
ROAD SAFETY OUTCOMES

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

1 July to 30 September 2018

Q1 2018/19



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 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 September 2018 in some cases but usually to June 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.

Cover picture: **Safe Use**. Most people are aware of the risks associated with drinking and driving. However, there is a hard-to-reach group, often young, who still choose to ignore them. A new advertisement, launched in July, targets the circle of drinking drivers' mates, rather than solely focusing on the drinking drivers. These are young males, 20 - 29 years old, who predominantly live in rural and provincial parts of NZ. The advertisement plays on the insight that good mates will protect their mates, and aims to give them a reason to feel okay about stopping their mate from driving drunk. It acknowledges that it's never going to feel particularly easy or great, but irrespective of any awkwardness, it's worth it. The new ad "[Dilemmas](#)" complements another current ad in the drink-driving campaign "[Legends](#)".

Key results for the quarter

- 78 people were killed in road crashes in the quarter, resulting in a total of 376 killed in the last 12 months, the first fall in the 12 month total since 2015
- most casualty indicators have reduced in this quarter, especially for crashes involving alcohol, speed, young drivers and high risk drivers
- **pedestrians and cyclists** account for 13% of all hospitalised road crash casualties in the 12 months to September, down from 16% five years ago
- the largest reductions in **speed**-related death and serious injury rates occurred in the Upper North Island, and in **young driver** rates in in the South Island.

Public attitudes to road safety

A number of key attitude measures have been used to monitor the progress of the *Safer Journeys 2012-2020* strategy (see pages 6 and 7 of this report). However since the annual survey of Public Attitudes to Road Safety* is no longer available, some alternative measures may be useful.

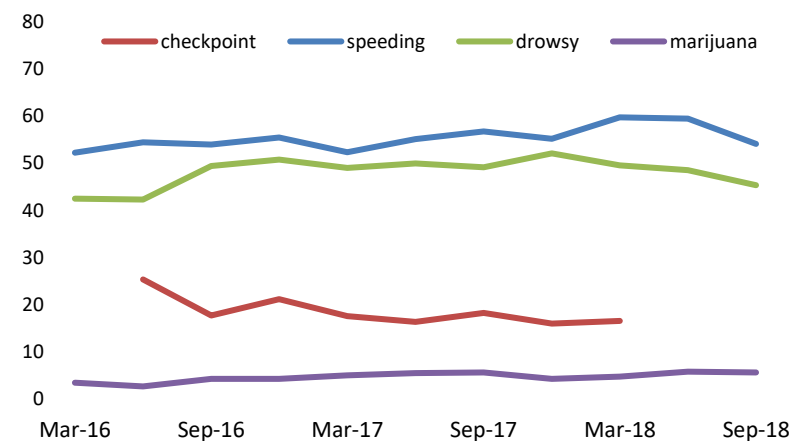
As part of the NZTA's road safety advertising programme, a set of public attitude statements are regularly monitored which relate to the advertising topics. These statements do not necessarily match those which used to be in the annual survey, but could still be used as indicators of road safety attitudes or self-reported behaviours.

The chart shows trends in four of these statements over the past three years:

- around 55% agreed that anything over the speed limit is speeding
- around 50% said they are likely to pull over and have a short nap when drowsy
- around 17% said they were stopped at a Police checkpoint in the last month
- around 5% said they had driven in last month soon after smoking marijuana.

*Ministry of Transport, 1995 - 2015

Percentage of survey respondents agreeing with attitude statements



More information ...

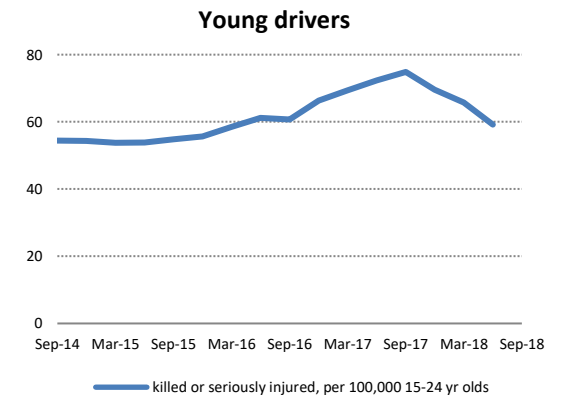
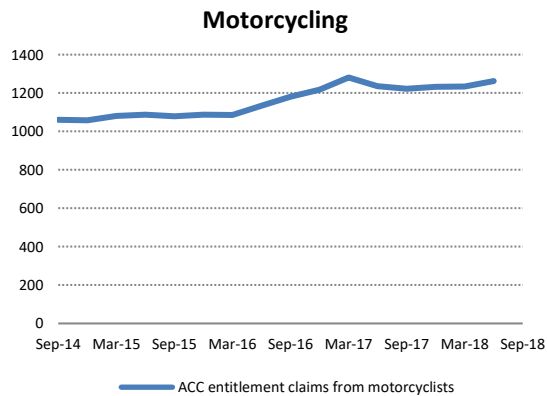
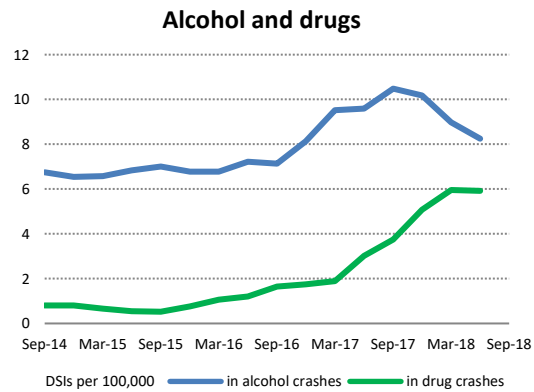
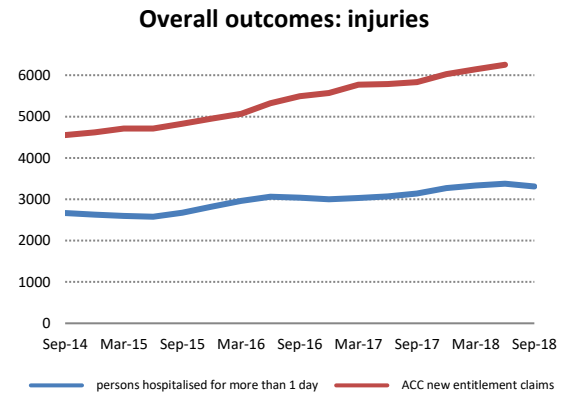
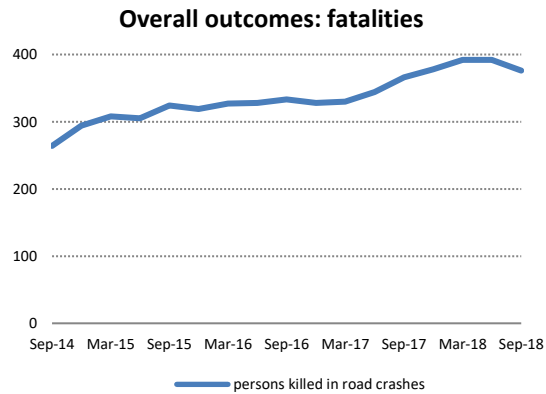
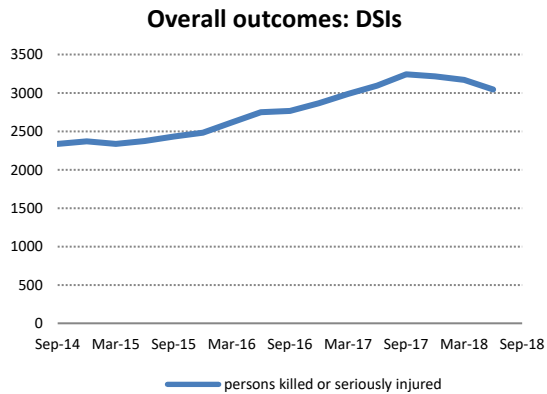
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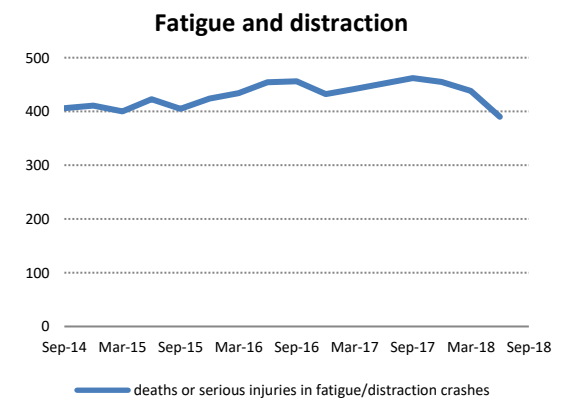
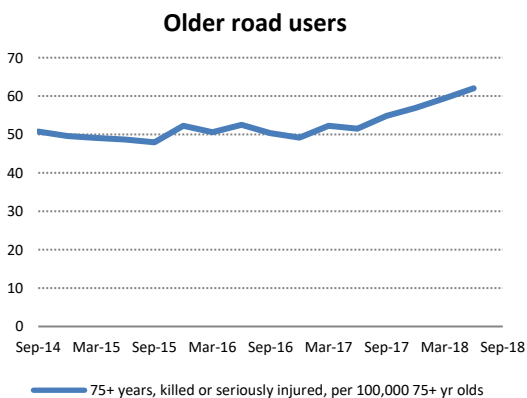
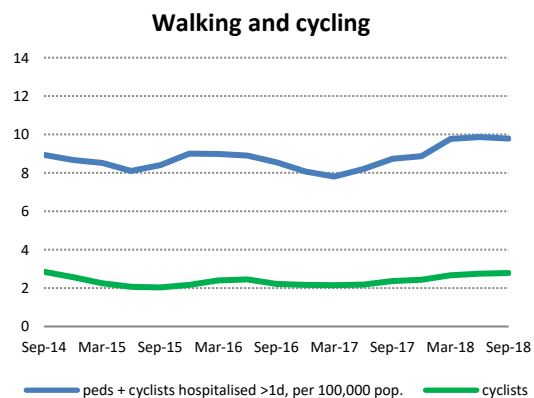
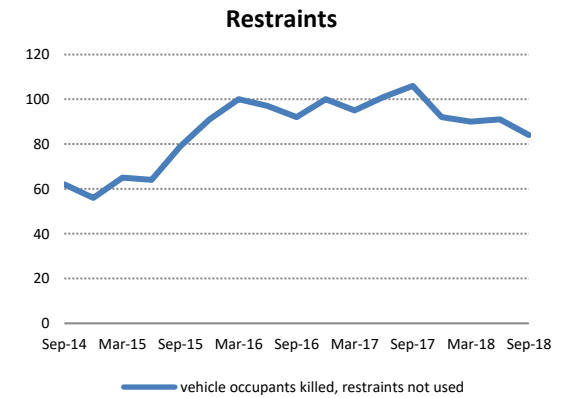
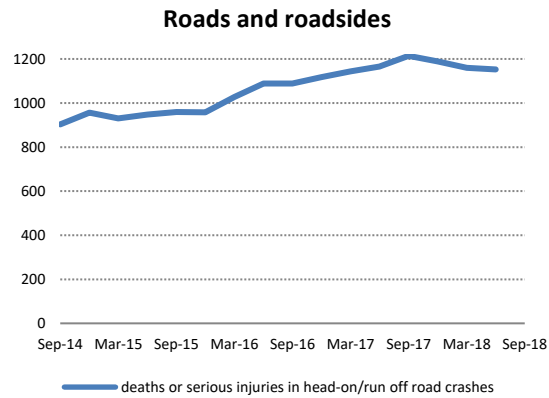
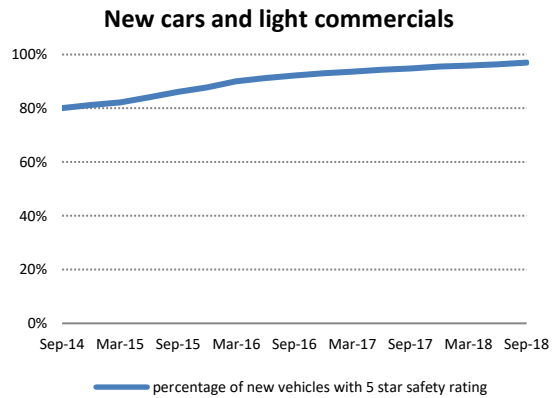
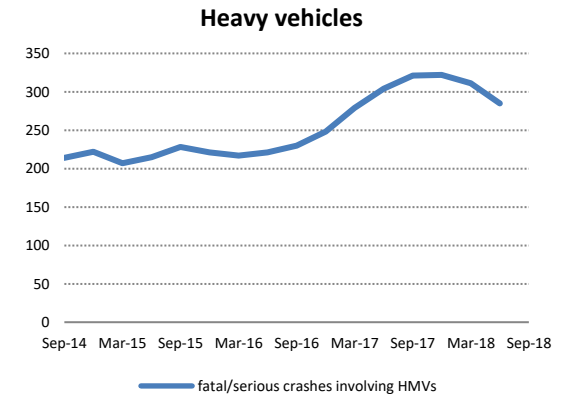
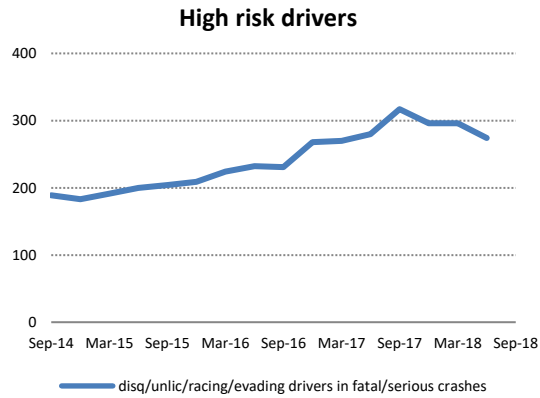
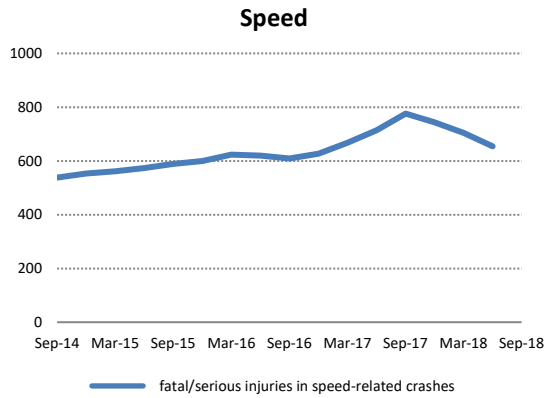
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This document and its time series data are available on the NZ Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

