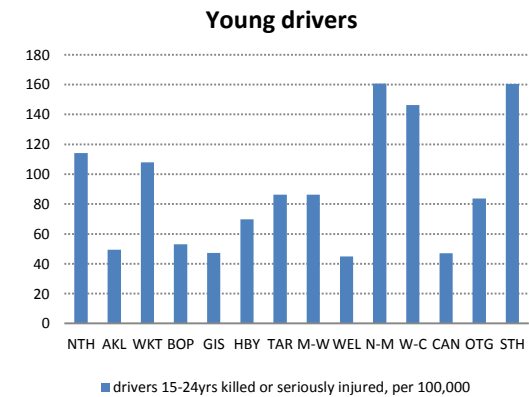
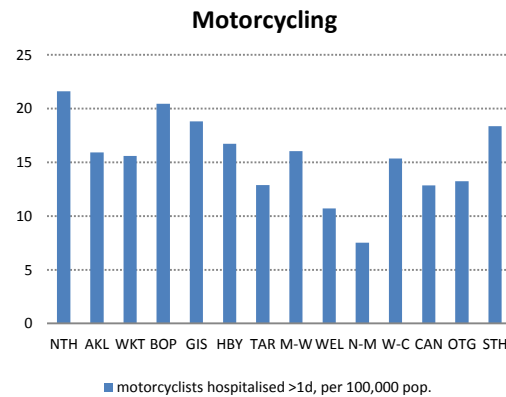
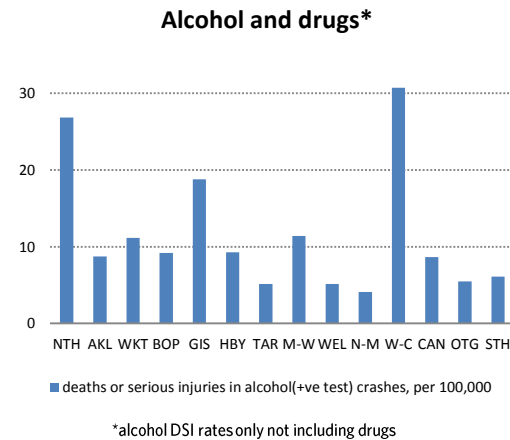
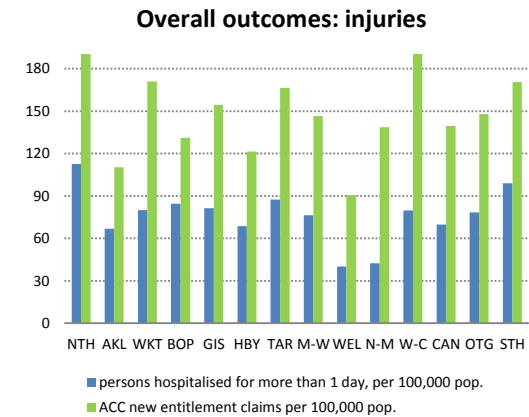
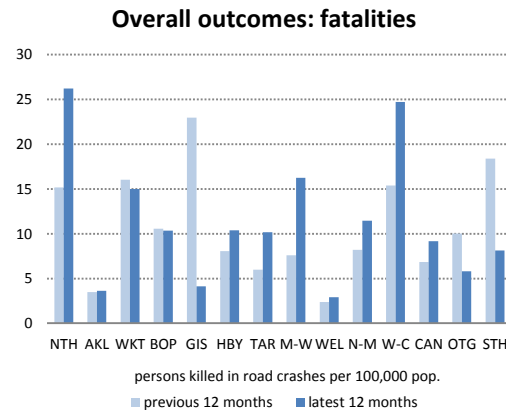
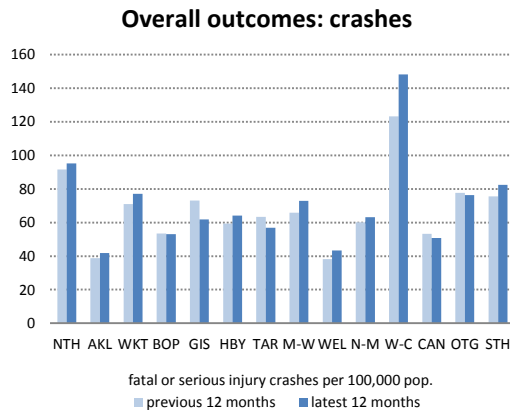


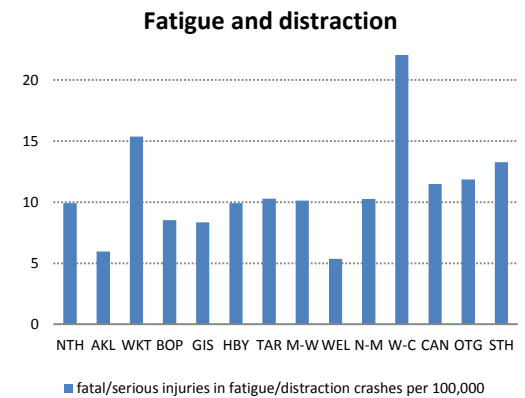
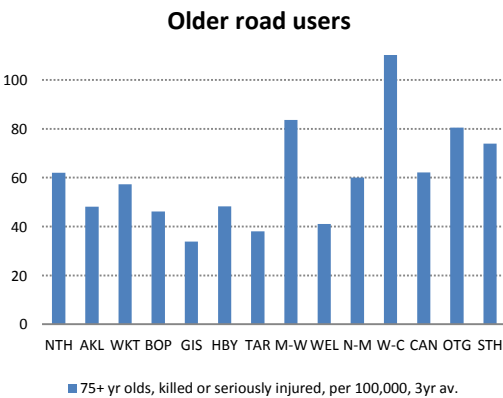
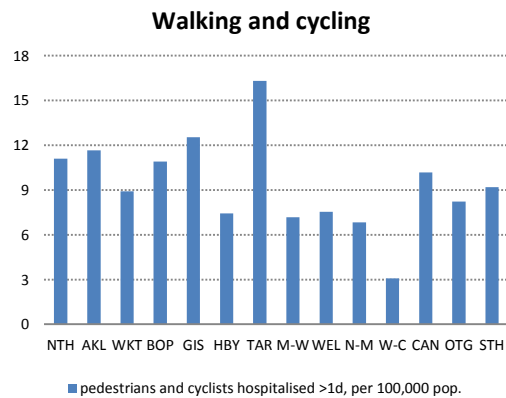
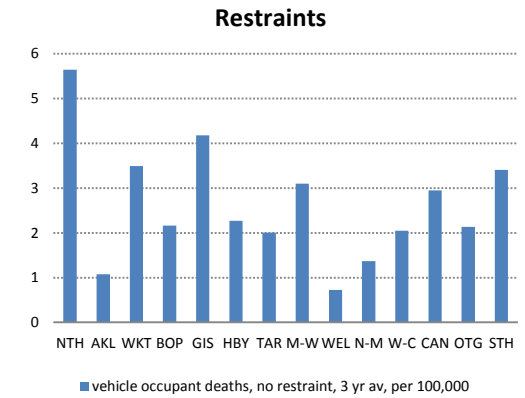
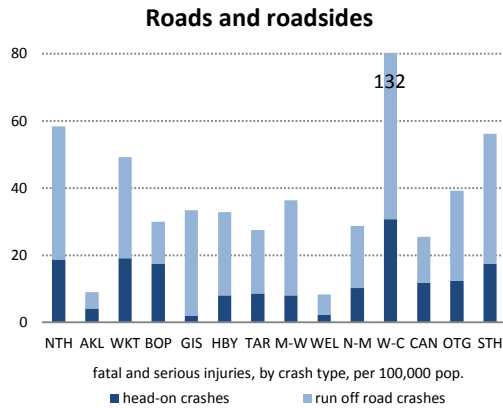
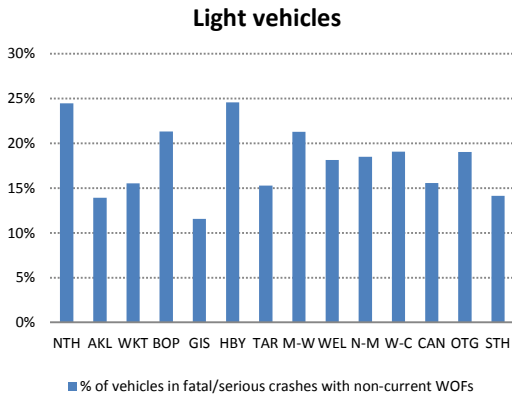
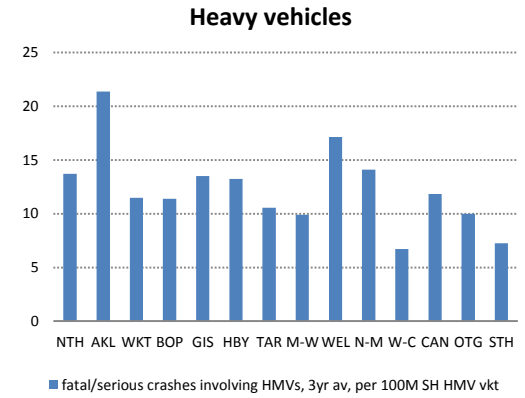
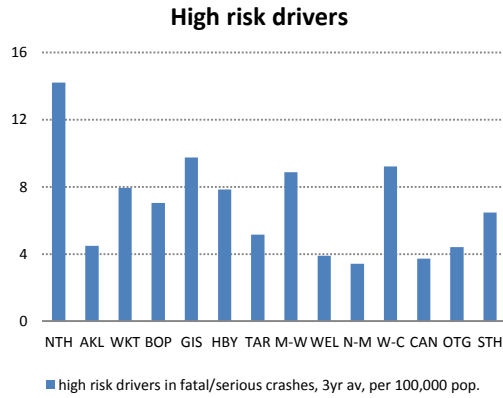
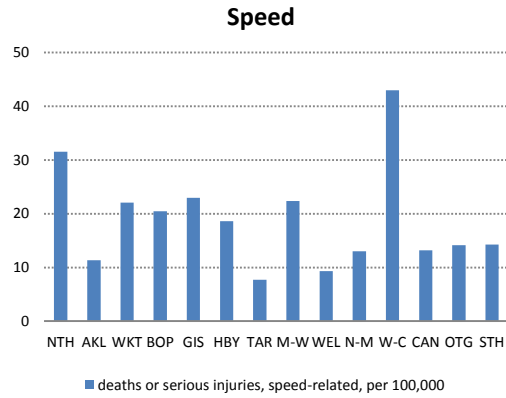




# COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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.





POLICE DISTRICT ROAD SAFETY OUTCOMES		NTH	WTM	AKL	C-M	Total Auck	WKT	BOP	EAS	CEN	WEL	TAS	CAN	STH	NZ
<b>Overall</b>	fatal or serious injury crashes per 100,000 popn.	100	41	38	53	44	65	67	64	70	43	79	52	79	57
	persons killed in road crashes, per 100,000 popn.	26	5	2	4	4	12	13	9	15	3	13	9	7	8.2
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	113	67	67	67	67	80	84	72	79	40	50	70	85	70
	ACC new entitlement claims, per 100000 popn.	193	110	110	112	111	171	138	129	151	91	151	139	155	133
<b>Alcohol*</b>	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	27	9	7	10	9	11	9	11	10	5	9	9	6	9
