
ROAD SAFETY OUTCOMES

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

1 October to 31 December 2017

Q2 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.

Outcome measures are provided for the most recently available quarter, to December 2017 in some cases but usually to September 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 Speed**. The image is taken from the latest advertisement in the campaign by NZTA and NZ Police to remind drivers that speed is a major determinant of the severity of a crash and the extent of the injuries that are sustained. Two advertisements are currently being used to promote the idea that "Less speed = less harm". In one of the advertisements ("[Thank you](#)"), the victim of a speed-related crash thanks the other driver for not speeding, otherwise his injuries would have been much worse. In the second ("[In my shoes](#)"), a series of tragic crash outcomes illustrate why Police have to work to keep speeds within the limits, to reduce the harm that results from excessive and inappropriate speeds.

Key results for the quarter

- 379 people were killed in road crashes in the 12 months to December, at a rate of **7.8 deaths per 100,000** population, or 8.2 per billion vehicle-kms travelled
- since mid-2016, fatal and serious injury crash numbers involving **heavy vehicles** have increased sharply, by 44% to 319 per year as at September 2017
- crashes involving **young drivers** on learner and restricted licences have risen by 74% since 2013, and now account for around 1-in-7 fatal or serious injury crashes
- **Northland** continues to have unusually high injury rates for alcohol-related crashes, motorcycling crashes, young drivers, high risk drivers and unrestrained fatalities.

Comparing NZ with similar jurisdictions

With 379 people killed on New Zealand roads in 2017, it may be useful to compare our current fatality levels with other countries and jurisdictions which have similar populations, similar Western lifestyles and similar levels of motorisation.

The chart shows both the numbers of road fatalities and the rates (per 100,000 population) for the latest available year, which is 2016 in Norway, Scotland and Slovakia, and 2017 in Ireland, New Zealand and Victoria, Australia. The populations of the six jurisdictions are: Ireland and New Zealand 4.8 million, Norway 5.3 million, Scotland and Slovakia 5.4 million, and Victoria 6.2 million. Slovakia is the non-Nordic European country closest in size to New Zealand.

During the past few years:

- Norway continues to have one of the the lowest fatality rates in the world
- Victoria's fatality total (255 in 2017) was actually 12% lower than in 2016 (290)
- Slovakia has had five years of declining fatalities, from 295 in 2012 to 242 in 2016
- in New Zealand, the fatality rate increased from 5.7 in 2013 to 6.9 in 2015 and 2016, and to 7.8 in 2017.

Comparison of road fatality rates
in countries and jurisdictions with approximately 5 million people



More information ...