ROAD SAFETY OUTCOME TRENDS 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	697	3043	Jun 2018	2273	2369	2483	2864	3214
fatal or serious injury crashes	561	2542	Jun 2018	1922	2003	2124	2401	2729
persons killed in road crashes	78	376	Sep 2018	253	294	319	328	378
persons killed in road crashes, per 100,000 population, per year	6.4	7.7	Sep 2018	5.7	6.5	6.9	6.9	7.8
persons killed in road crashes, per billion vehicle km travelled	6.5	7.8	Sep 2018	6.0	6.9	7.5	7.4	8.2
persons killed or seriously injured, per 100,000 population, per year	57	62	Jun 2018	51	52	53	60	66
persons hospitalised for more than 1 day (>1d), non-fatal	659	3312	Jun 2018	2788	2626	2822	2996	3269
ACC new entitlement claims	1586	6252	Jun 2018	4339	4618	4953	5567	6024
Alcohol and drugs								
fatal or serious injuries in alcohol (+ve test), per 100,000 population, per year	5.6	8.2	Jun 2018	7.4	6.5	6.8	8.1	10.2
drivers killed with excess alcohol, per 100,000 population	1.0	0.9	Jun 2018	0.8	0.7	1.1	1.1	1.0
fatal or serious injuries in drug-related crashes (suspected/confirmed), per 100,000	5.6	5.7	Jun 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%	-
Young drivers								
young drivers killed or seriously injured, per 100,000 15-24 year olds, per year	48	59	Jun 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	7.1	8.0	Sep 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	1.8	2.2	Mar 2018	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	65	313	Jun 2018	219	245	289	308	371
fatal and serious crashes involving 15-19 year old drivers	62	309	Jun 2018	215	233	278	341	328
Speed								
deaths or serious injuries in speed-related crashes	138	654	Jun 2018	523	553	599	627	744
% vehicles exceeding 100 km/h limits	-	23%	2015	25%	22%	23%		
deaths or serious injuries in open road (80-100km/h) crashes	385	1652	Jun 2018	1210	1331	1336	1599	1711
fatal/serious speed-related crashes	104	510	Jun 2018	394	447	502	492	597
% 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	306	1263	Jun 2018	990	1058	1087	1217	1232
motorcycle and moped riders killed, per 100,000 population, per year	0.7	1.1	Sep 2018	0.8	0.9	1.1	1.1	0.9
% of motorcycles in crashes with non-current WoFs	22%	17%	Jun 2018	28%	25%	25%	20%	16%
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	9.1	14.5	Jun 2018	12.7	12.4	13.2	13.9	15.0
Roads and roadsides								
fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads	288	1152	Jun 2018	824	956	957	1118	1188
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	115	428	Jun 2018	240	322	323	316	412
fatal or serious injuries in run off road crashes, 80-100 km/h roads	173	724	Jun 2018	584	634	634	802	776
fatal or serious injuries in intersection crashes	181	869	Jun 2018	663	712	718	819	918
fatal or serious injuries in pedestrian/cyclist crashes	131	503	Jun 2018	460	434	449	470	541
fatal or serious injuries in all crashes on SH network	260	1164	Jun 2018	837	937	931	1057	1191

