
ROAD SAFETY OUTCOMES

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

Q3 2017/18

1 January to 31 March 2018



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 March 2018 in some cases but usually to December 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 Roads.** Separation of vulnerable users from heavier and faster traffic has significant safety outcomes. Over the past decade cycling's contribution to New Zealand's transport system has grown exponentially, with central and local government partners building the network, promoting cycling, and encouraging people to share the road and pathways. Currently more than three quarters of urban cycleway projects across the country are either fully complete or underway. These projects are providing people with cycling options and, as a result, more people are getting on their bikes. Separating cyclists and pedestrians from other traffic reduces the likelihood of cycle vs. vehicle crashes (753 in 2017, with 18 cyclist fatalities) and pedestrian vs. vehicle crashes (957 in 2017, with 40 pedestrian fatalities).

Key results for the quarter

- 393 people were killed in road crashes in the 12 months to March, the highest total since 2009, at a rate of **8.1 deaths per 100,000** population
- 60 of the fatalities were motorcyclists, 35 were pedestrians and 15 were cyclists; 14 were children aged under 15 years
- fewer crashes involving **driver fatigue** occurred in 2017, with fatal and serious injuries falling by 17% from the 2016 total
- crash numbers involving young drivers, motorcyclists and high risk drivers continue to increase in the north of the country, particularly in **Northland**.

Crash severity increasing more than crash numbers

With increasing population and travel in New Zealand it is inevitable that crash numbers and injuries increase, and indeed there has been a 16% increase in all injury crashes from 2013 to 2017.

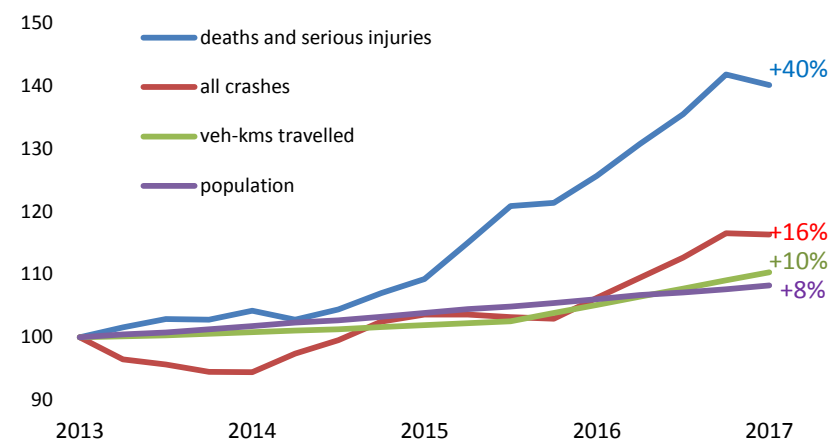
The chart compares the increase in deaths and serious injuries with some of those influencing factors, relative to a fixed value of 100 in 2013. However the severity of injuries has increased at a much faster rate than crash numbers, with a 39% increase in serious injuries, and a 55% increase in fatalities (40% for all DSIs).

Some types of crashes are more severe, and if those crash factors are increasingly present the consequence may well be higher rates of serious and fatal injuries. The involvement of heavy vehicles, motorcycles, higher speeds, less crashworthy cars, or unrestrained occupants in crashes is likely to result in more severe injuries.

During the past five years:

- New Zealand's population increased by 8% and total travel (VKT) by 10%
- 8,000 more motorcycles and 12,000 more heavy trucks were added to the fleet
- half of all driver and passenger fatalities occurred in vehicles over 15 years old.

Comparison of trends influencing crash numbers and severity



More information ...

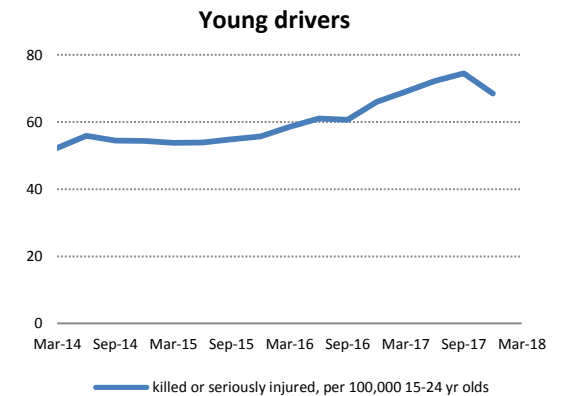
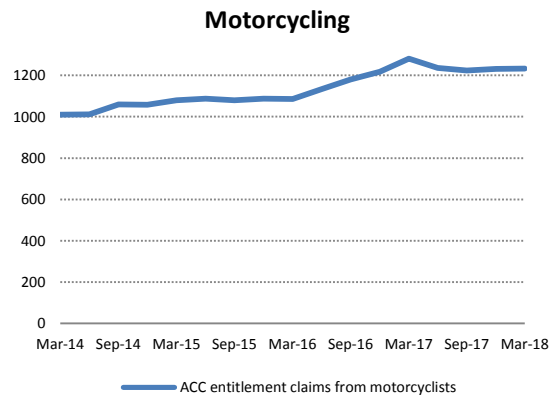
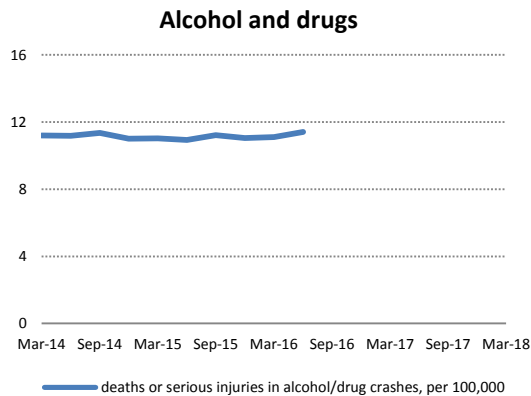
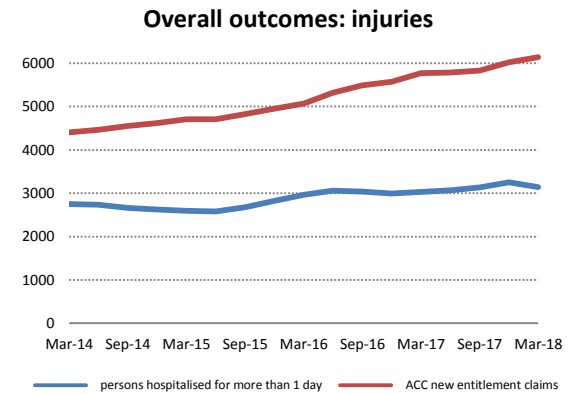
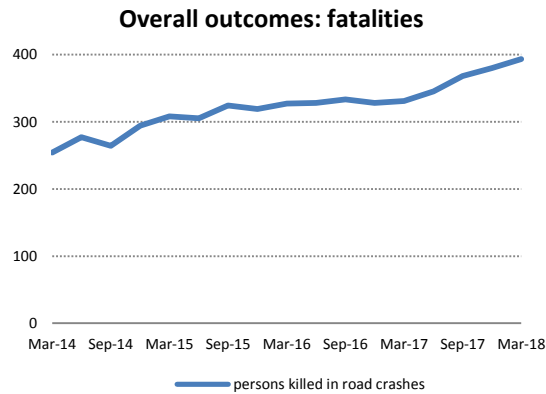
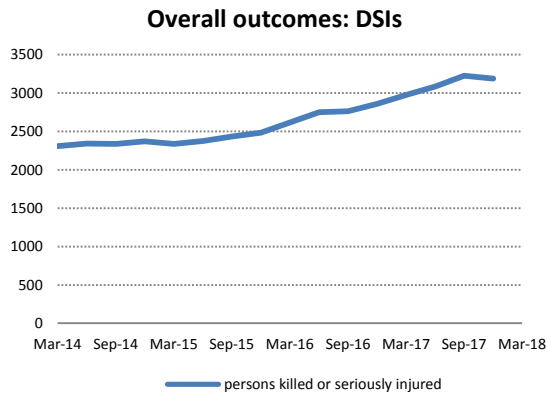
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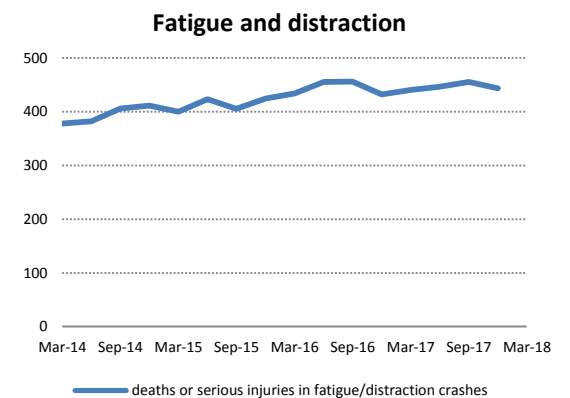
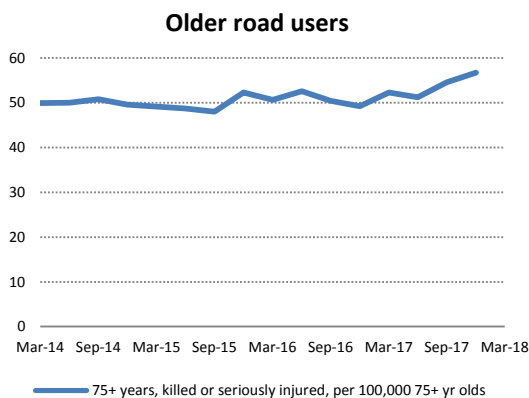
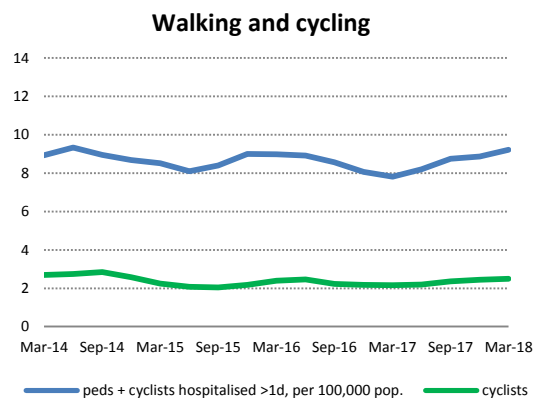
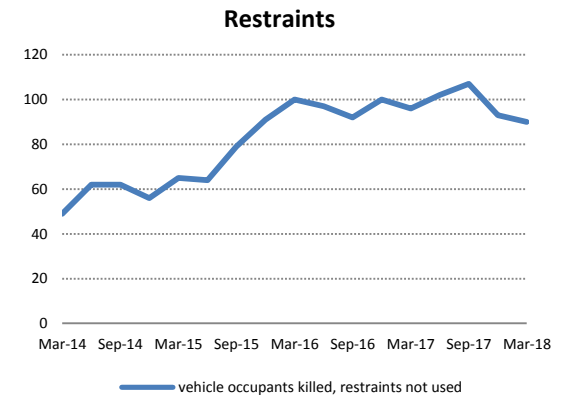
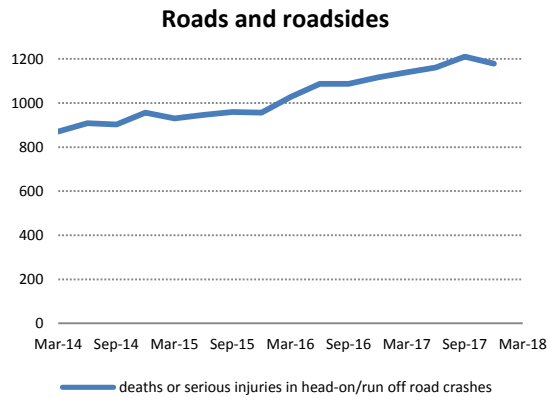
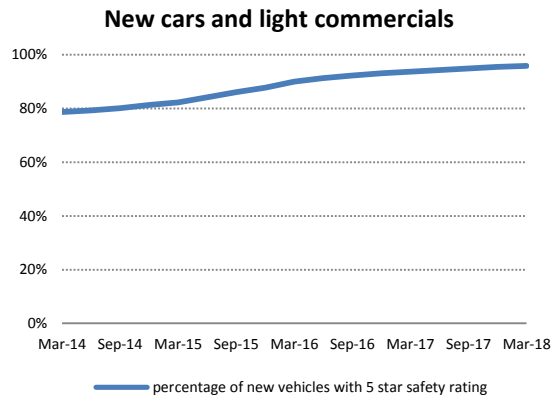
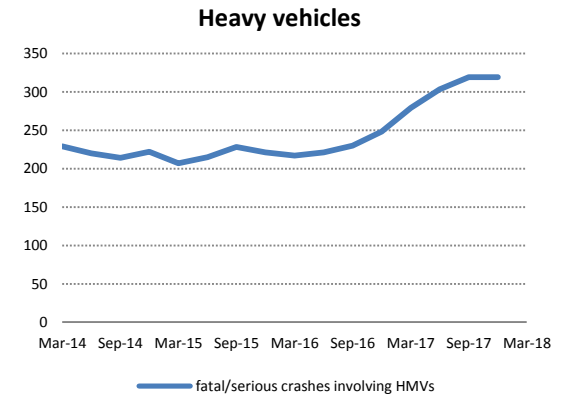
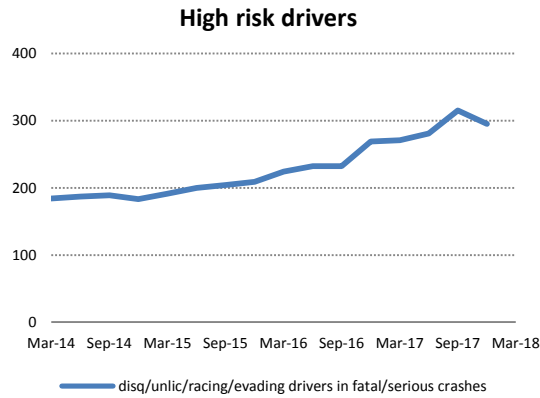
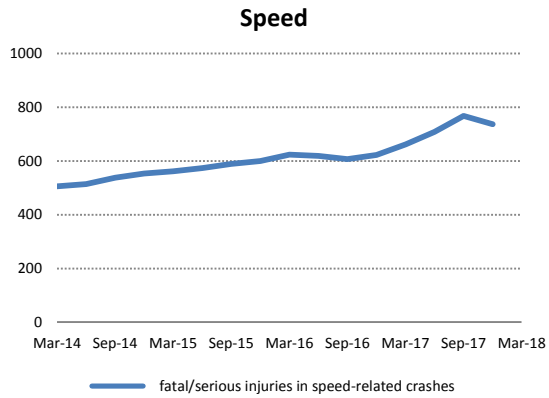
NZ Transport Agency
Private Bag 6995
Wellington 6141