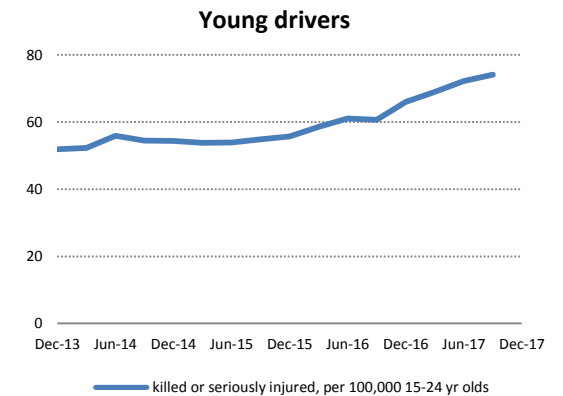
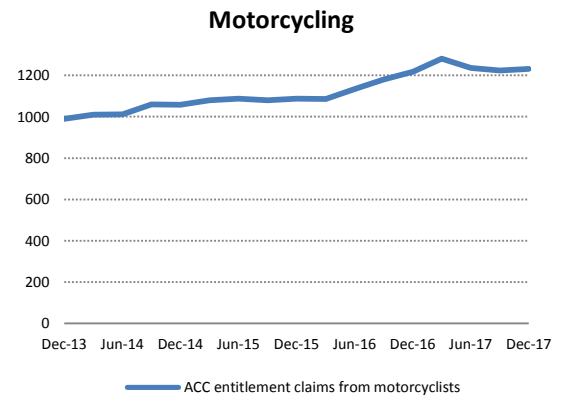
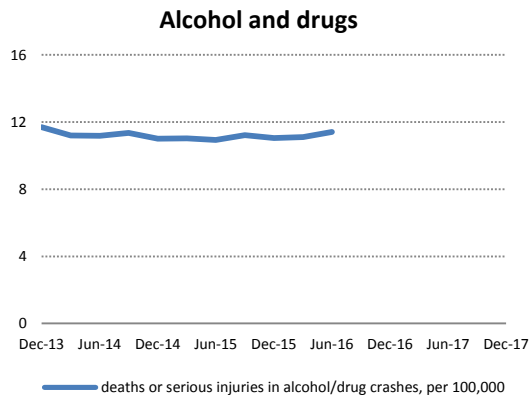
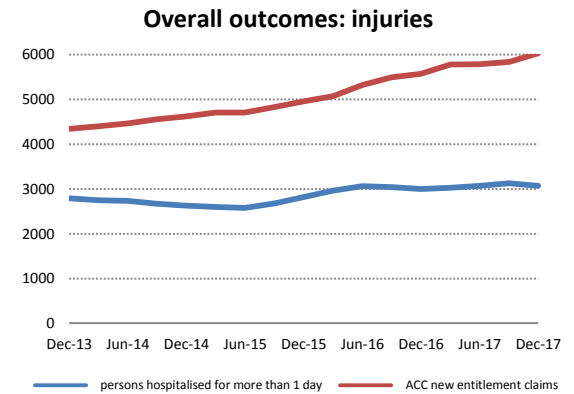
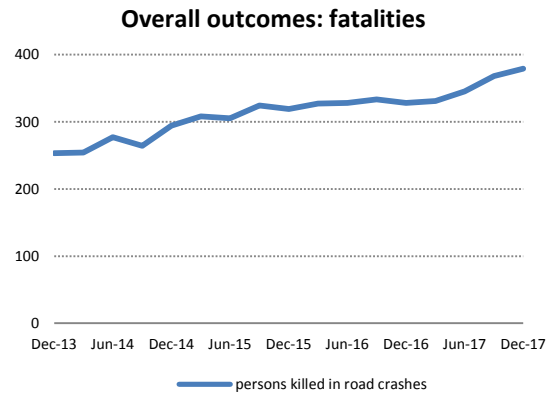
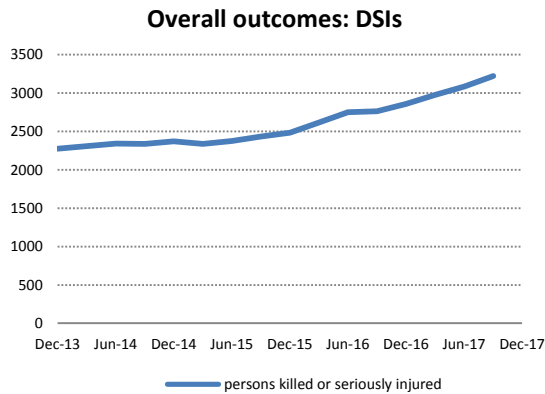
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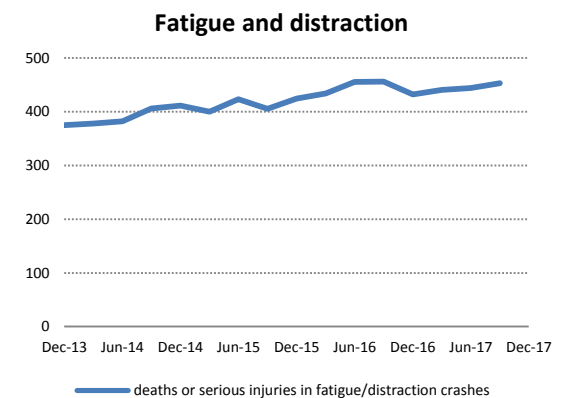
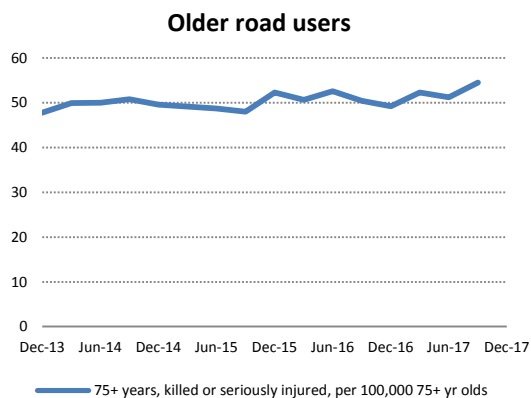
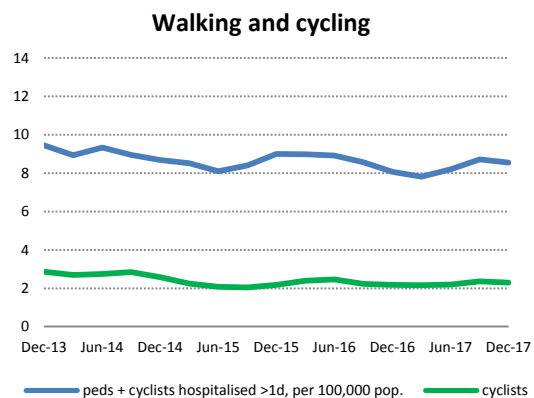
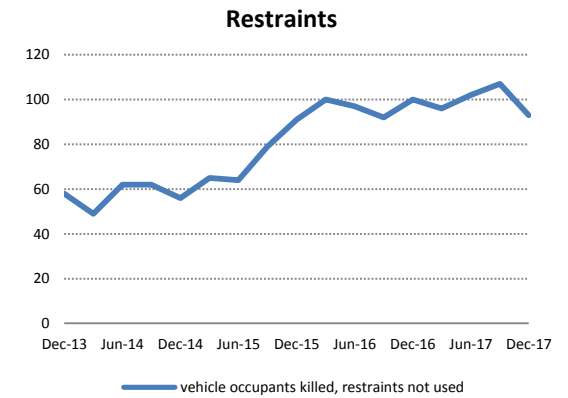
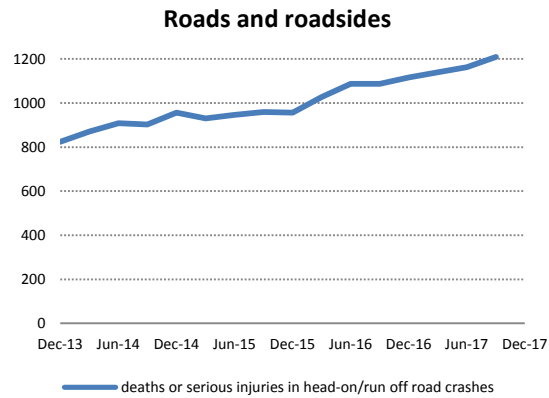
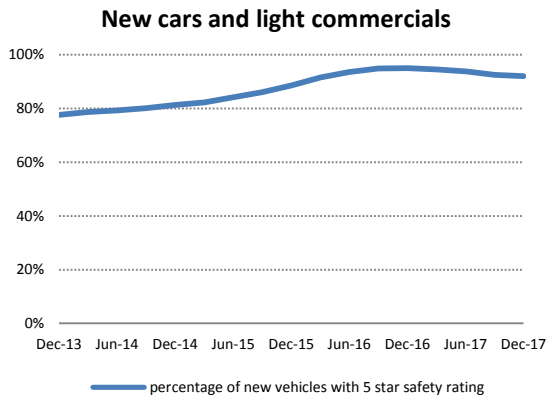
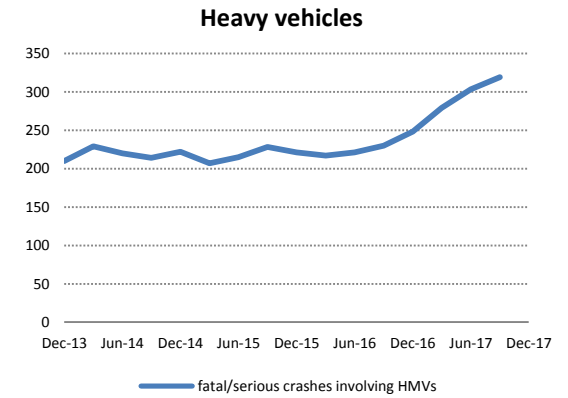
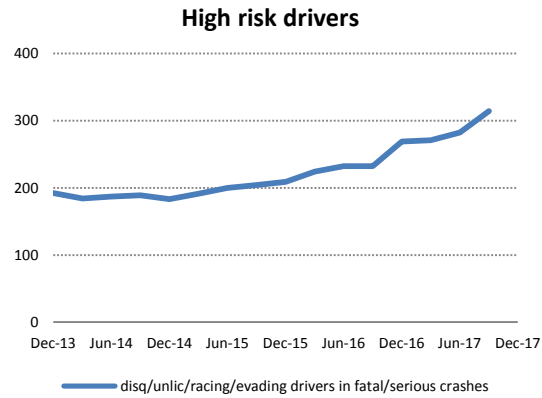
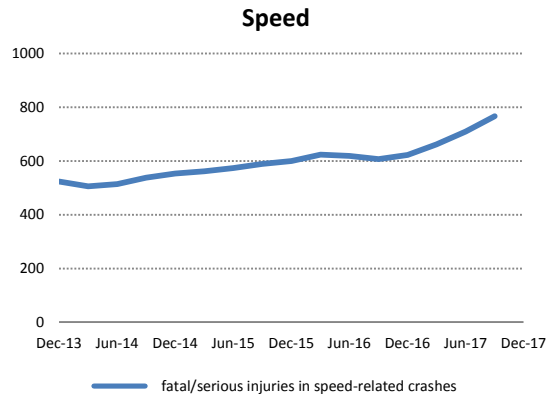
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This document and its time series data are available on the NZ Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