<b>Youth</b>	young driver fatal/serious injuries, per 100,000 15-24 year olds	129	54	40	58	51	88	78	64	86	43	148	48	100	69
<b>Speed</b>	deaths + serious injuries in speed related crashes, per 100,000 popn.	33	12	6	15	19	23	20	17	9	17	13	14	12	15
<b>High risk</b>	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	14	4	3	6	5	7	8	8	8	4	4	4	5	6
<b>Roads and roadsides</b>	deaths + serious injuries in head-on crashes, per 100,000 popn.	19	7	0	5	4	14	22	7	9	2	15	11	14	9
	deaths + serious injuries, run off road crashes, per 100,000 popn.	41	5	1	11	6	20	21	26	27	5	32	14	30	16
	deaths + serious injuries, intersection crashes, per 100,000 popn.	19	13	17	21	17	24	18	21	23	17	19	26	26	20
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	12	10	14	12	12	9	8	13	10	13	13	9	13	11
<b>Motorcycles</b>	motorcyclists hospitalised >1d, per 100,000 popn.	22	16	16	16	16	16	20	17	15	11	9	13	15	15
<b>Light vehicles</b>	% of vehicles in fatal/serious crashes without current WoFs	24%	12%	13%	17%	14%	16%	19%	22%	20%	17%	19%	16%	17%	17%
<b>Fatigue</b>	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	10	5	4	9	6	15	9	10	10	5	19	11	12	9
<b>Heavy vehicles</b>	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	14	21	19	28	23	8	14	13	11	17	12	12	9	13