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.





NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2013	2014	2015	2016	2017
Overall outcomes								
persons killed or seriously injured in road crashes	765	3185	Dec 2017	2273	2369	2483	2856	3185
fatal or serious injury crashes	632	2697	Dec 2017	1922	2003	2124	2394	2697
persons killed in road crashes	105	393	Mar 2018	253	294	319	328	380
persons killed in road crashes, per 100,000 population, per year	8.6	8.1	Mar 2018	5.7	6.5	6.9	6.9	7.8
persons killed in road crashes, per billion vehicle km travelled	9.0	8.4	Mar 2018	6.0	6.9	7.5	7.4	8.2
persons killed or seriously injured, per 100,000 population, per year	63	66	Dec 2017	51	52	53	60	66
persons hospitalised for more than 1 day (>1d), non-fatal	744	3139	Mar 2018	2788	2626	2822	2995	3254
ACC new entitlement claims	1611	6138	Mar 2018	4339	4618	4953	5567	6024
Alcohol and drugs								
fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year	11.3	11.4	Jun 2016	11.7	11.0	10.9		
drivers killed with excess alcohol	11	49	Dec 2017	38	28	48	52	49
% 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%	
Young drivers								
young drivers killed or seriously injured, per 100,000 15-24 year olds, per year	53	68	Dec 2017	52	54	56	66	68
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	57	52	Mar 2018	46	46	45	45	46
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	7.7	7.7	Mar 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	2.4	3.7	Sep 2017	2.5	2.0	2.9	3.3	
% 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	72	363	Dec 2017	219	245	289	305	363
fatal and serious crashes involving 15-19 year old drivers	70	322	Dec 2017	215	233	278	337	322
Speed								
deaths or serious injuries in speed-related crashes	171	736	Dec 2017	523	553	599	622	736
% vehicles exceeding 100 km/h limits	-	23%	2015	25%	22%	23%		
% vehicles exceeding 50 km/h limits	-	46%	2015	56%	52%	46%		
deaths or serious injuries in in all open road crashes, 80-100 km/h roads	413	1693	Dec 2017	1210	1331	1336	1594	1693
fatal/serious speed-related crashes	136	593	Dec 2017	394	447	502	488	593
% 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		
Motorcycling								
ACC entitlement claims from motorcyclists	369	1233	Mar 2018	990	1058	1087	1217	1231
motorcycle and moped riders killed, per 100,000 population, per year	1.8	1.2	Mar 2018	0.8	0.9	1.1	1.1	0.9
% of motorcycles in crashes with non-current WoFs	12%	16%	Dec 2017	28%	25%	25%	20%	16%
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	16.7	13.8	Mar 2018	12.7	12.4	13.2	13.9	14.9
Roads and roadsides								
fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads	284	1179	Dec 2017	824	956	957	1116	1179
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	105	409	Dec 2017	240	322	323	315	409
fatal or serious injuries in run off road crashes, 80-100 km/h roads	179	770	Dec 2017	584	634	634	801	770
fatal or serious injuries in intersection crashes	199	902	Dec 2017	663	712	718	814	902
fatal or serious injuries in pedestrian/cyclist crashes	124	531	Dec 2017	460	434	449	470	531
fatal or serious injuries in all crashes on SH network	287	1175	Dec 2017	837	937	931	1054	1175