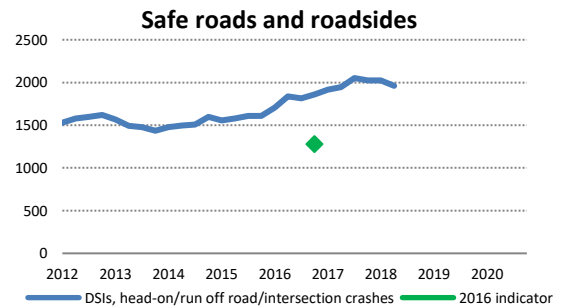
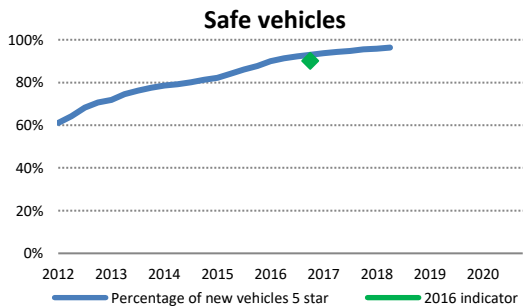
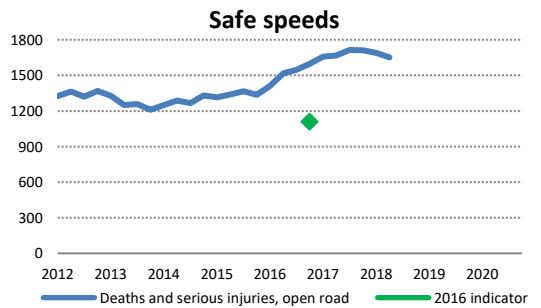
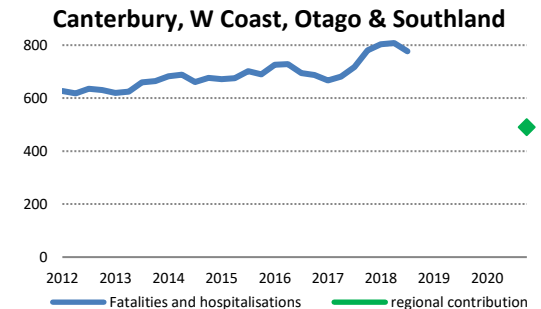
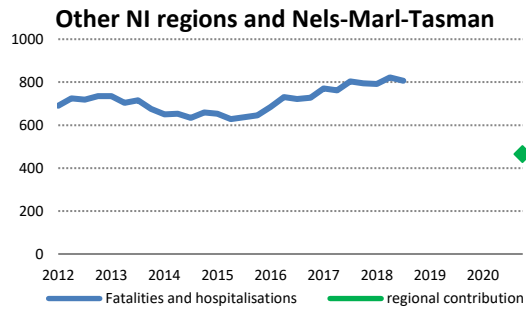
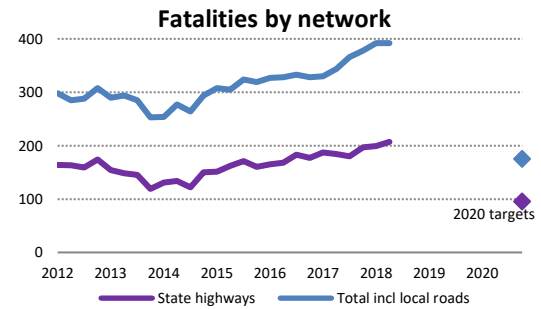
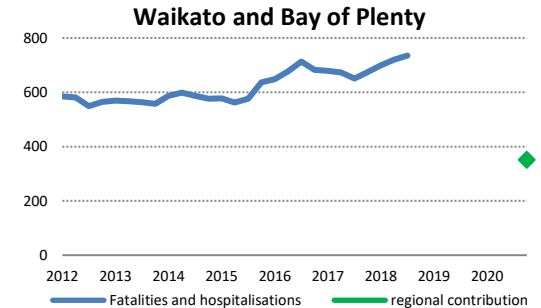
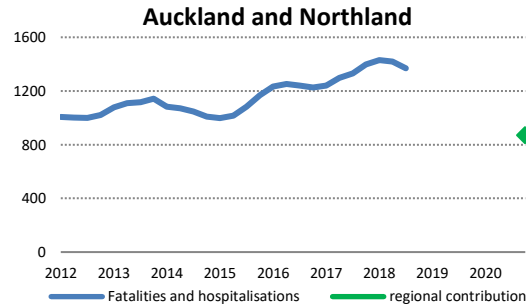
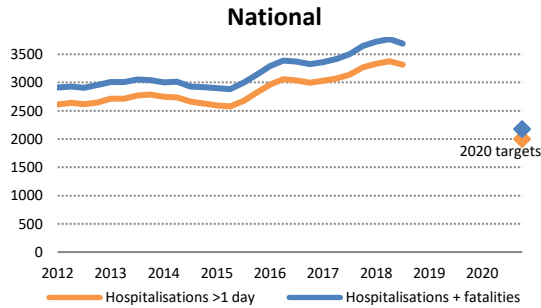
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2013	2014	2015	2016	2017
High risk drivers								
high risk drivers⁽²⁾ in fatal or serious injury crashes	48	274	Jun 2018	192	183	209	268	296
disqualified drivers detected driving	1887	7681	Jun 2018	8162	7860	7368	7938	7876
notices issued for 3 rd or subsequent drunk/drugged driving offences	1010	4355	Jun 2018	5692	4974	4281	4242	4349
disqualified or unlicensed drivers involved in fatal/serious crash	42	229	Jun 2018	169	167	185	241	243
Light vehicles								
% of new vehicles with 5-star safety rating	98%	97%	Sep 2018	78%	81%	88%	93%	95%
% of vehicles in fatal/serious crashes with non-current WOFs ⁽¹⁾	18%	17%	Jun 2018	12%	9%	11%	15%	18%
% of fatal/serious injuries in crashes with contributing vehicle faults	2.6%	4.5%	Jun 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
Fatigue and distraction								
fatal or serious injuries in fatigue/distraction crashes	80	390	Jun 2018	375	411	424	432	455
fatal/serious injuries in crashes with contributing driver fatigue	33	164	Jun 2018	187	196	214	206	178
fatal/serious injuries in crashes with contributing driver distraction	47	227	Jun 2018	198	225	220	245	281
Heavy vehicles								
fatal/serious crashes involving HMVs	56	285	Jun 2018	210	222	221	248	322
fatal/serious injuries in HMV crashes	74	356	Jun 2018	233	277	259	321	403
% of fatal/serious HMV crashes where HMV was primary contributor	50%	47%	Jun 2018	46%	47%	53%	44%	47%
% 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	9.6	9.8	Jun 2018	9.5	8.7	9.0	8.1	8.9
pedestrians hospitalised >1 day, per 100,000 population, per year	7.3	7.0	Jun 2018	6.6	6.1	6.8	5.9	6.4
pedestrians and cyclists killed, per 100,000 population, per year	1.5	1.1	Sep 2018	0.8	1.2	0.7	0.7	1.2
fatal or serious injuries to school age (5-17) cyclists and pedestrians	18	75	Jun 2018	87	78	67	65	73
cyclists killed or hospitalised >1 day	30	145	Jun 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	61	62	Jun 2018	48	50	52	49	57
persons 75+ years killed in road crashes	6	44	Sep 2018	34	36	30	27	37
persons 75+ years hospitalised >1d	86	393	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
Restraints								
vehicle occupant deaths where restraints not worn	19	84	Sep 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	26	127	Jun 2018	102	126	127	142	151

(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

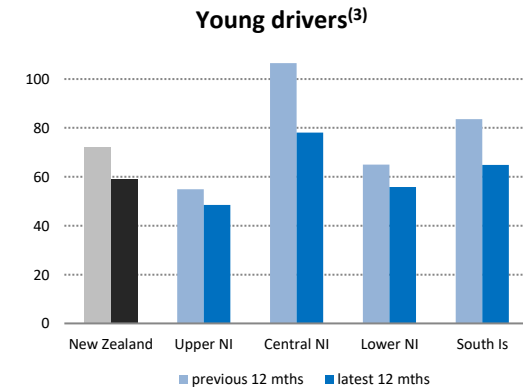
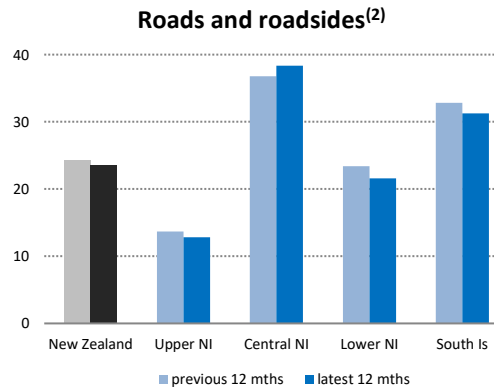
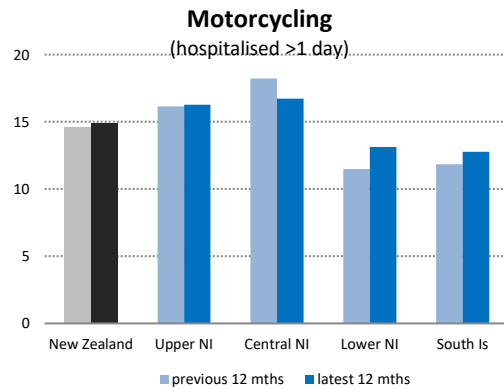
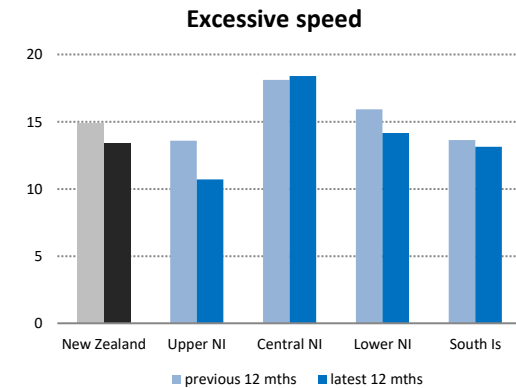
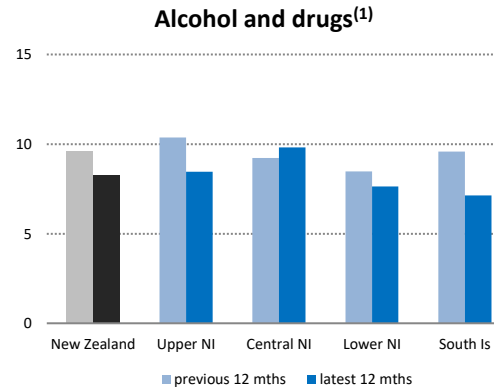
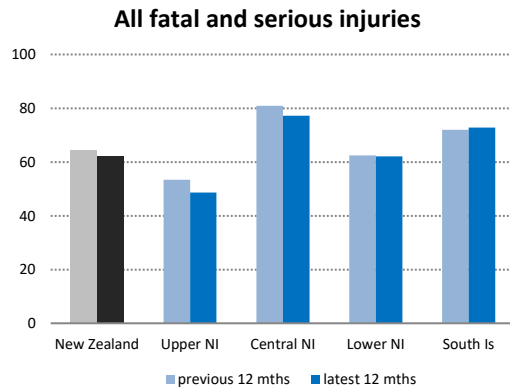
In 2013 the Transport Agency developed a set of lead indicators and national targets by extrapolating existing trends out to 2020 and adding some stretch. The targets helped focus efforts, with partner agencies, to significantly reduce deaths and serious injuries. They did not predict future performance, but indicated the need for sustained efforts to maintain the gains to date and for innovations to make new gains. The **Safe Use** indicator was based on a now defunct driver alcohol measure.