<b>Walk/cycle</b>	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	11	12	12	12	12	9	11	9	10	8	6	10	9	10
<b>Older users</b>	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	62	58	52	39	49	53	47	45	71	40	74	61	78	63
<b>Restraints</b>	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.6	1.1	0.7	1.7	1.2	2.6	2.9	2.7	2.8	0.7	1.5	2.9	2.6	2.1

REGIONAL ROAD SAFETY OUTCOMES		NTH	AKL	WKT	BOP	GIS	HBV	TAR	M-W	WEL	N-M	W-C	CAN	OTG	STH
<b>Overall</b>	fatal or serious injury crashes per 100,000 popn.	97	43	79	54	63	65	57	74	44	64	147	52	78	83
	persons killed in road crashes, per 100,000 popn.	27	4	15	11	4	11	10	16	3	12	25	9	6	8
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	113	67	80	84	81	69	87	76	40	42	80	70	78	99
	ACC new entitlement claims, per 100,000 popn.	193	110	171	131	154	121	166	146	91	139	209	139	148	170
<b>Alcohol*</b>	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	27	9	11	9	19	9	5	11	5	4	31	9	5	6
<b>Youth</b>	young driver fatal/serious injuries, per 100,000 15-24 year olds	114	49	108	53	47	70	86	86	45	161	146	47	84	160
<b>Speed</b>	deaths + serious injuries in speed related crashes, per 100,000 popn.	32	11	22	20	23	19	8	22	9	13	43	13	14	14
<b>High risk</b>	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	14	4	8	7	10	8	5	9	4	3	9	4	4	6