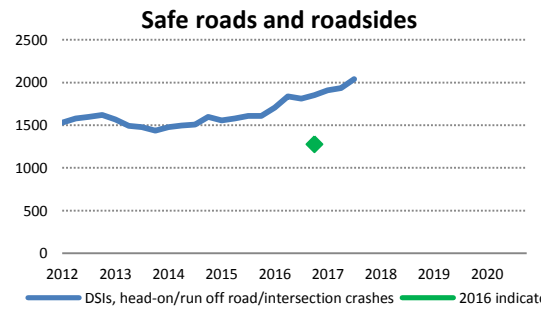
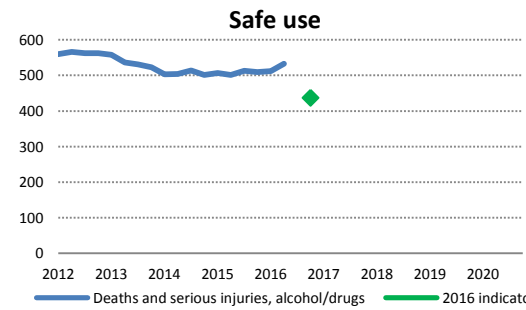
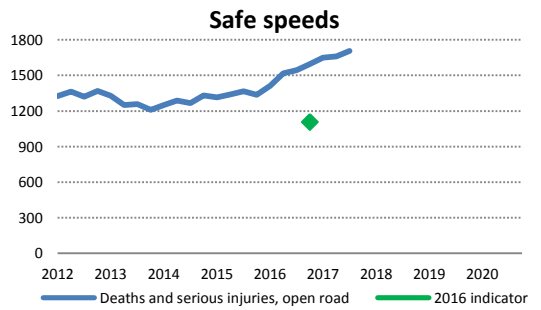
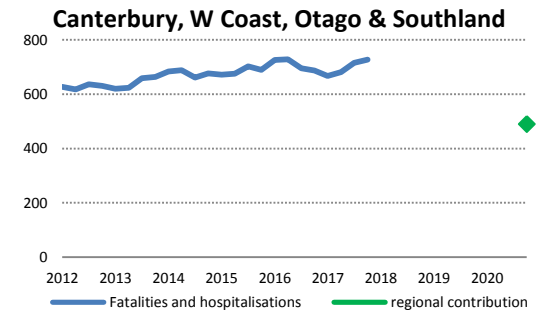
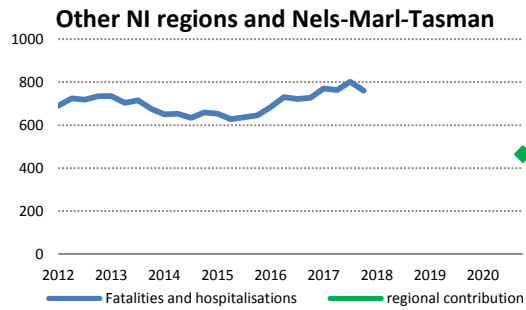
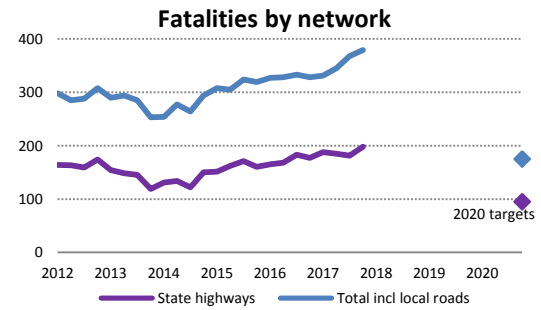
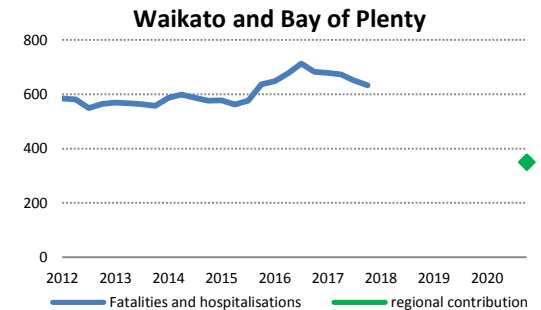
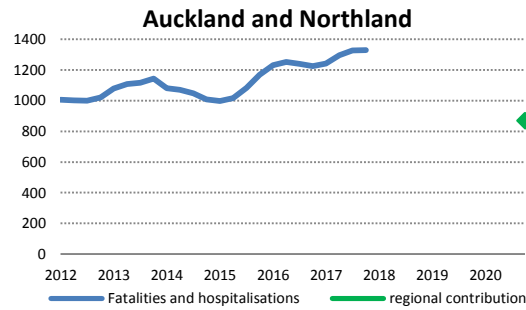
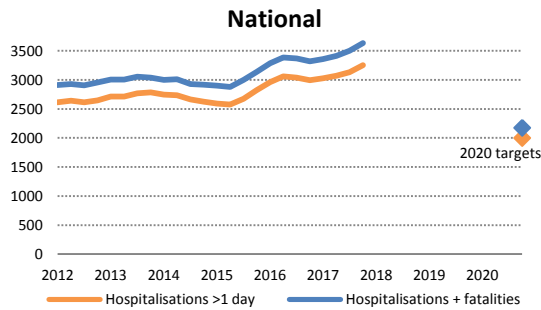
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2013	2014	2015	2016	2017
High risk drivers								
high risk drivers⁽²⁾ in fatal or serious injury crashes	71	295	Dec 2017	192	183	209	269	295
disqualified drivers detected driving	1847	7799	Dec 2017	8162	7860	7368	7938	7799
notices issued for 3 rd or subsequent drunk/drugged driving offences	1162	4269	Dec 2017	5692	4974	4281	4242	4269
disqualified or unlicensed drivers involved in fatal/serious crash	55	241	Dec 2017	169	167	185	242	241
Light vehicles								
% of new vehicles with 5-star safety rating	96%	96%	Mar 2018	78%	81%	88%	93%	95%
% of vehicles in fatal/serious crashes with non-current WOFs ⁽¹⁾	15%	18%	Dec 2017	12%	9%	11%	15%	18%
% of fatal/serious injuries in crashes with contributing vehicle faults	3.1%	4.7%	Dec 2017	2.6%	3.2%	2.9%	5.0%	4.7%
average (median) age of light vehicle fleet (years)	-	14.2	Dec 2017	14.0	14.0	14.0	14.1	14.2
Fatigue and distraction								
fatal or serious injuries in fatigue/distraction crashes	88	443	Dec 2017	375	411	424	432	443
fatal/serious injuries in crashes with contributing driver fatigue	41	171	Dec 2017	187	196	214	205	171
fatal/serious injuries in crashes with contributing driver distraction	47	275	Dec 2017	198	225	220	246	275
Heavy vehicles								
fatal/serious crashes involving HMVs	78	319	Dec 2017	210	222	221	248	319
fatal/serious injuries in HMV crashes	99	399	Dec 2017	233	277	259	321	399
% of fatal/serious HMV crashes where HMV was primary contributor	50%	48%	Dec 2017	46%	47%	53%	44%	48%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	32%	31%	31%	-	-
Walking and cycling								
pedestrians and cyclists hospitalised >1d, per 100,000 population, per year	8.1	9.2	Mar 2018	9.5	8.7	9.0	8.1	8.9
pedestrians hospitalised >1 day, per 100,000 population, per year	5.4	6.7	Mar 2018	6.6	6.1	6.8	5.9	6.4
pedestrians and cyclists killed, per 100,000 population, per year	0.7	1.0	Mar 2018	0.8	1.2	0.7	0.7	1.2
fatal or serious injuries to school age (5-17) cyclists and pedestrians	17	73	Dec 2017	87	78	67	65	73
cyclists killed or hospitalised >1 day	33	136	Mar 2018	136	127	107	108	136
% cyclists wearing helmets	-	94%	2015	-	-	94%	-	-
Older road users								
persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year	66	57	Dec 2017	48	50	52	49	57
persons 75+ years killed in road crashes	14	43	Mar 2018	34	36	30	27	37
persons 75+ years hospitalised >1d	82	364	Mar 2018	369	317	335	377	381
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	89	81	Mar 2018	77	75	80	80	80
Restraints								
vehicle occupant deaths where restraints not worn	20	90	Mar 2018	58	56	91	100	93
% 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	35	149	Dec 2017	102	126	127	141	149

(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

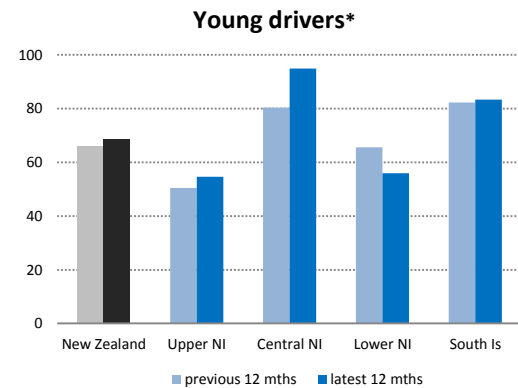
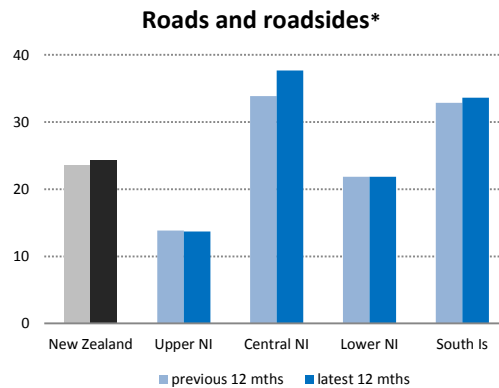
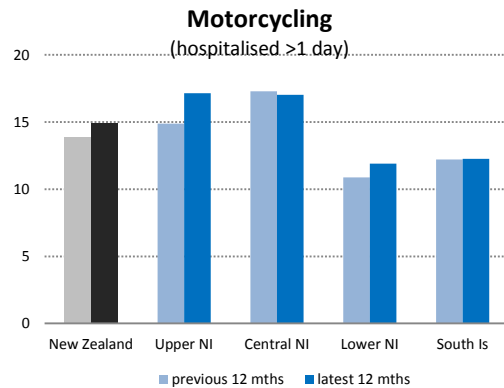
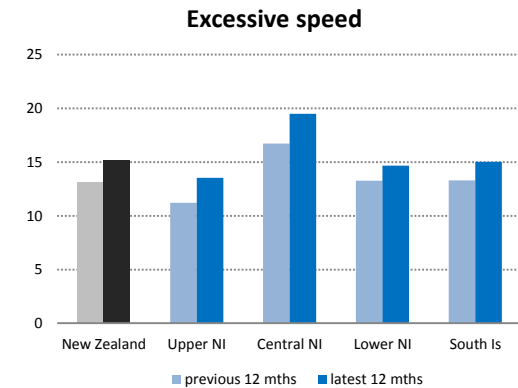
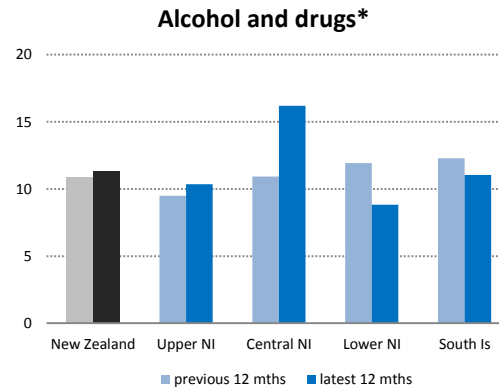
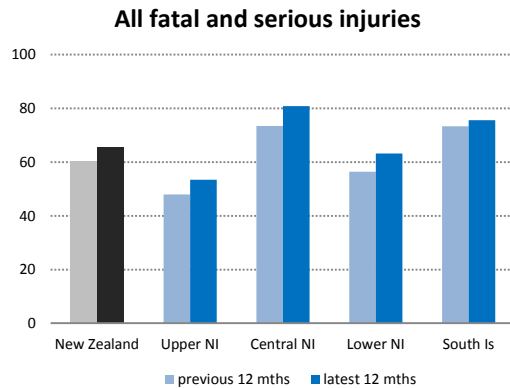
In 2013 the Transport Agency developed a set of lead indicators and national targets by extrapolating existing trends out to 2020 and adding some stretch. The targets helped focus efforts, with partner agencies, to significantly reduce deaths and serious injuries. They did not predict future performance, 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 Dec. 2017) and the preceding 12 months, allow comparisons across years, zones and priority concerns.