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

Road safety outcome measures in the following charts and tables are provided for the last five years, up to the most recently available quarter. The measures are obtained from the Transport Agency's Crash Analysis System, ACC entitlement claims, Ministry of Health hospital discharge data, Ministry of Transport speed, restraint and public attitude surveys, Statistics NZ population data, and new vehicle registration figures.





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	740	3219	Sep 2017	2273	2369	2483	2856	
fatal or serious injury crashes	640	2739	Sep 2017	1922	2003	2124	2394	
persons killed in road crashes	97	379	Dec 2017	253	294	319	328	379
persons killed in road crashes, per 100,000 population, per year	8.0	7.8	Dec 2017	5.7	6.5	6.9	6.9	7.8
persons killed in road crashes, per billion vehicle km travelled	8.4	8.2	Dec 2017	6.0	6.9	7.5	7.4	8.2
persons killed or seriously injured, per 100,000 population, per year	61	67	Sep 2017	51	52	53	60	
persons hospitalised for more than 1 day (>1d), non-fatal	727	3070	Dec 2017	2788	2626	2822	2994	3070
ACC new entitlement claims	1571	6025	Dec 2017	4339	4618	4953	5567	6025
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	20	56	Sep 2017	38	28	48	52	
% 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	62	74	Sep 2017	52	54	56	66	
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	45	46	Dec 2017	46	46	45	45	46
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	7.7	6.8	Dec 2017	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	Jun 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	86	380	Sep 2017	219	245	289	305	
fatal and serious crashes involving 15-19 year old drivers	75	351	Sep 2017	215	233	278	337	
Speed								
deaths or serious injuries in speed-related crashes	173	766	Sep 2017	523	553	599	622	
% 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	360	1707	Sep 2017	1210	1331	1336	1594	
fatal/serious speed-related crashes	141	611	Sep 2017	394	447	502	488	
% 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	319	1231	Dec 2017	990	1058	1087	1217	1231
motorcycle and moped riders killed, per 100,000 population, per year	1.3	0.9	Dec 2017	0.8	0.9	1.1	1.1	0.9
% of motorcycles in crashes with non-current WoFs	20%	18%	Sep 2017	28%	25%	25%	20%	
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	13.7	14.2	Dec 2017	12.7	12.4	13.2	13.9	14.2
Roads and roadsides								
fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads	243	1209	Sep 2017	824	956	957	1116	
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	80	382	Sep 2017	240	322	323	315	
fatal or serious injuries in run off road crashes, 80-100 km/h roads	163	827	Sep 2017	584	634	634	801	
fatal or serious injuries in intersection crashes	233	909	Sep 2017	663	712	718	814	
fatal or serious injuries in pedestrian/cyclist crashes	130	499	Sep 2017	460	434	449	470	
fatal or serious injuries in all crashes on SH network	254	1177	Sep 2017	837	937	931	1054	