HIGH PRIORITIES: NZTA RELATIONSHIP ZONES, 2016/17 and 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 Jun. 2018) and the preceding 12 months, allow comparisons across years, zones and priority concerns.

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

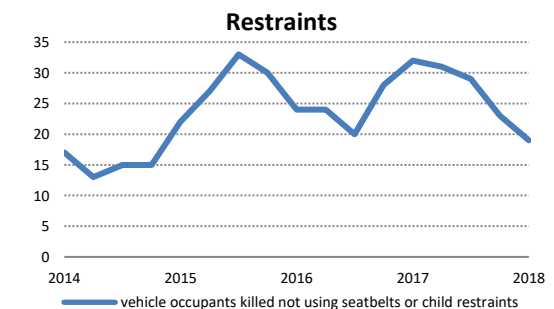
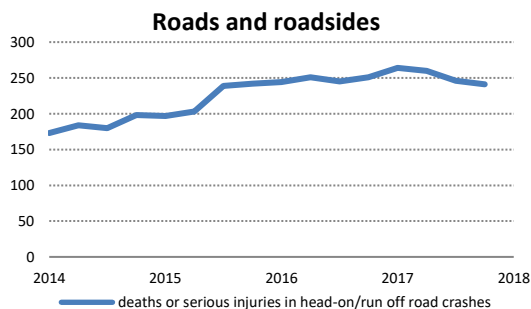
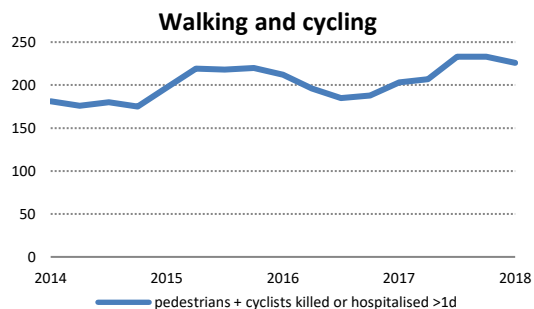
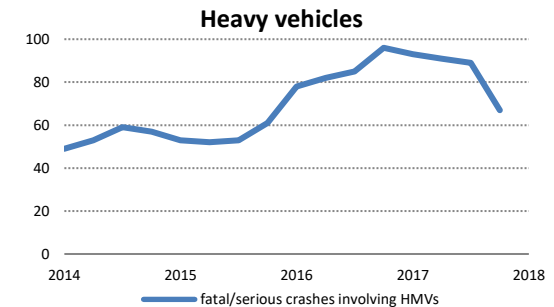
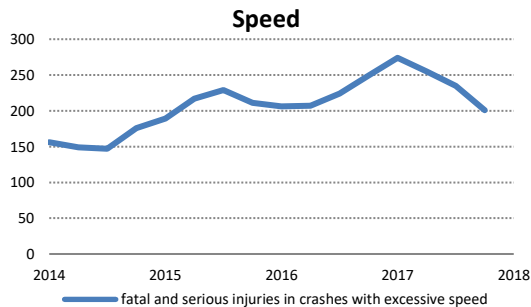
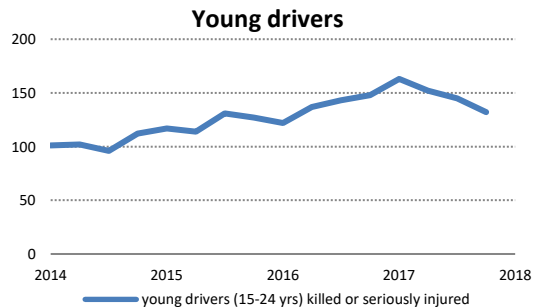
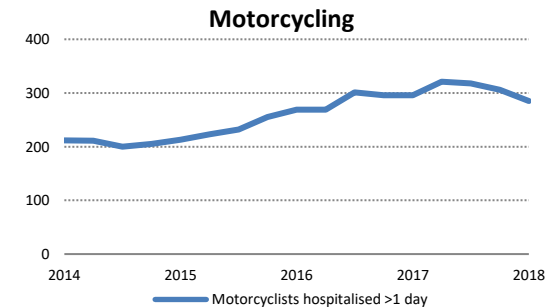
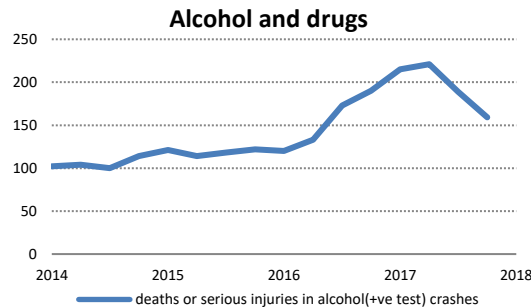
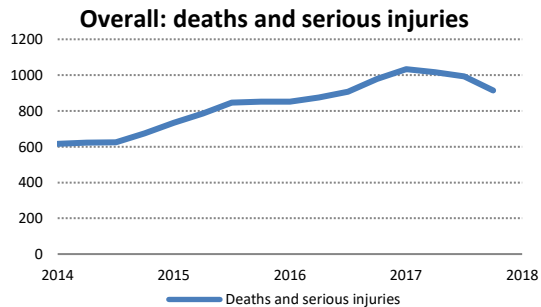


The North Island relationship zones comprise Upper NI (Northland and Auckland), Central NI (Waikato, Bay of Plenty and Taranaki) and Lower NI.

(1) alcohol only, if confirmed by breath/blood test; (2) casualties result from open road head-on and run off road crashes (80-100 km/h); (3) young driver rates are per 100,000 15-24 year olds.