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

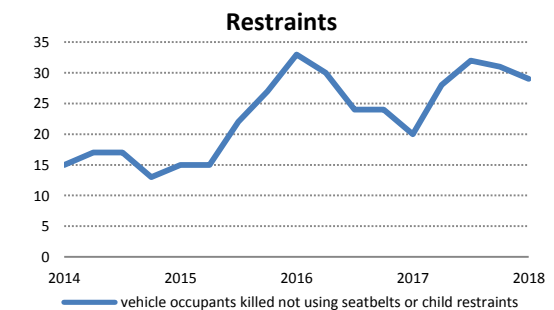
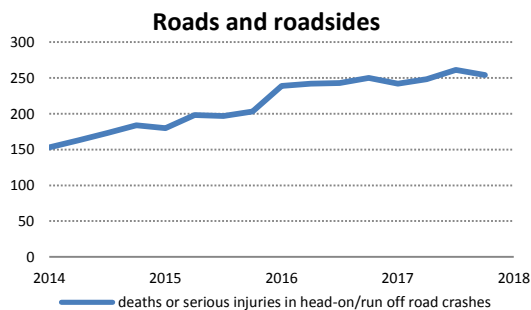
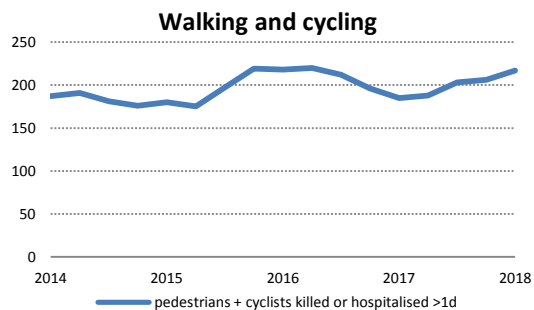
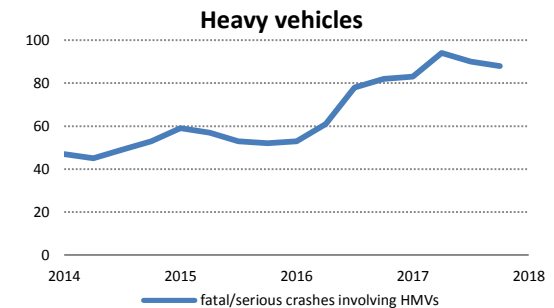
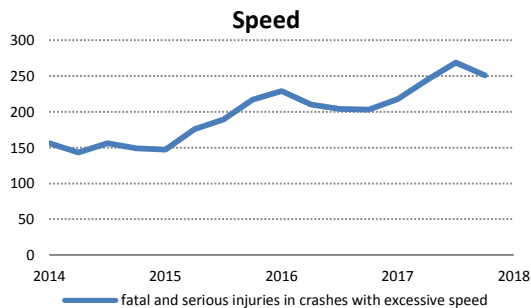
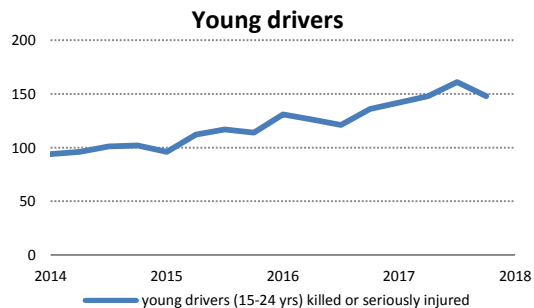
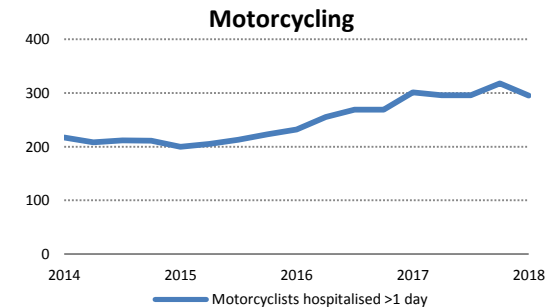
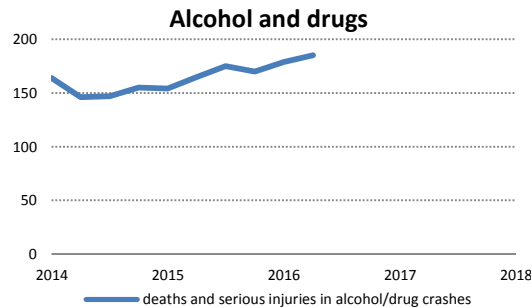
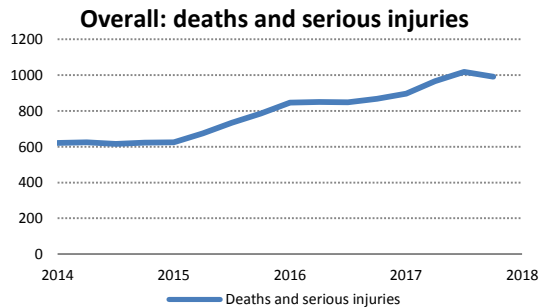


The North Island relationship zones comprise Upper NI (Northland and Auckland), Central NI (Waikato, Bay of Plenty and Taranaki) and Lower NI.

* 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/drug rates only available to June 2016.