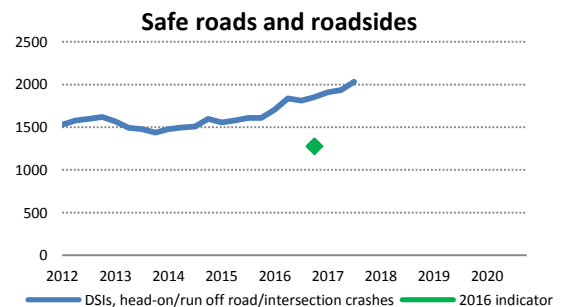
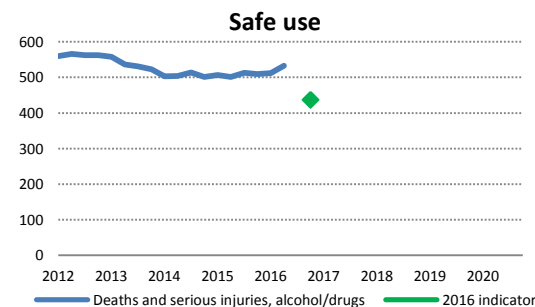
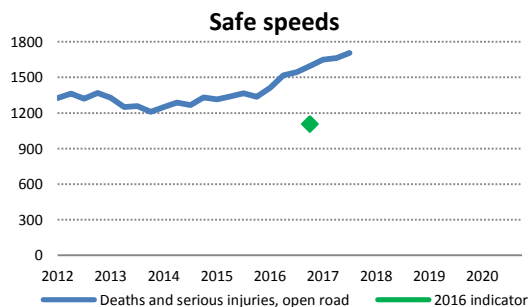
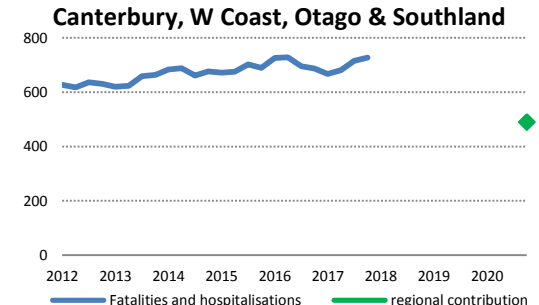
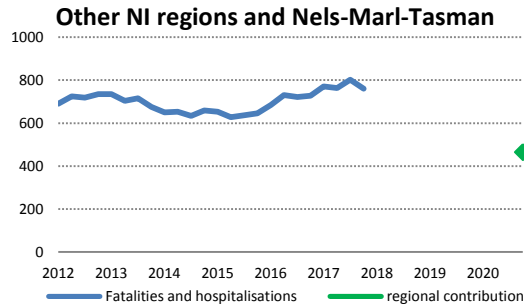
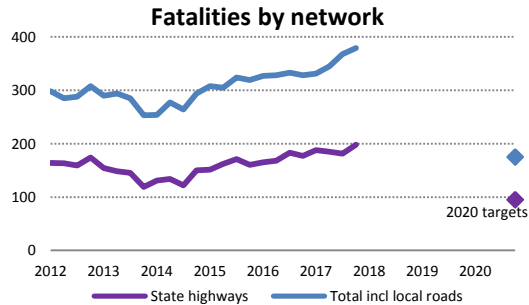
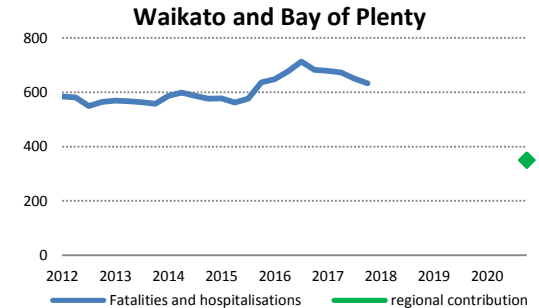
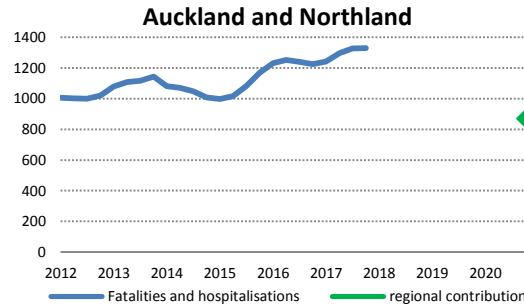
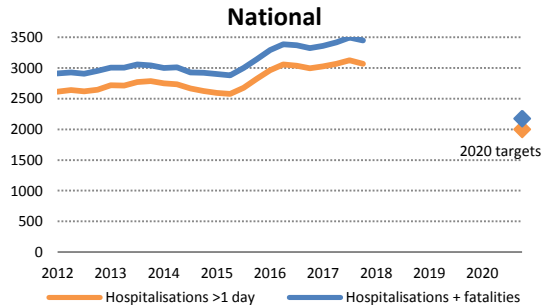
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2013	2014	2015	2016	2017
High risk drivers								
high risk drivers⁽²⁾ in fatal or serious injury crashes	82	314	Sep 2017	192	183	209	269	
disqualified drivers detected driving	1962	8001	Sep 2017	8162	7860	7368	7938	
notices issued for 3 rd or subsequent drunk/drugged driving offences	1045	4236	Sep 2017	5692	4974	4281	4242	
disqualified or unlicensed drivers involved in fatal/serious crash	67	263	Sep 2017	169	167	185	242	
Light vehicles								
% of new vehicles with 5-star safety rating	92%	92%	Dec 2017	78%	81%	89%	95%	
% of vehicles in fatal/serious crashes with non-current WOFs ⁽¹⁾	20%	19%	Sep 2017	12%	9%	11%	14%	
% of fatal/serious injuries in crashes with contributing vehicle faults	2.2%	4.0%	Sep 2017	2.6%	3.2%	2.9%	5.1%	
average (median) age of light vehicle fleet (years)	-	14.1	2016	14.1	14.1	14.1	14.1	
Fatigue and distraction								
fatal or serious injuries in fatigue/distraction crashes	105	453	Sep 2017	375	411	424	432	
fatal/serious injuries in crashes with contributing driver fatigue	34	187	Sep 2017	187	196	214	205	
fatal/serious injuries in crashes with contributing driver distraction	71	274	Sep 2017	198	225	220	246	
Heavy vehicles								
fatal/serious crashes involving HMVs	80	319	Sep 2017	210	222	221	248	
fatal/serious injuries in HMV crashes	93	408	Sep 2017	233	277	259	321	
% of fatal/serious HMV crashes where HMV was primary contributor	41%	48%	Sep 2017	46%	47%	53%	44%	
% 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	9.9	8.6	Dec 2017	9.5	8.7	9.0	8.1	8.6
pedestrians hospitalised >1 day, per 100,000 population, per year	7.8	6.3	Dec 2017	6.6	6.1	6.8	5.9	6.3
pedestrians and cyclists killed, per 100,000 population, per year	1.0	1.2	Dec 2017	0.8	1.2	0.7	0.7	1.2
fatal or serious injuries to school age (5-17) cyclists and pedestrians	19	67	Sep 2017	87	78	67	65	
cyclists killed or hospitalised >1 day	33	129	Dec 2017	136	127	107	108	129
% 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	56	55	Sep 2017	48	50	52	49	
persons 75+ years killed in road crashes	10	36	Dec 2017	34	36	30	27	36
persons 75+ years hospitalised >1d	94	355	Dec 2017	369	317	335	377	355
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	85	80	Dec 2017	77	75	80	80	80
Restraints								
vehicle occupant deaths where restraints not worn	20	93	Dec 2017	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	16	154	Jun 2017	102	126	127	141	

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

(2) High risk driver = disqualified, unlicensed, illegal street racing, evading enforcement