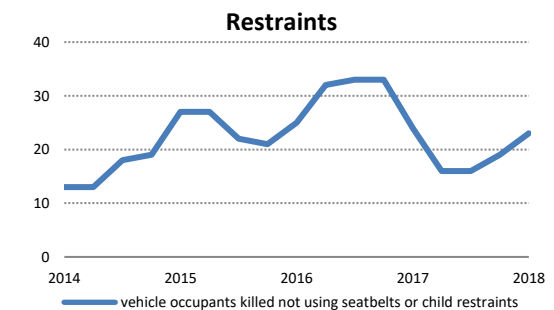
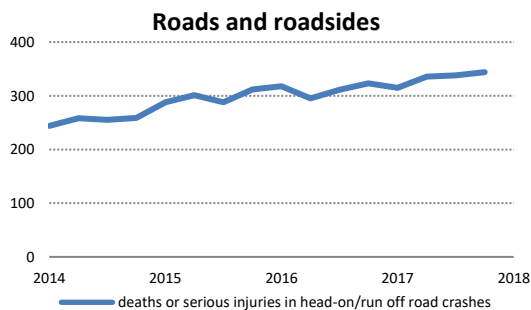
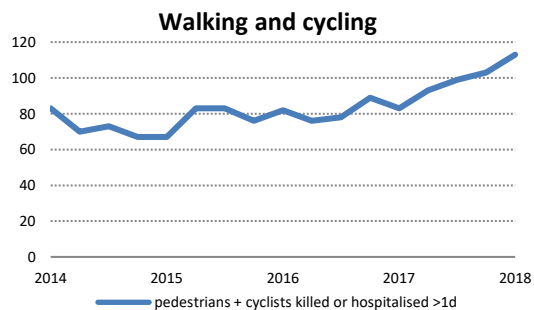
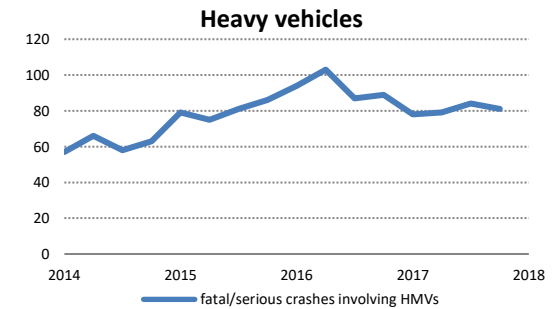
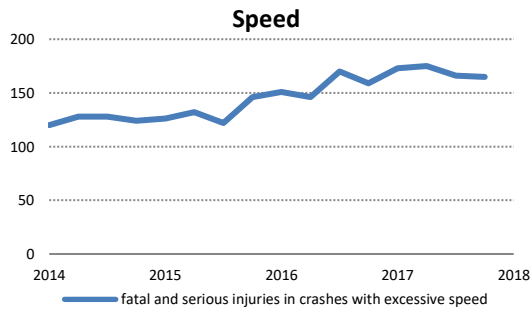
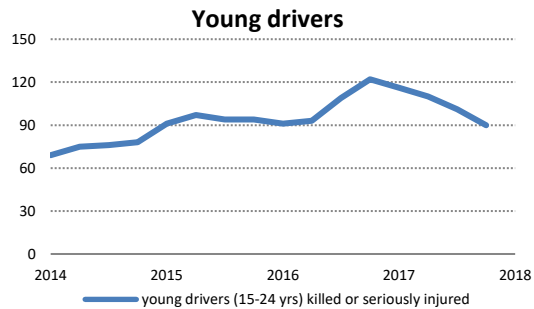
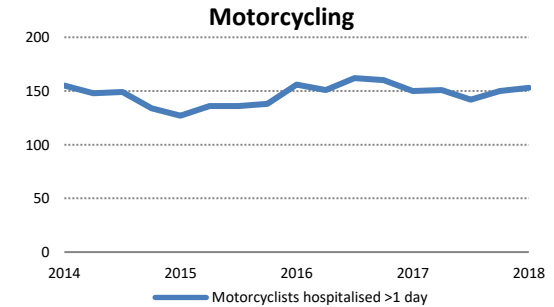
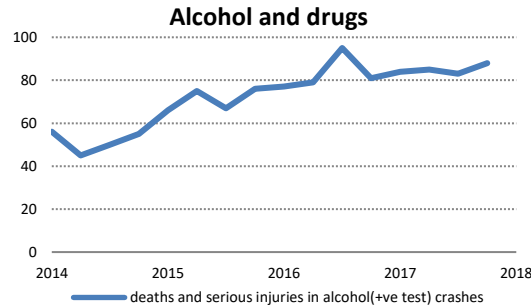
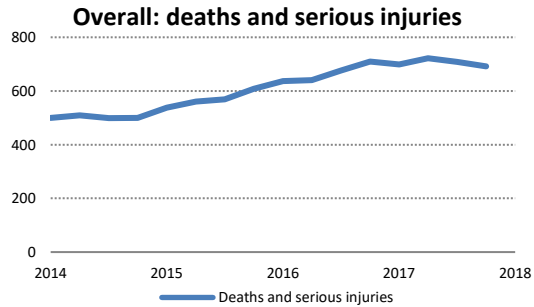
REGIONAL OUTCOME TRENDS, UPPER NORTH ISLAND (12 month rolling figures)

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.



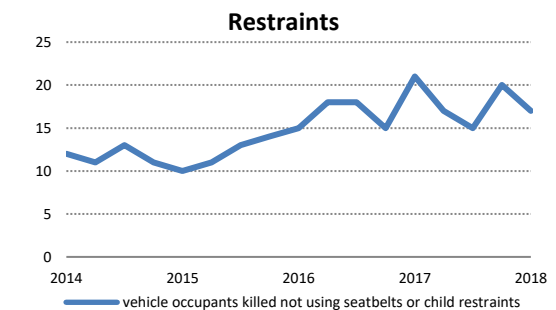
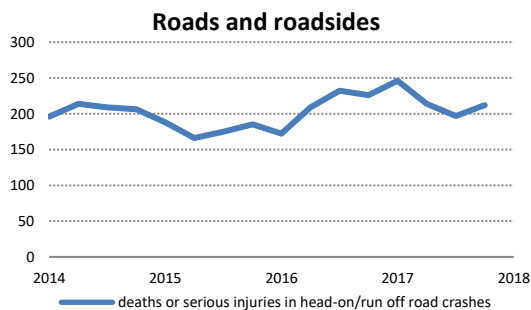
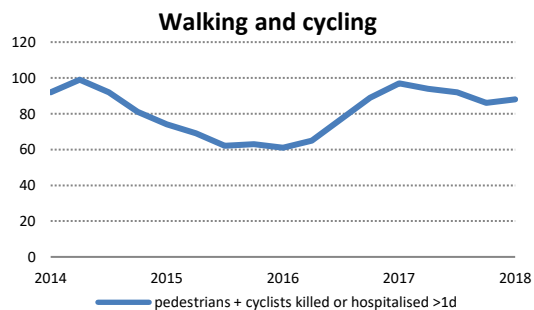
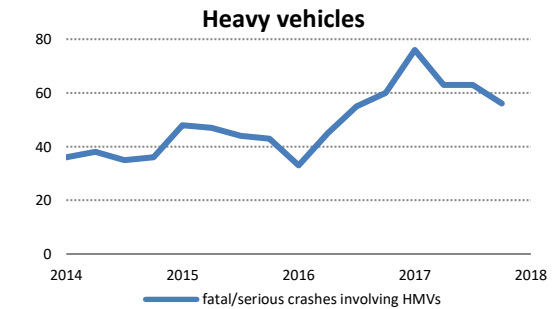
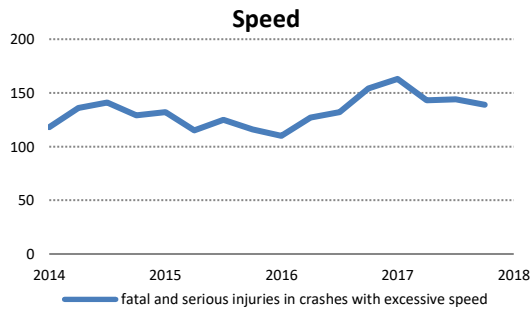
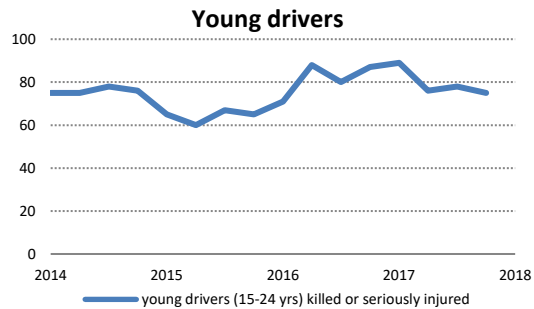
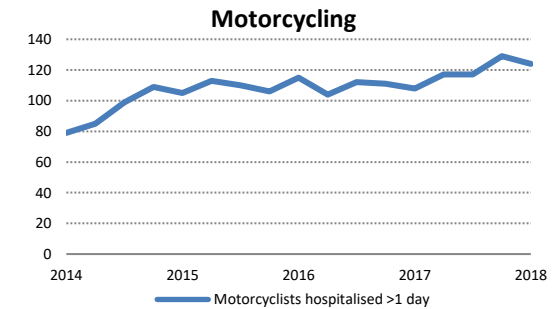
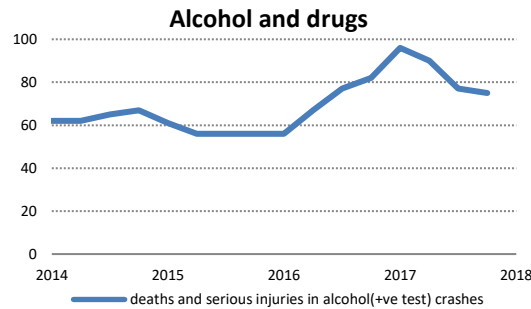
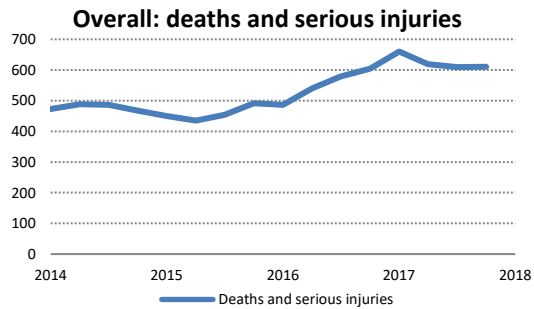
REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

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.