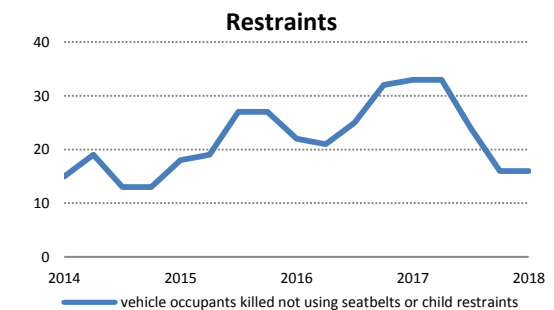
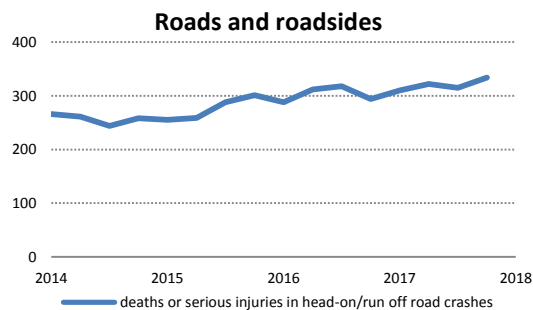
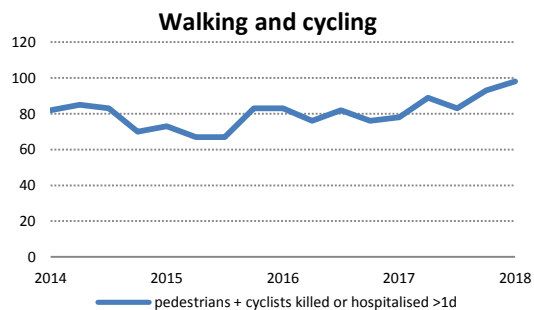
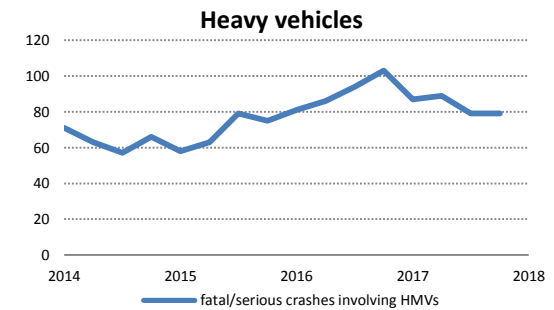
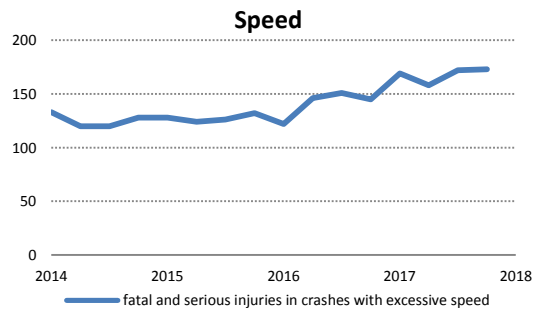
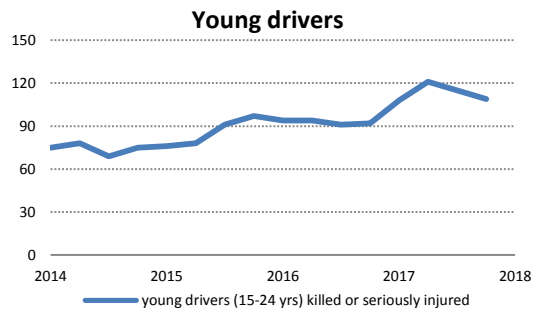
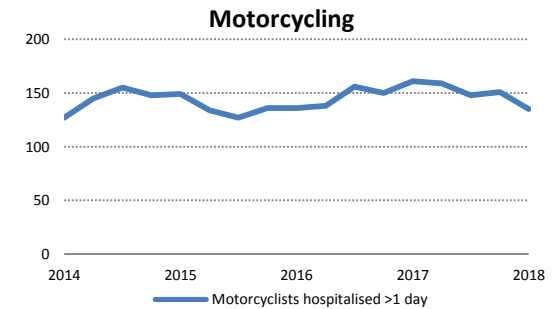
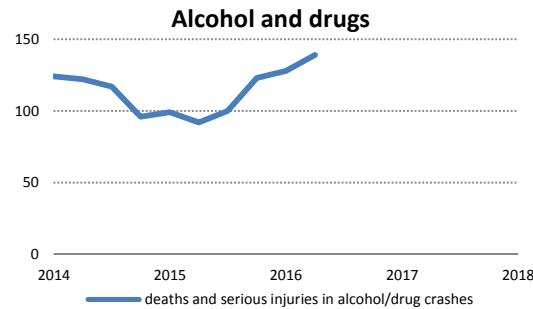
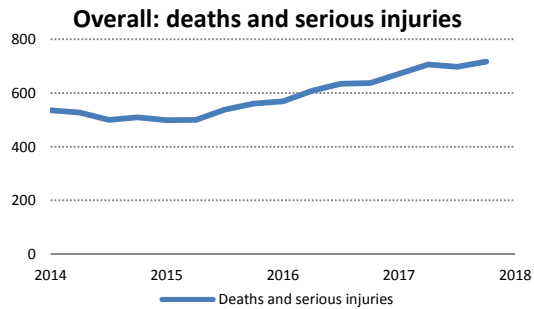
REGIONAL OUTCOME TRENDS, UPPER NORTH ISLAND (12 month rolling figures)

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.



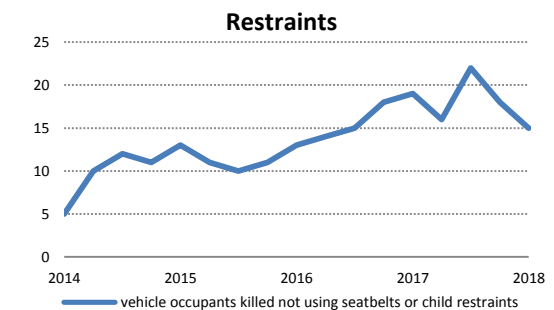
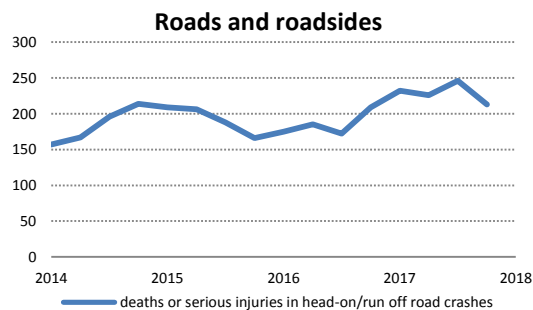
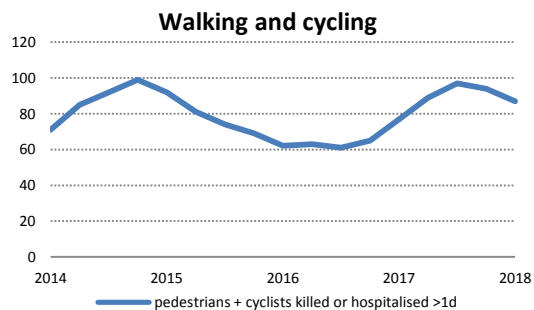
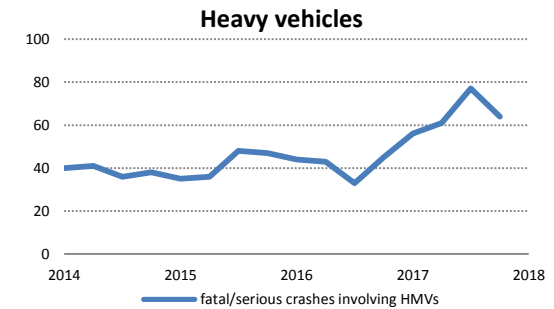
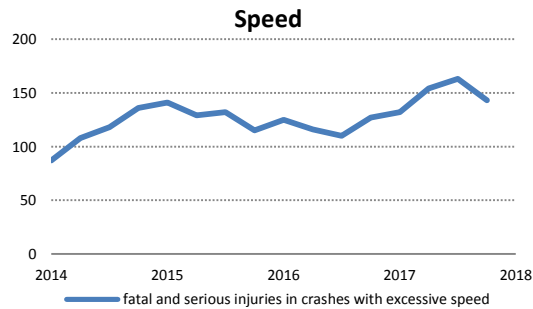
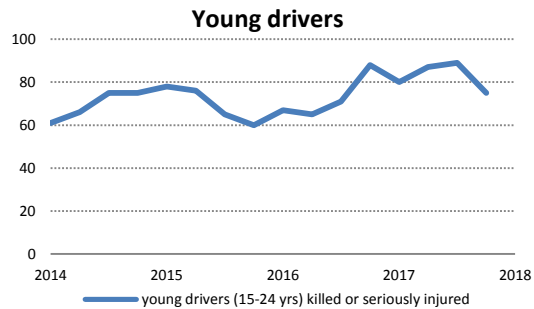
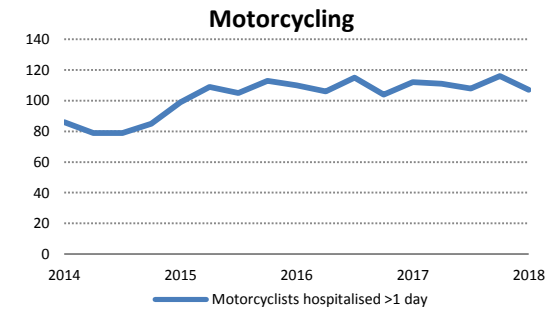
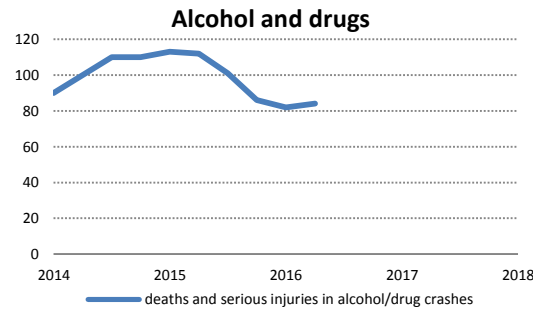
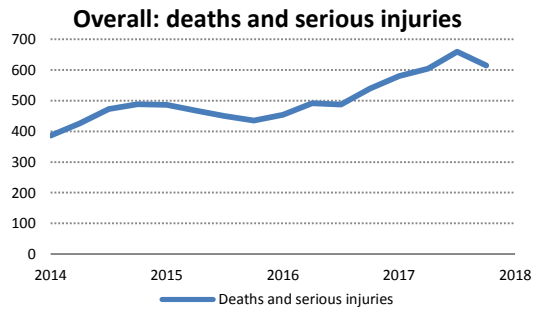
REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

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.