<b>Roads and roadsides</b>	deaths + serious injuries in head-on crashes, per 100,000 popn.	19	4	19	17	2	8	9	8	2	10	31	12	12	17
	deaths + serious injuries, run off road crashes, per 100,000 popn.	40	5	30	13	31	25	19	28	6	18	101	14	27	39
	deaths + serious injuries, intersection crashes, per 100,000 popn.	19	16	27	15	21	20	16	26	17	22	9	25	26	27
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	12	12	9	9	21	11	15	8	13	14	9	9	15	9
<b>Motorcycles</b>	motorcyclists hospitalised >1d, per 100,000 popn.	22	16	16	20	19	17	13	16	11	8	15	13	13	18
<b>Light vehicles</b>	% of vehicles in fatal/serious crashes without current WoFs	24%	14%	16%	21%	12%	25%	15%	21%	18%	18%	19%	16%	19%	14%
<b>Fatigue</b>	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	10	6	15	9	8	10	10	10	5	10	52	11	12	13
<b>Heavy vehicles</b>	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	14	21	11	11	13	13	11	10	17	14	7	12	10	7
<b>Walk/cycle</b>	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	11	12	9	11	13	7	16	7	8	7	3	10	8	9
<b>Older users</b>	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	62	48	57	46	34	48	38	84	41	60	127	62	81	74
<b>Restraints</b>	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.6	1.1	3.5	2.2	4.2	2.3	2.0	3.1	0.7	1.4	2.0	2.9	2.1	3.4

\*alcohol DSI rates only, not including drugs