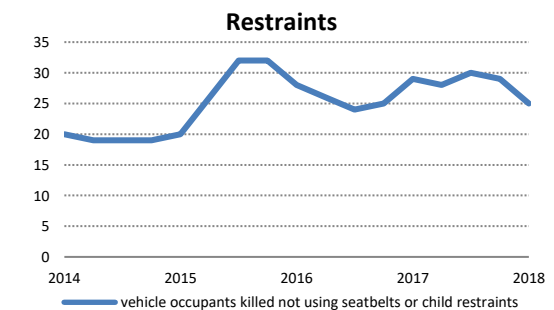
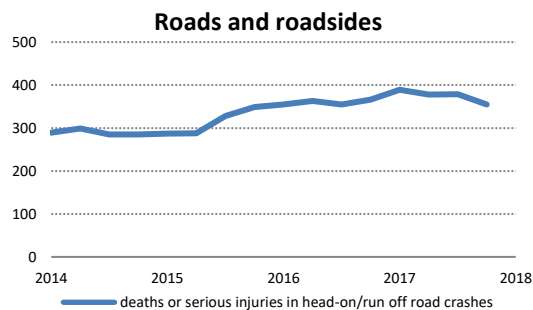
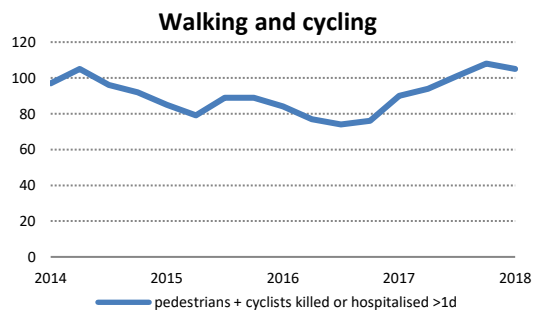
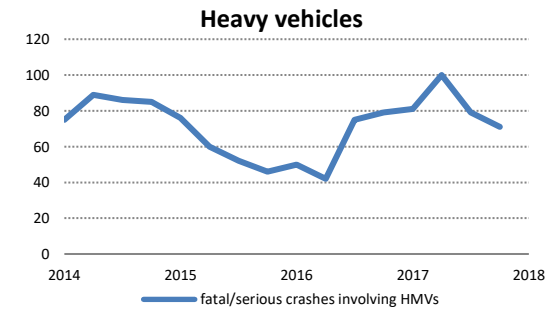
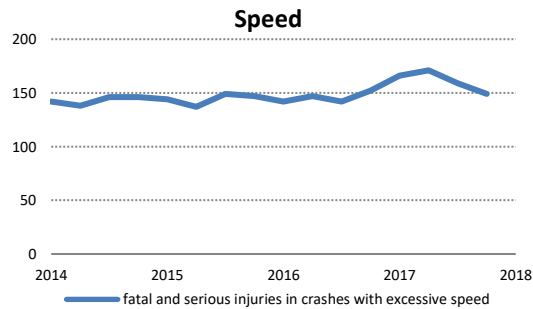
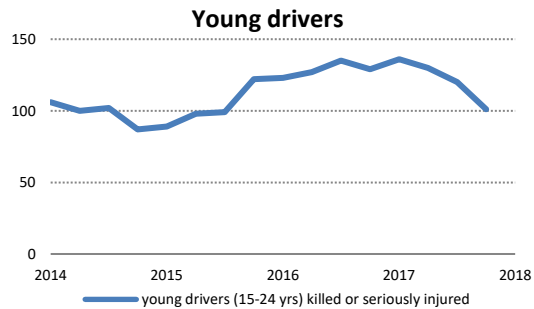
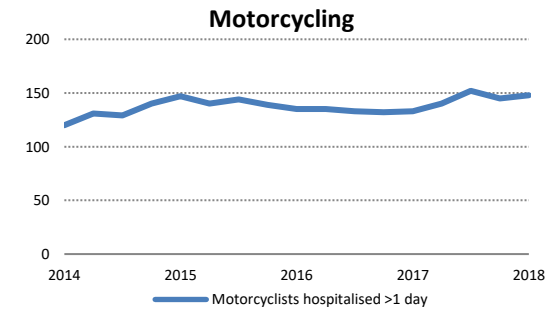
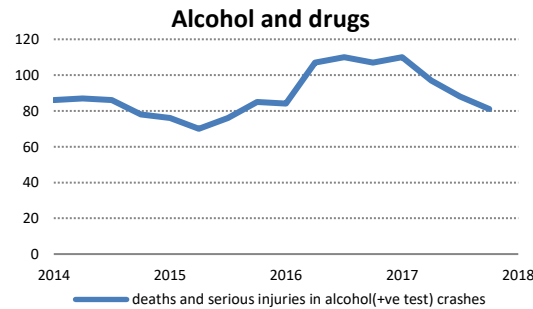
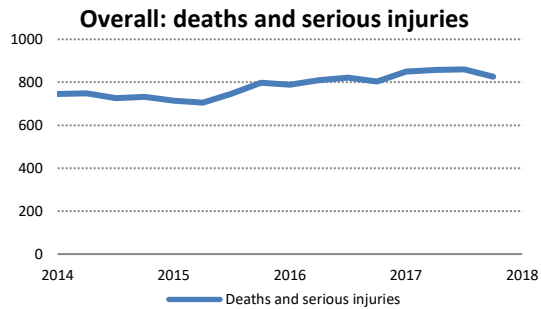
REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

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)

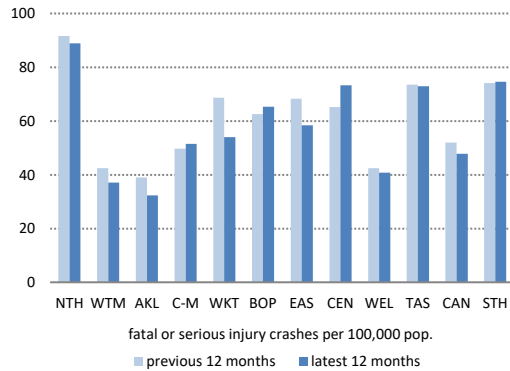
Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented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



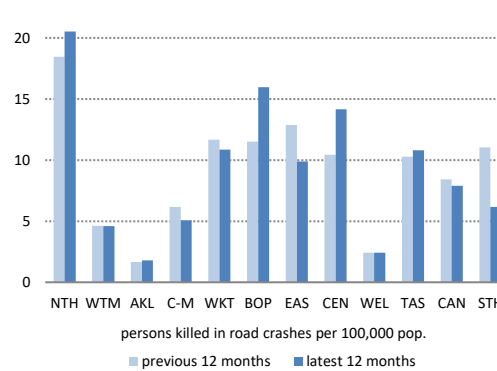
COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

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.