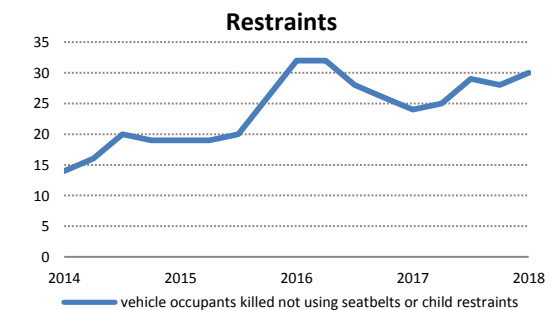
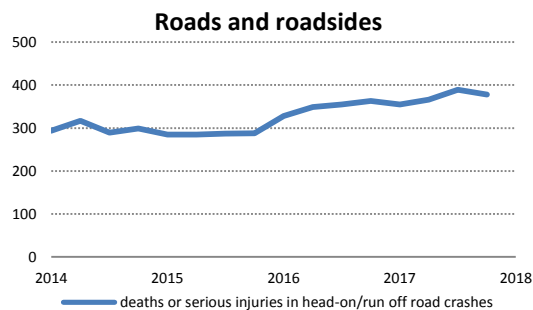
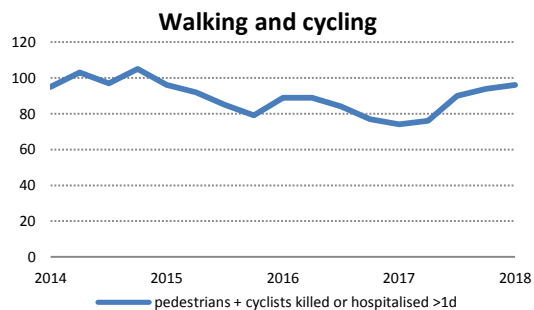
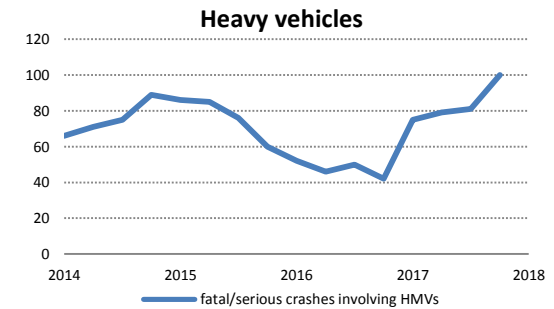
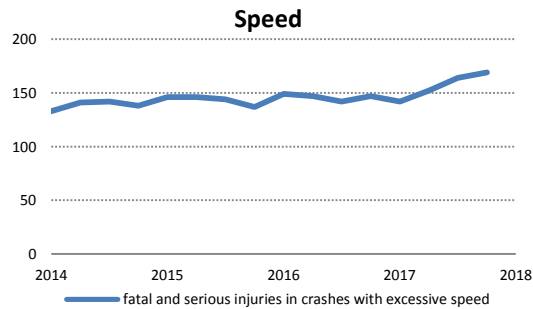
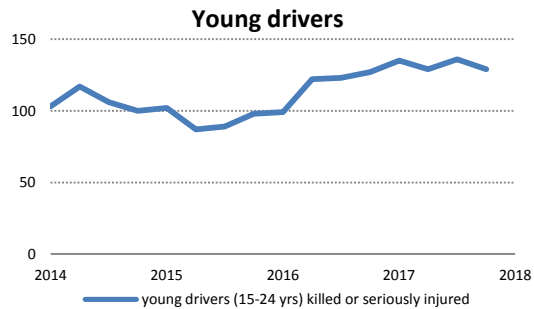
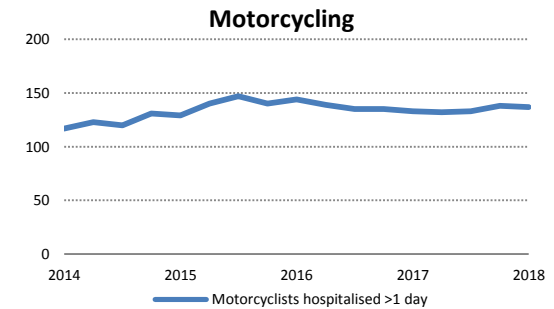
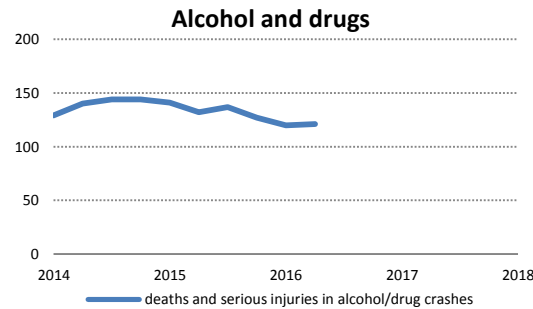
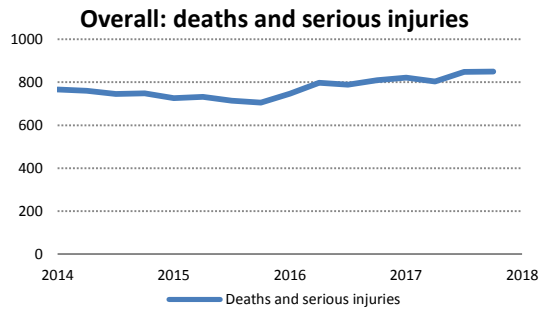
REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

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.



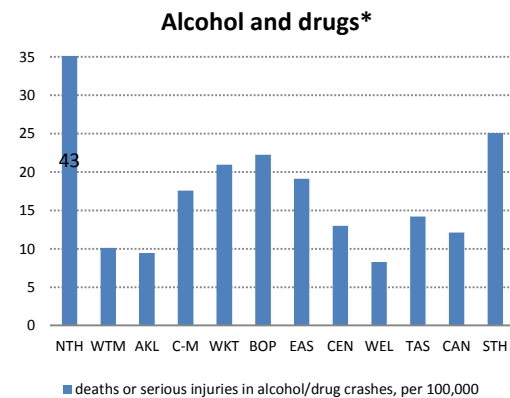
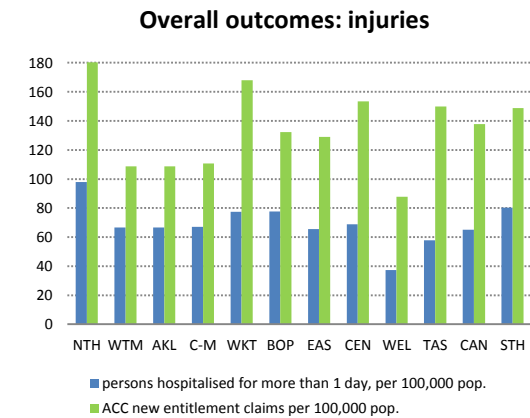
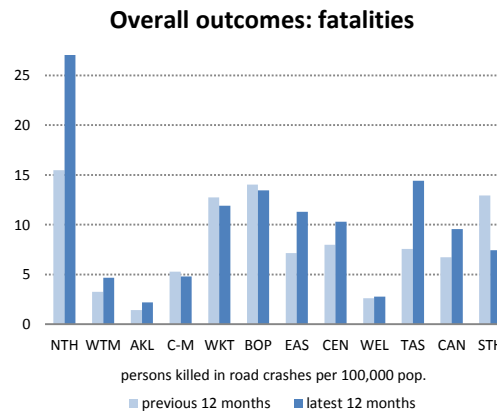
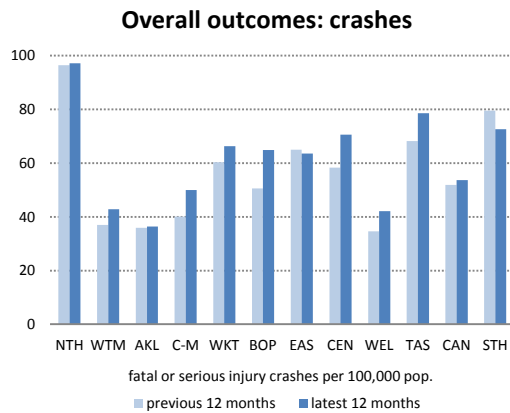
REGIONAL OUTCOME TRENDS, SOUTH ISLAND (12 month rolling figures)

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.

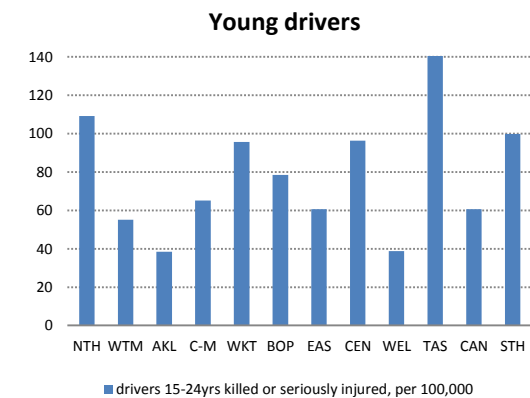
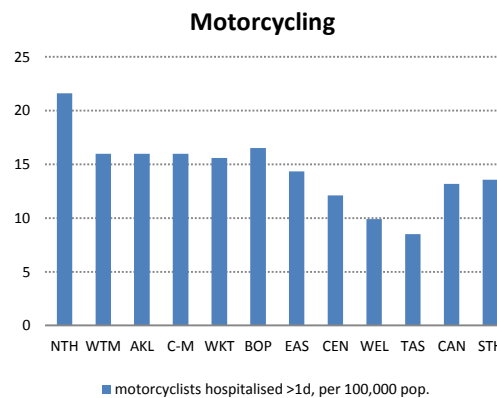