PROGRESS TOWARDS NZ TRANSPORT AGENCY TARGETS

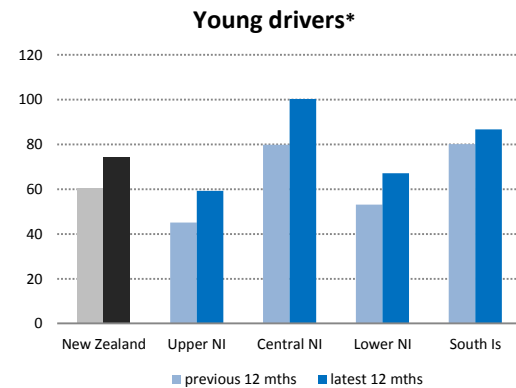
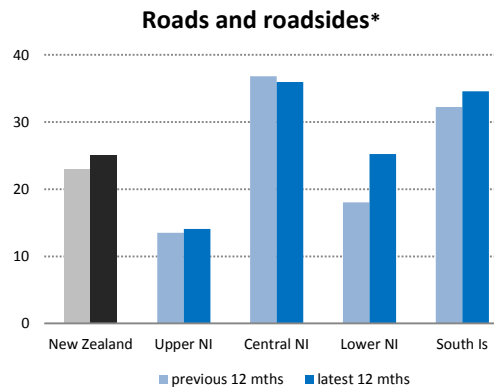
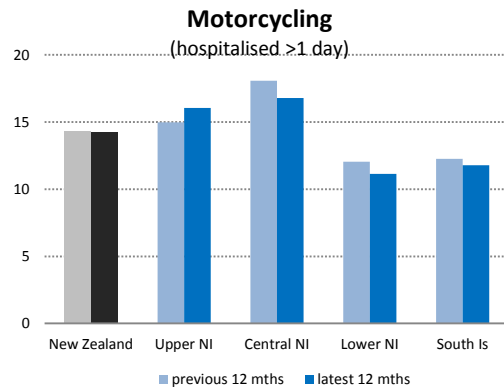
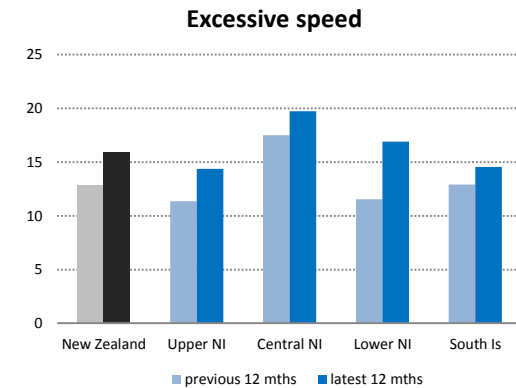
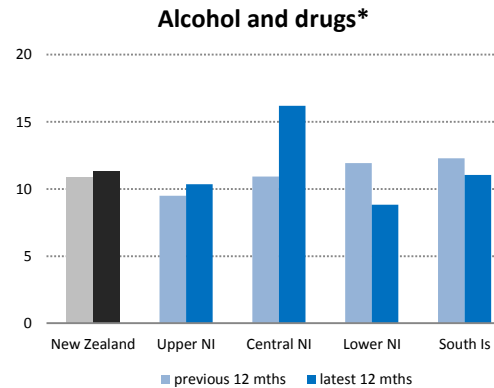
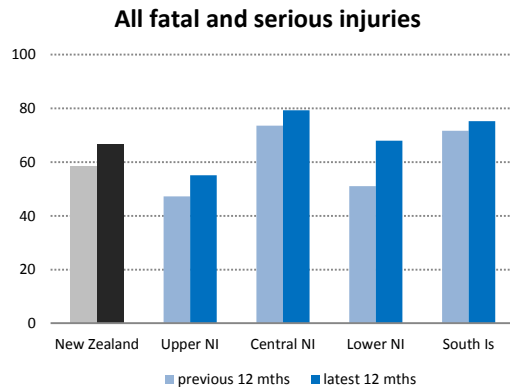
In 2013 the Transport Agency developed a set of lead indicators and national targets by extrapolating existing trends out to 2020 and adding some stretch. The targets helped focus efforts, with partner agencies, to significantly reduce deaths and serious injuries. They did not predict future performance,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

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

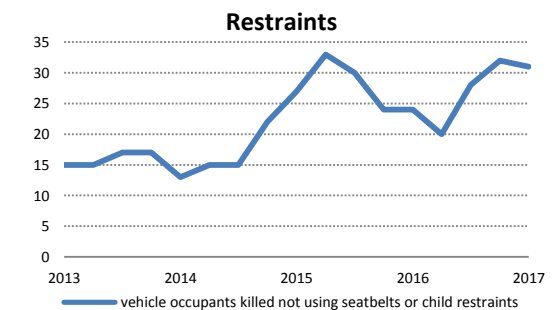
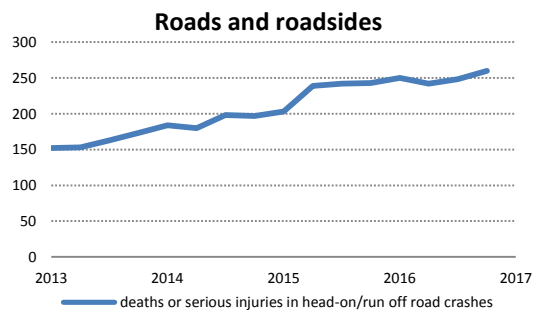
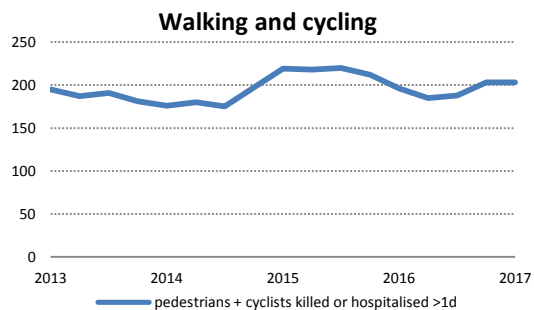
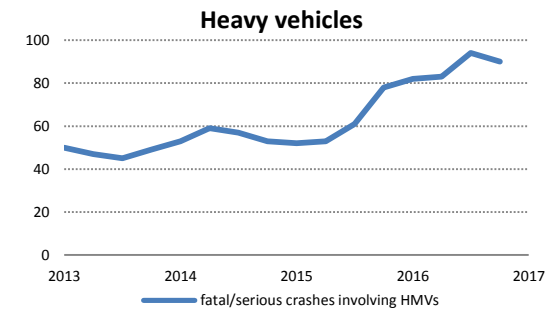
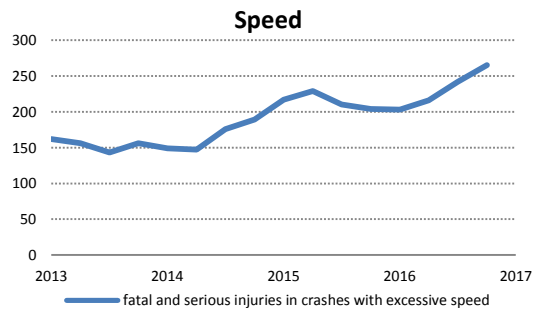
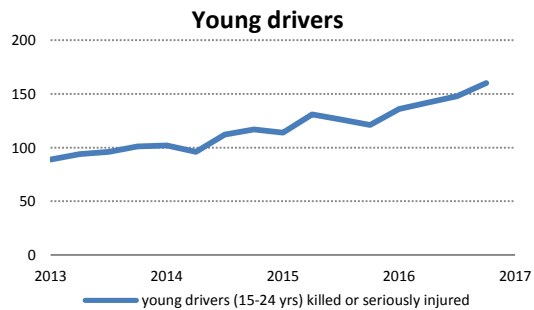
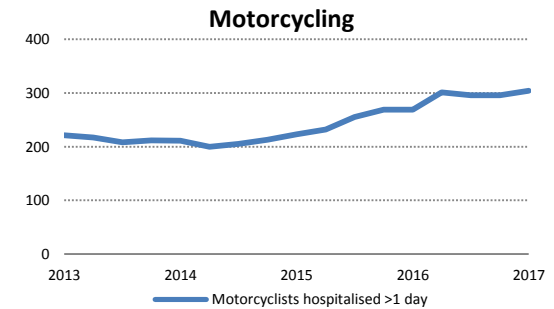
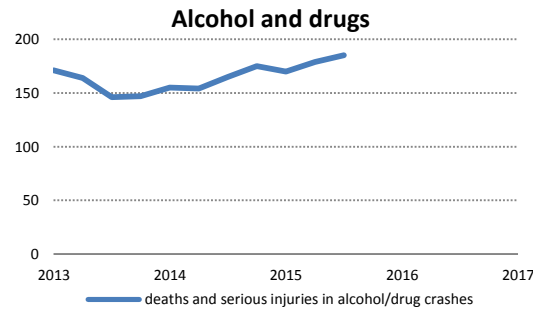
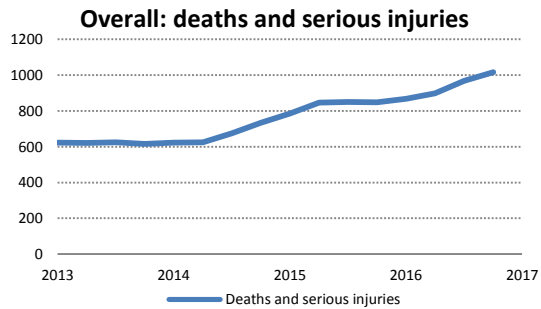