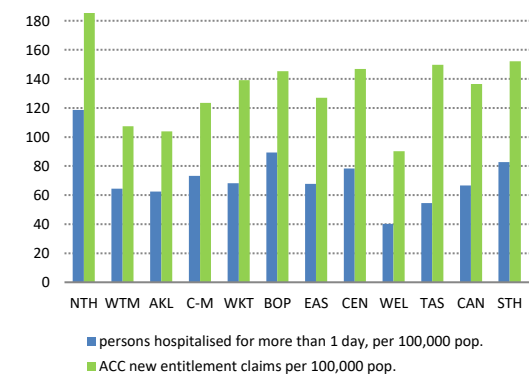
Overall outcomes: crashes



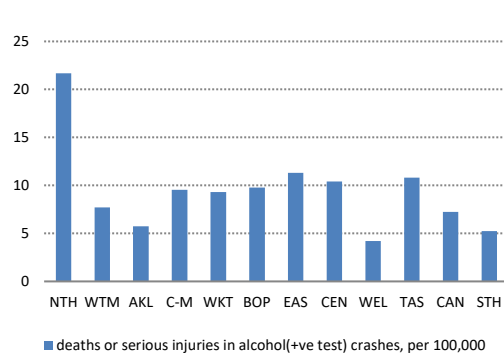
Overall outcomes: fatalities



Overall outcomes: injuries

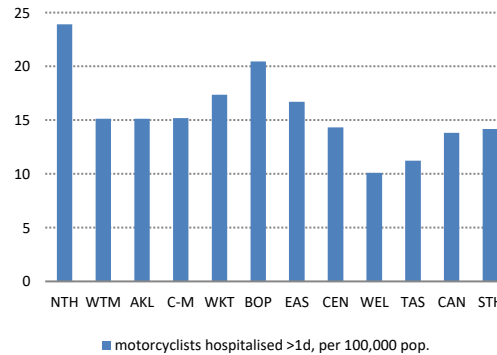


Alcohol and drugs*

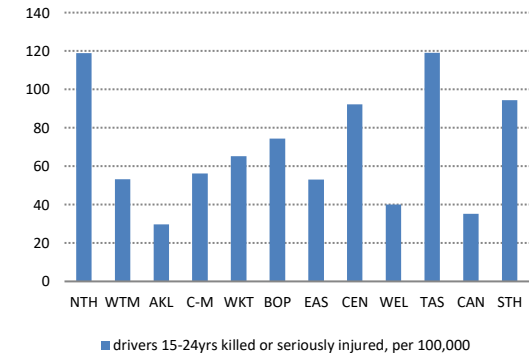


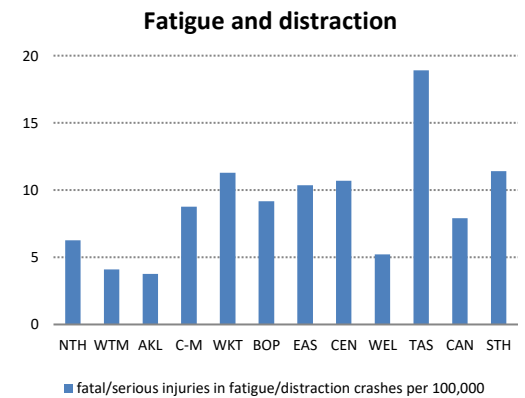
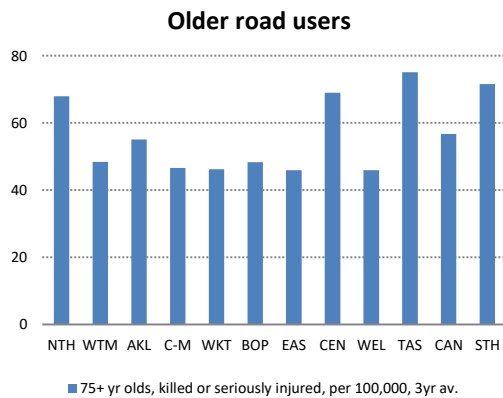
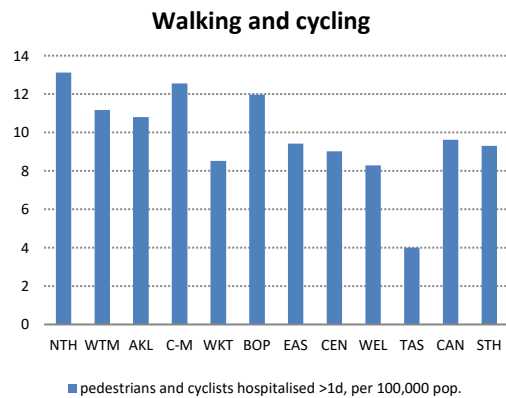
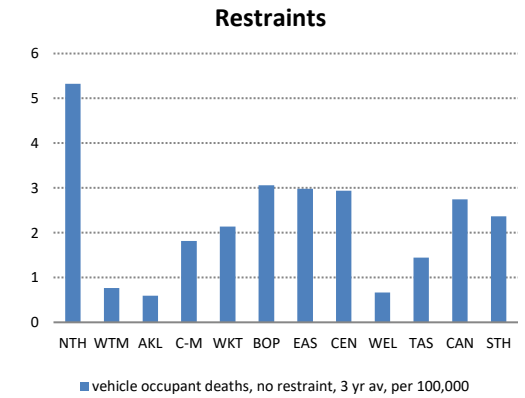
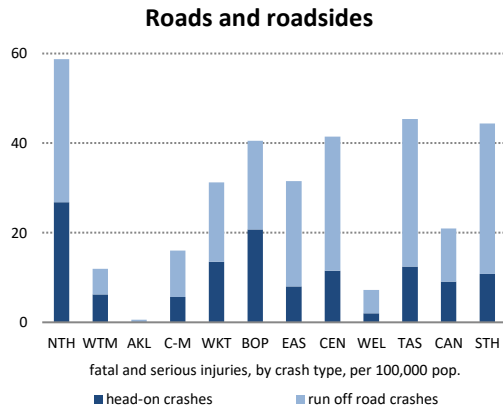
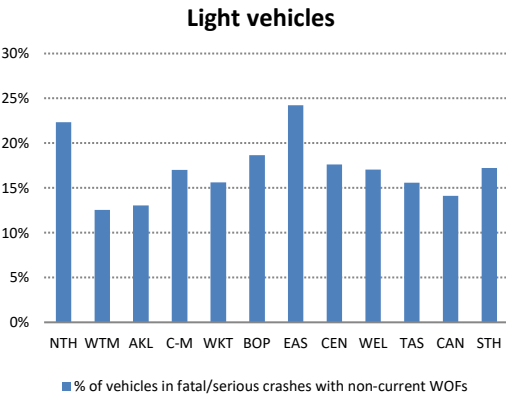
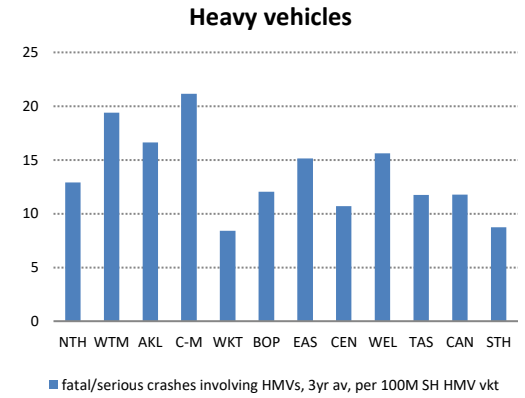
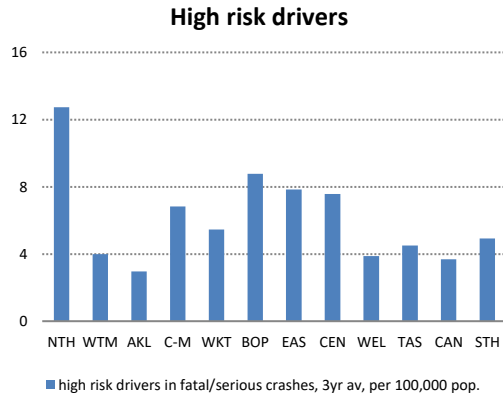
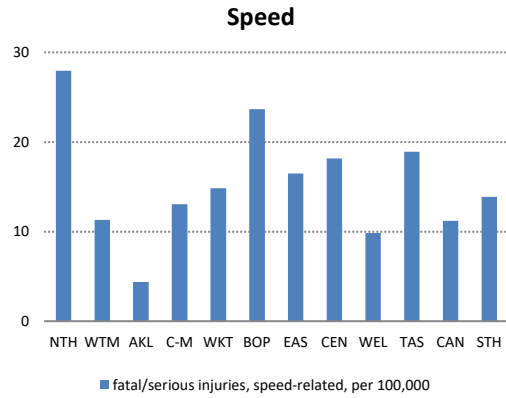
*alcohol DSI rates only, not including drugs

Motorcycling



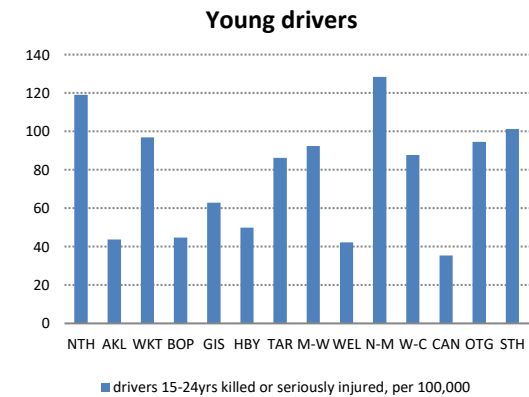
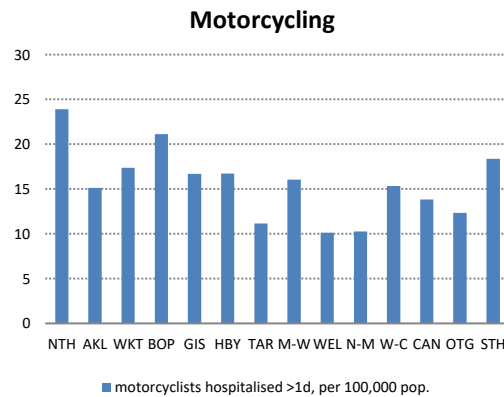
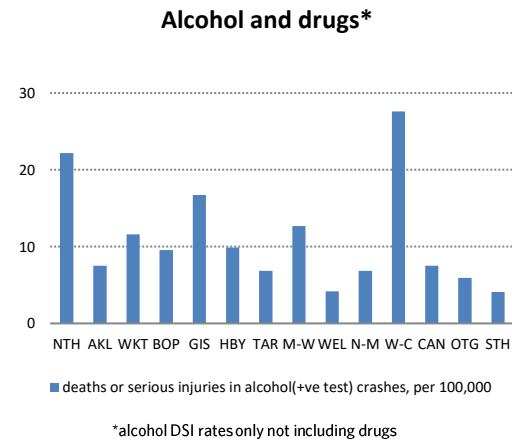
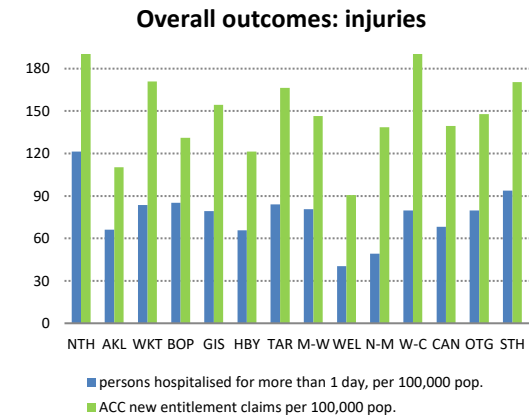
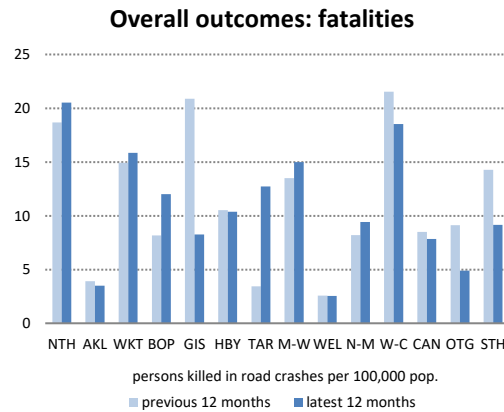
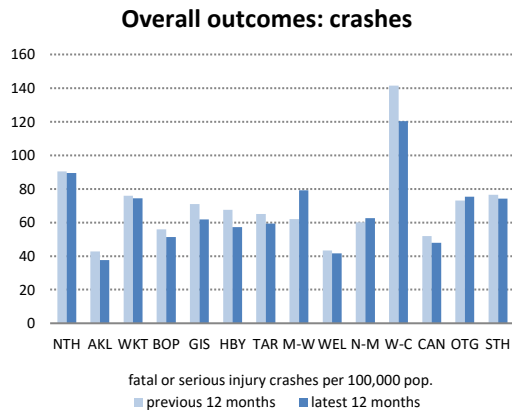
Young drivers