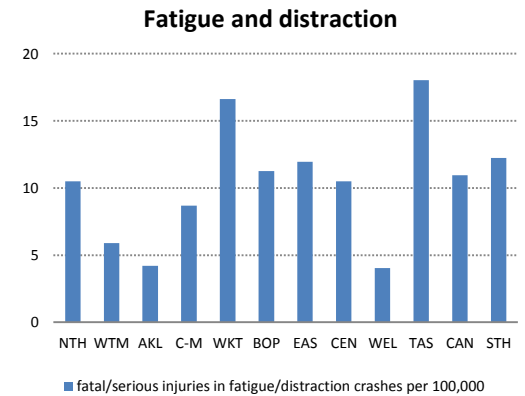
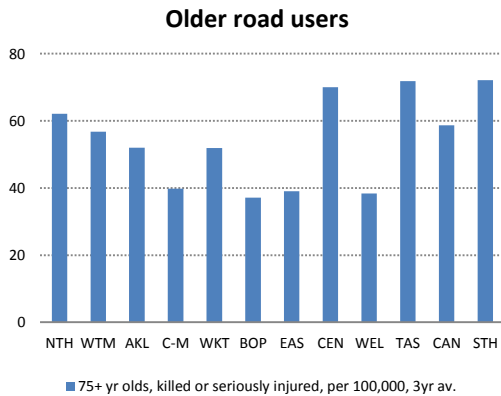
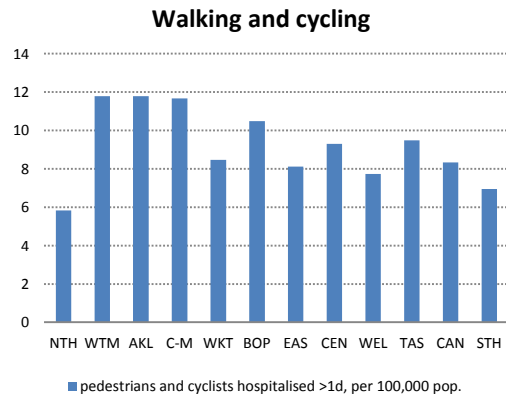
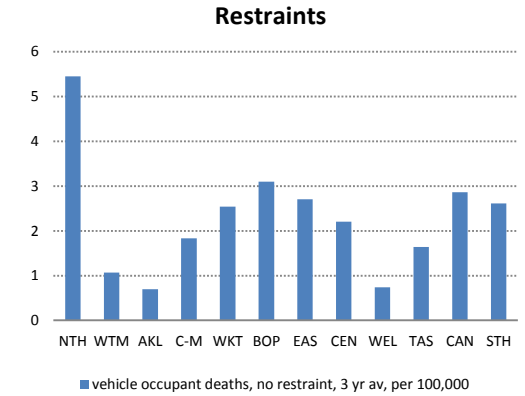
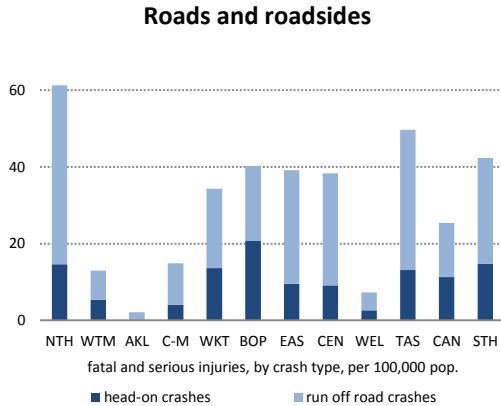
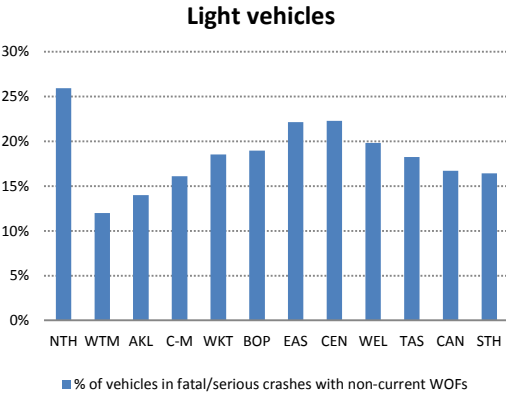
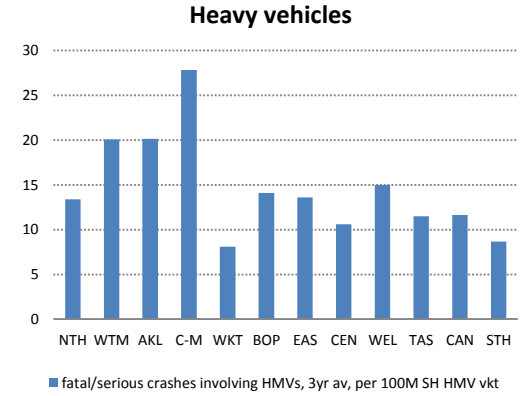
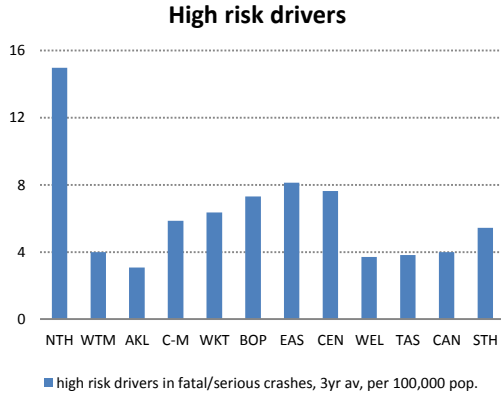
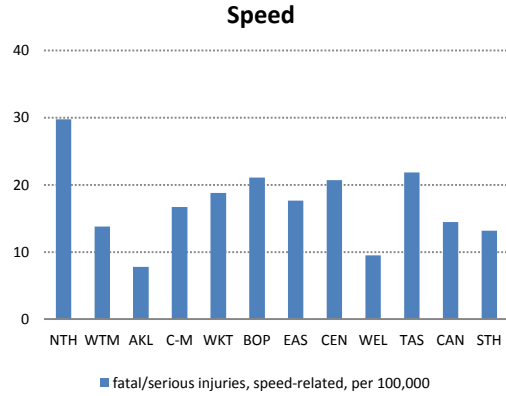
COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

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/drug rates only available to June 2016

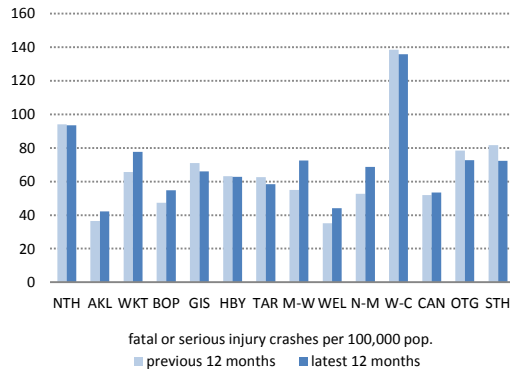




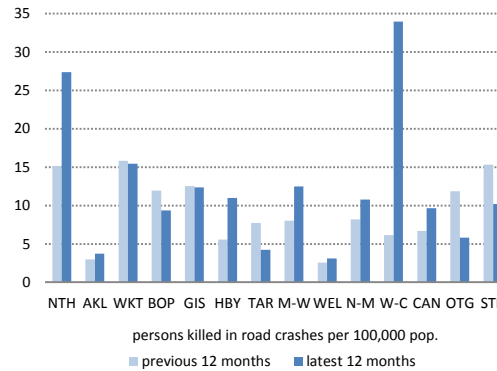
COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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.