The North Island relationship zones comprise Upper NI (Northland and Auckland), Central NI (Waikato, Bay of Plenty and Taranaki) and Lower NI.

* 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.

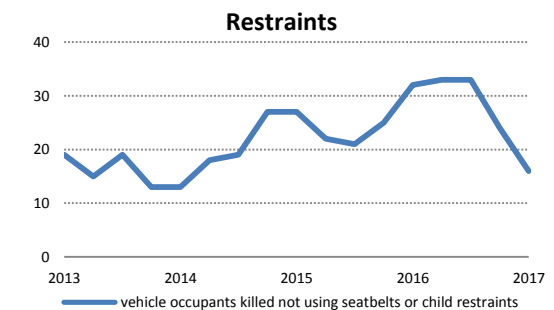
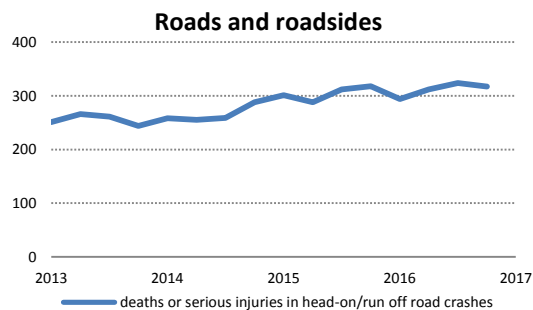
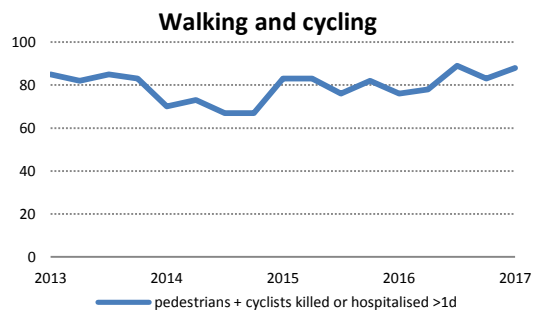
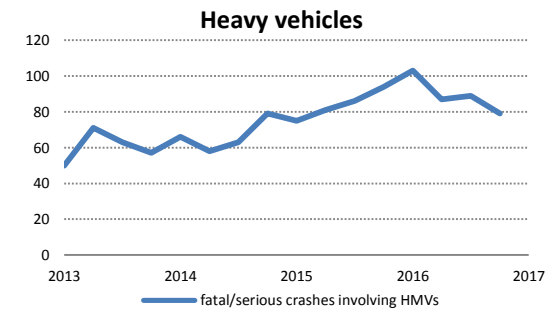
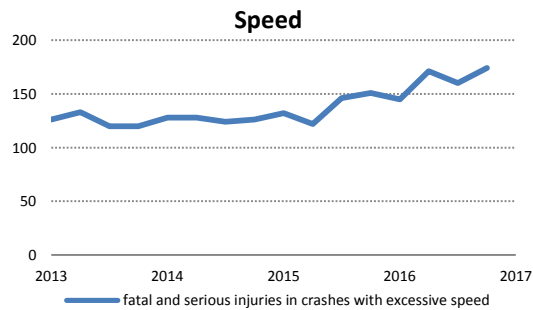
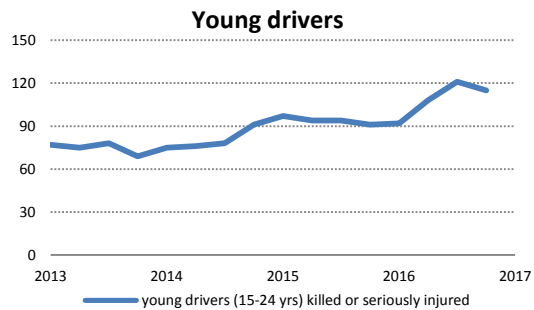
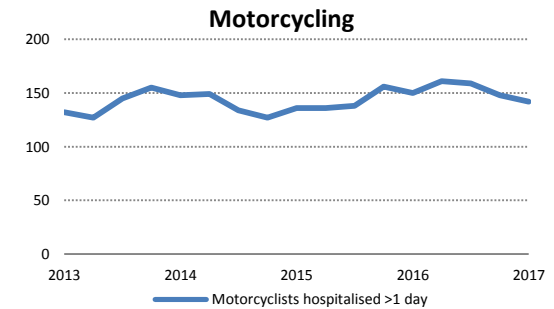
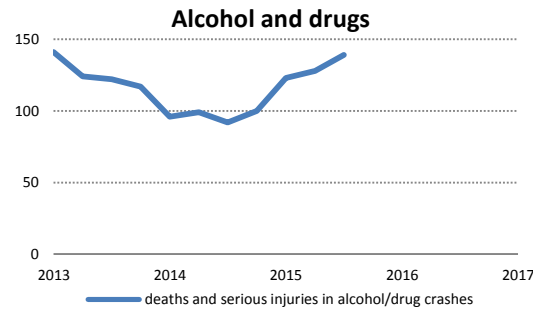
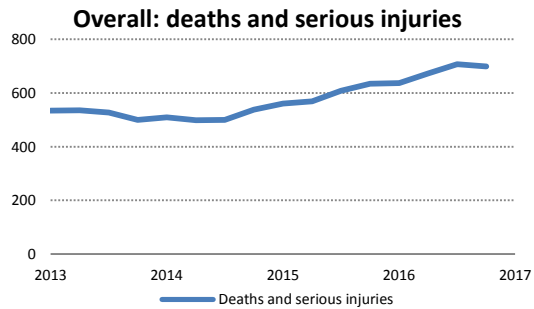
REGIONAL OUTCOME TRENDS, UPPER NORTH ISLAND (12 month rolling figures)

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.