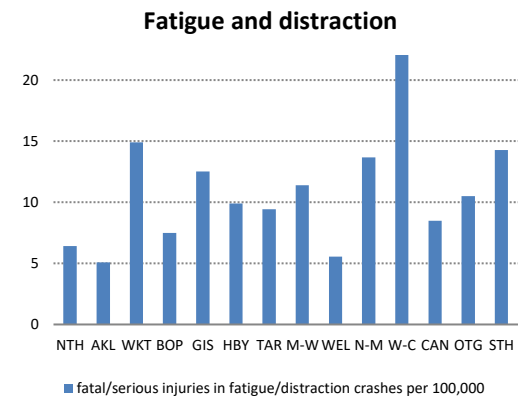
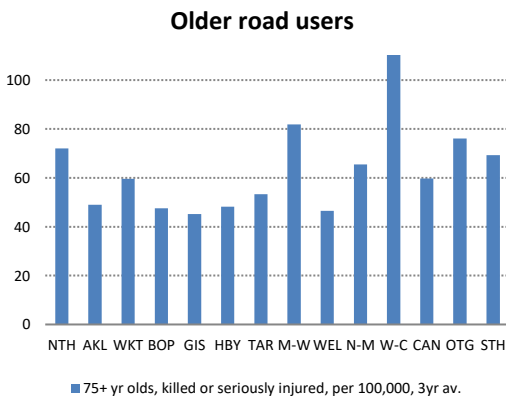
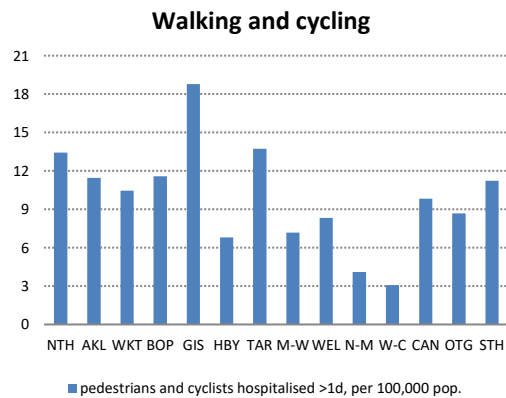
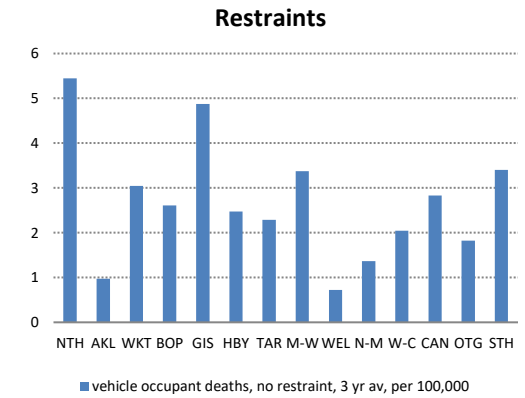
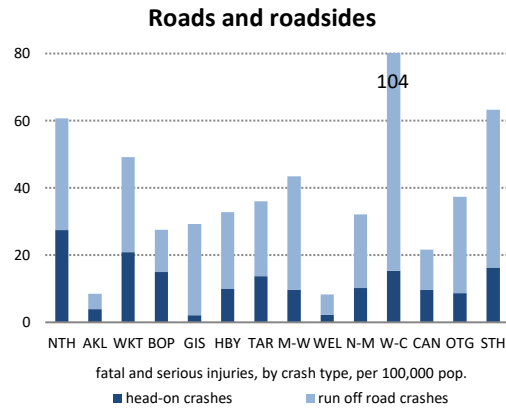
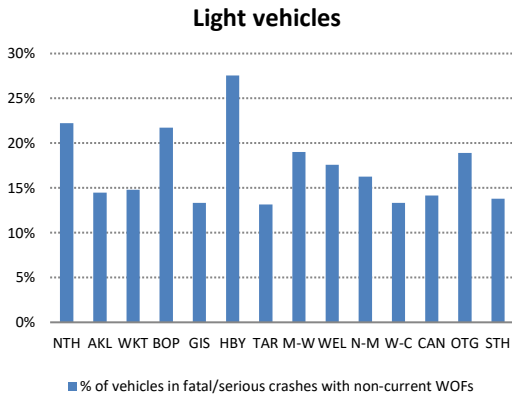
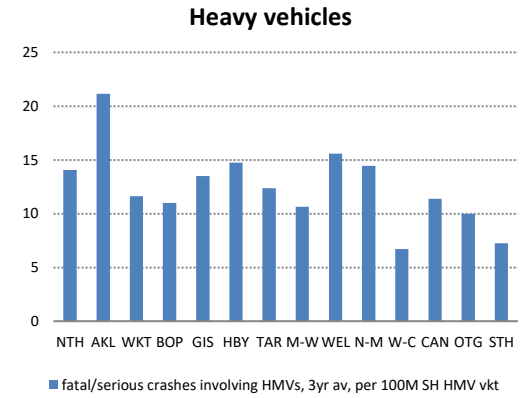
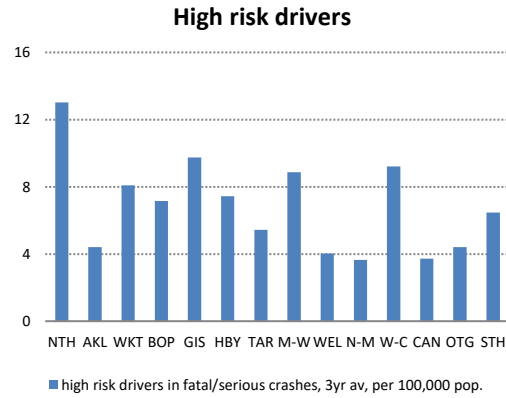
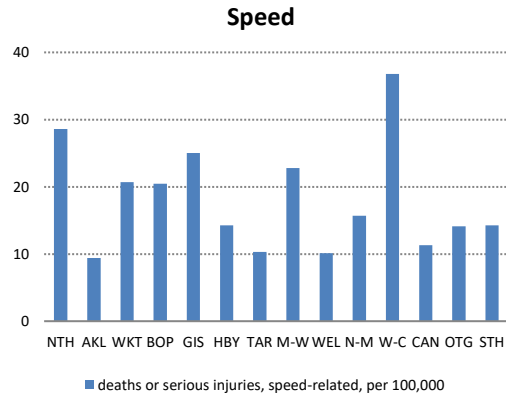




COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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-yearly basis.





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	37	33	46	39	65	61	58	75	40	73	48	75	53
	persons killed in road crashes, per 100,000 popn.	21	5	2	5	4	11	16	10	14	2	11	8	6	7.8
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	119	64	62	73	67	68	89	68	78	40	55	67	83	69
	ACC new entitlement claims, per 100000 popn.	188	107	104	123	111	139	145	127	147	90	150	136	152	130
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	22	8	6	10	8	9	10	11	10	4	11	7	5	8
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	119	53	30	56	46	65	74	53	92	40	119	35	94	59
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	28	11	4	13	15	24	16	18	10	19	11	14	10	14
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	13	4	3	7	5	5	9	8	8	4	5	4	5	5
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	27	6	0	6	4	14	21	8	11	2	12	9	11	9
	deaths + serious injuries, run off road crashes, per 100,000 popn.	32	6	1	10	6	18	20	24	30	5	33	12	34	15
	deaths + serious injuries, intersection crashes, per 100,000 popn.	14	12	13	20	15	21	17	16	22	14	17	24	27	18
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	11	9	12	12	11	8	8	10	10	13	13	9	15	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	23	15	14	17	15	14	22	16	14	10	11	14	14	15
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	22%	13%	13%	17%	14%	16%	19%	24%	18%	17%	16%	14%	17%	17%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	6	4	4	9	5	11	9	10	11	5	19	8	11	8
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	13	19	17	21	4	8	12	15	11	16	12	12	9	12
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	13	11	11	13	11	9	12	9	9	8	4	10	9	10
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	68	48	55	47	50	46	48	46	69	46	75	57	72	55
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.3	0.8	0.6	1.8	1.0	2.1	3.1	3.0	2.9	0.7	1.4	2.7	2.4	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.	92	39	76	52	63	58	60	80	42	64	120	49	77	74
	persons killed in road crashes, per 100,000 popn.	21	4	16	12	8	11	13	15	3	10	18	8	5	9
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	121	66	84	85	79	66	84	81	40	49	80	68	80	94
	ACC new entitlement claims, per 100,000 popn.	193	110	171	131	154	121	166	146	91	139	209	139	148	170
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	22	7	12	10	17	10	7	13	4	7	28	7	6	4
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	119	44	97	45	63	50	86	92	42	128	88	35	95	101
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	29	9	21	20	25	14	10	23	10	16	37	11	14	14
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	13	4	8	7	10	7	5	9	4	4	9	4	4	6
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	27	4	21	15	2	10	14	10	2	10	15	10	9	16
	deaths + serious injuries, run off road crashes, per 100,000 popn.	33	5	28	13	27	23	22	34	6	22	89	12	29	47
	deaths + serious injuries, intersection crashes, per 100,000 popn.	14	14	27	13	21	15	15	26	14	20	6	24	28	27
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	12	11	9	7	15	9	14	9	13	14	9	9	17	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	24	15	17	21	17	17	11	16	10	10	15	14	12	18
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	22%	14%	15%	22%	13%	28%	13%	19%	18%	16%	13%	14%	19%	14%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	6	5	15	7	13	10	9	11	6	14	37	8	10	14
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	14	21	12	11	13	15	12	11	16	14	7	11	10	7
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	13	11	10	12	19	7	14	7	8	4	3	10	9	11
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	72	49	60	48	45	48	53	82	47	65	127	60	76	69
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.4	1.0	3.0	2.6	4.9	2.5	2.3	3.4	0.7	1.4	2.0	2.8	1.8	3.4

*alcohol DSI rates only, not including drug