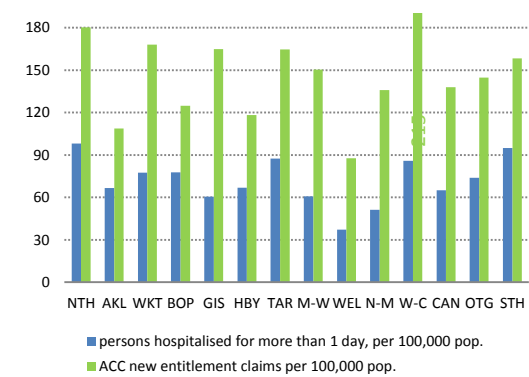
Overall outcomes: crashes



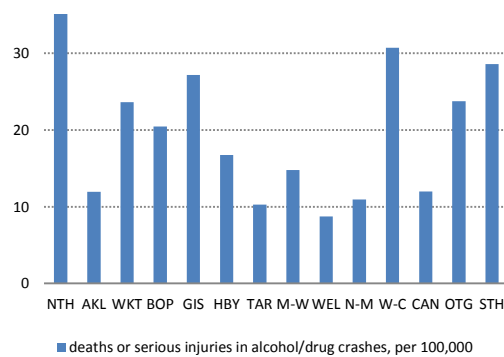
Overall outcomes: fatalities



Overall outcomes: injuries

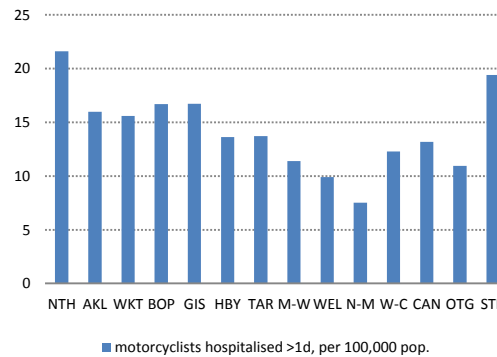


Alcohol and drugs*

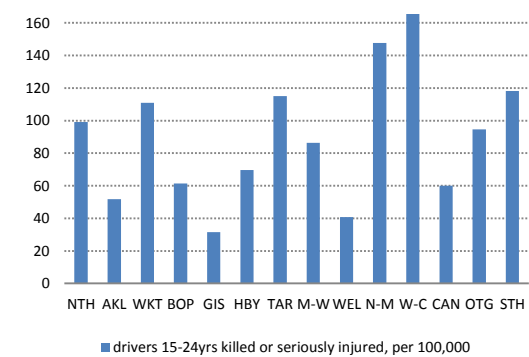


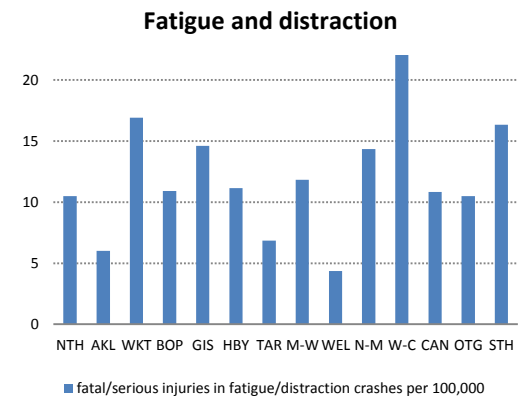
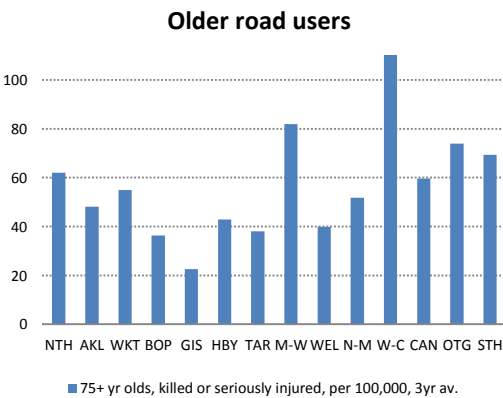
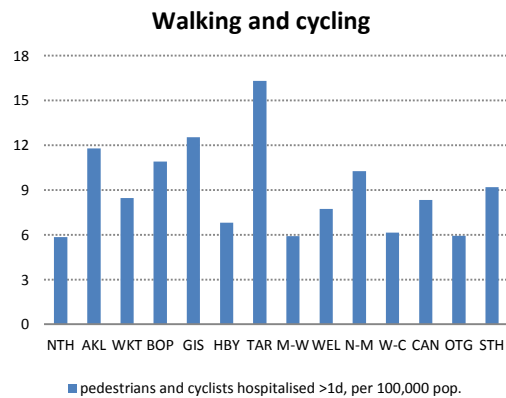
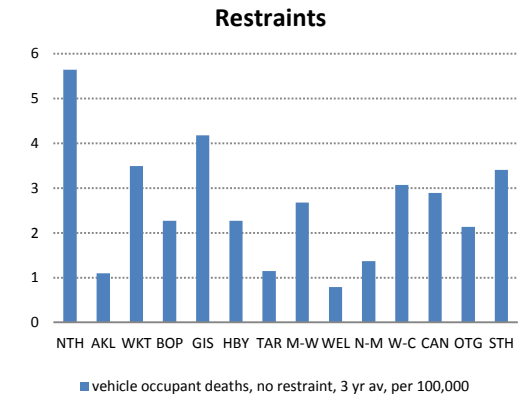
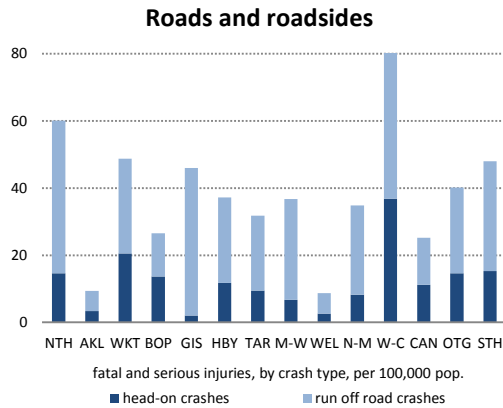
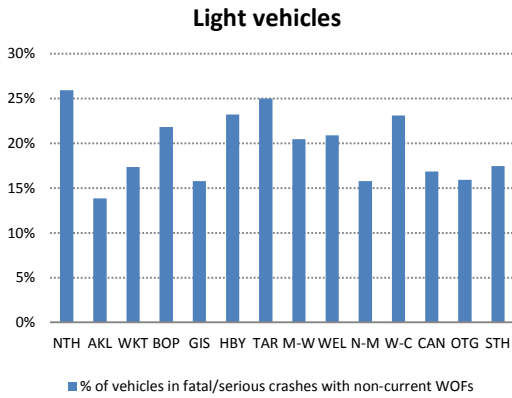
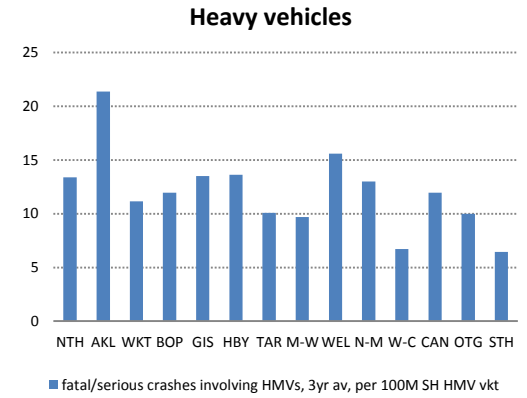
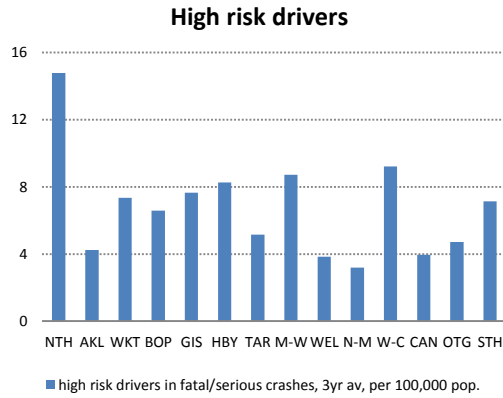
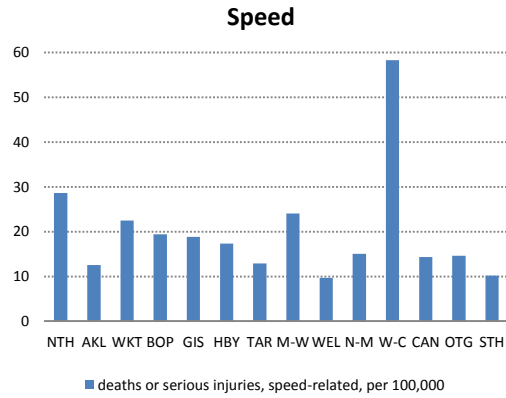
*alcohol/drug rates only available to June 2016

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.	97	43	38	52	45	68	66	64	72	43	80	55	73	57
	persons killed in road crashes, per 100,000 popn.	27	5	2	5	4	12	13	11	10	3	14	10	7	8.2
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	98	67	67	67	67	77	78	65	69	37	58	65	80	67
	ACC new entitlement claims, per 100000 popn.	180	109	109	111	109	168	132	129	153	88	150	138	149	130
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	109	55	38	65	54	96	78	61	96	39	143	61	100	72
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	30	14	8	17	19	21	18	21	9	22	14	13	13	16
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	15	4	3	6	4	6	7	8	8	4	4	4	5	5
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	15	5	0	4	3	14	21	10	9	3	13	11	15	9
	deaths + serious injuries, run off road crashes, per 100,000 popn.	47	8	2	11	7	21	19	30	29	5	37	14	28	16
	deaths + serious injuries, intersection crashes, per 100,000 popn.	17	15	16	20	17	26	15	21	23	15	15	26	21	19
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	12	10	14	11	12	10	10	14	10	13	12	11	10	11
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	22	16	16	16	16	16	17	14	12	10	8	13	14	14
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	26%	12%	14%	16%	14%	19%	19%	22%	22%	20%	18%	17%	16%	18%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	11	6	4	9	6	17	11	12	10	4	18	11	12	9
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	13	20	20	28	23	8	14	14	11	15	11	12	9	13
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	6	12	12	12	12	8	10	8	9	8	9	8	7	10
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	62	57	52	40	49	52	37	39	70	38	72	59	72	60
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.4	1.1	0.7	1.8	1.2	2.5	3.1	2.7	2.2	0.7	1.6	2.9	2.6	2.0

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.	96	43	79	56	67	64	59	73	45	70	135	54	74	72
	persons killed in road crashes, per 100,000 popn.	28	4	16	10	13	11	4	13	3	11	34	10	6	10
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	98	67	77	78	61	67	87	61	37	51	86	65	74	95
	ACC new entitlement claims, per 100,000 popn.	180	109	168	125	165	118	165	150	88	136	215	138	145	158
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	99	52	111	61	31	70	115	86	41	148	175	60	95	118
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	29	13	22	19	19	17	13	24	10	15	58	14	15	10
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	15	4	7	7	8	8	5	9	4	3	9	4	5	7
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	15	3	20	14	2	12	9	7	3	8	37	11	15	15
	deaths + serious injuries, run off road crashes, per 100,000 popn.	46	6	28	13	44	25	22	30	6	27	89	14	26	33
	deaths + serious injuries, intersection crashes, per 100,000 popn.	17	17	26	14	19	22	17	24	16	17	6	25	19	27
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	12	12	9	11	23	12	15	8	13	14	3	11	12	5
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	22	16	16	17	17	14	14	11	10	8	12	13	11	19
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	26%	14%	17%	22%	16%	23%	25%	20%	21%	16%	23%	17%	16%	17%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	11	6	17	11	15	11	7	12	4	14	37	11	10	16
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	13	21	11	12	13	14	10	10	16	13	7	12	10	6
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	6	12	8	11	13	7	16	6	8	10	6	8	6	9
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	62	48	55	36	23	43	38	82	40	52	155	60	74	69
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.6	1.1	3.5	2.3	4.2	2.3	1.1	2.7	0.8	1.4	3.1	2.9	2.1	3.4

*alcohol/drug rates only available to June 2016