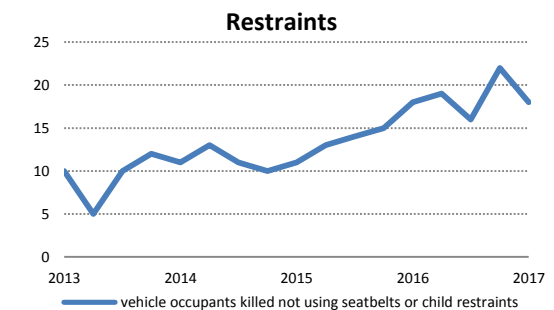
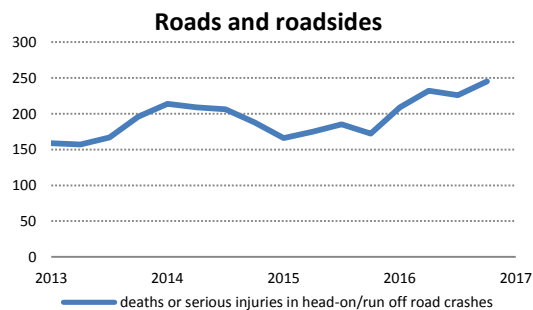
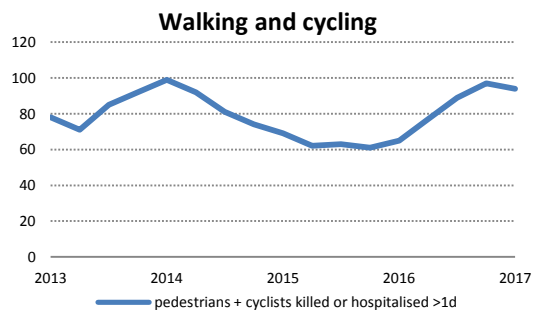
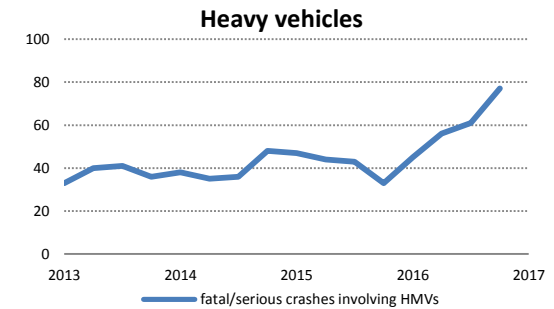
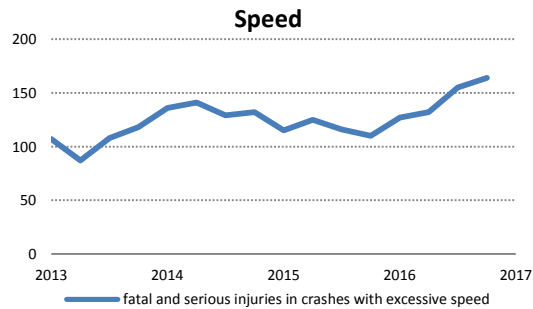
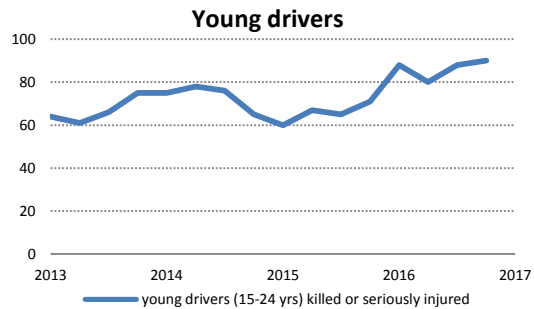
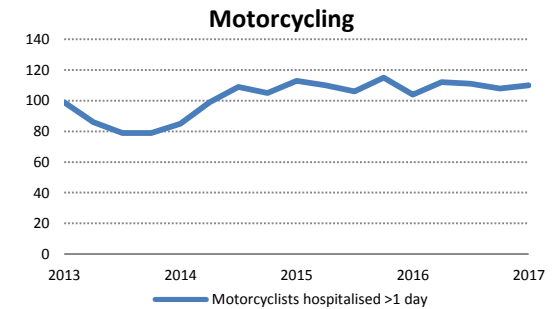
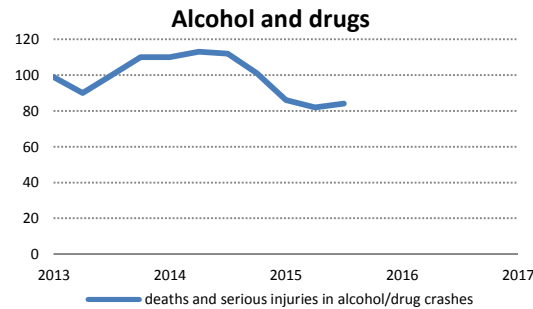
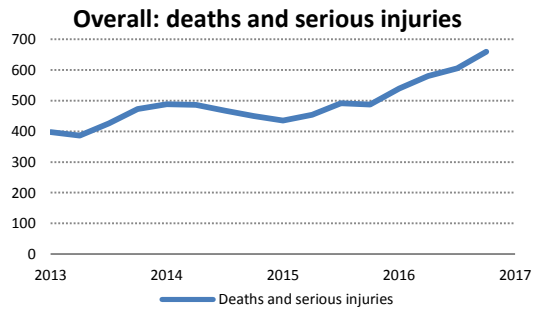
REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

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.



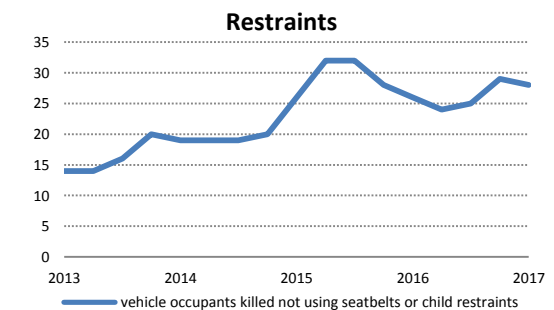
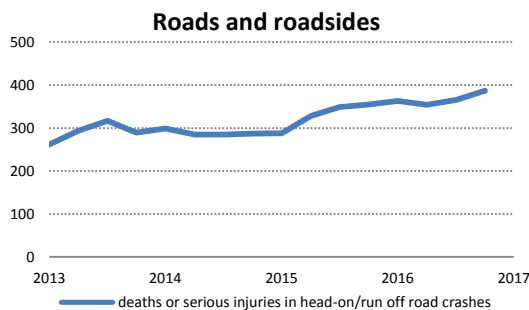
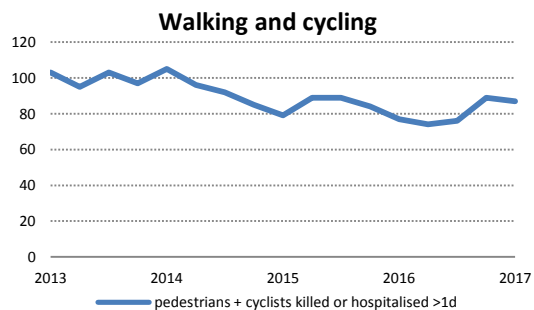
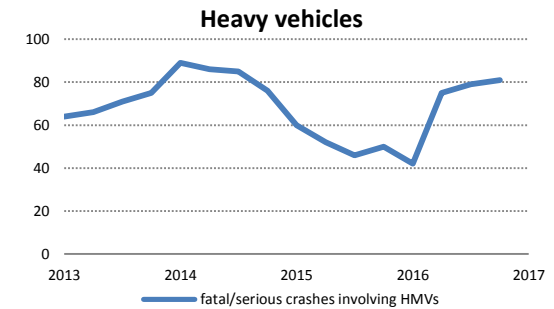
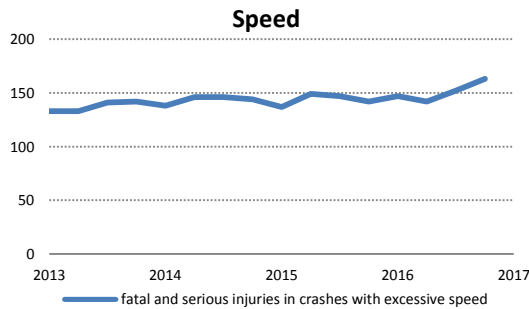
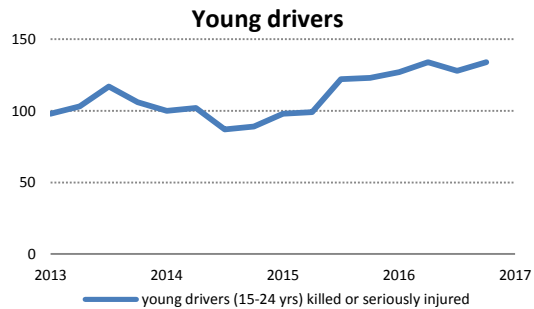
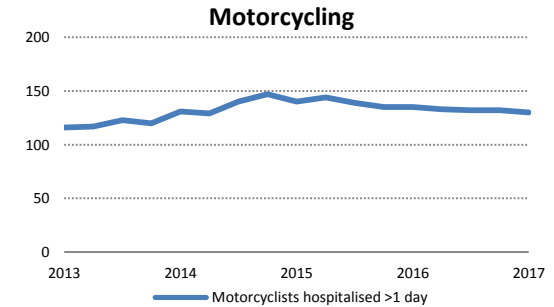
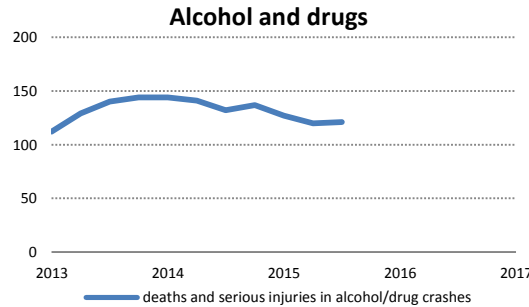
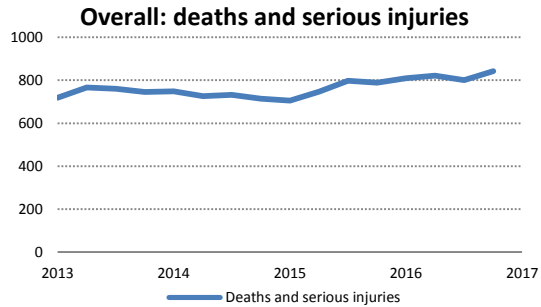
REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

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.



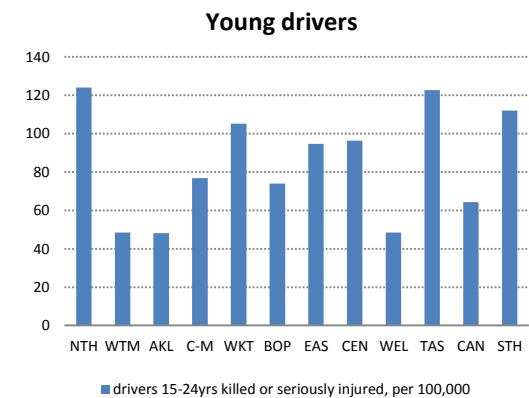
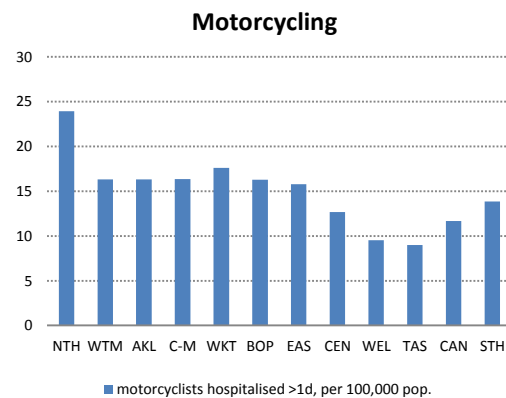
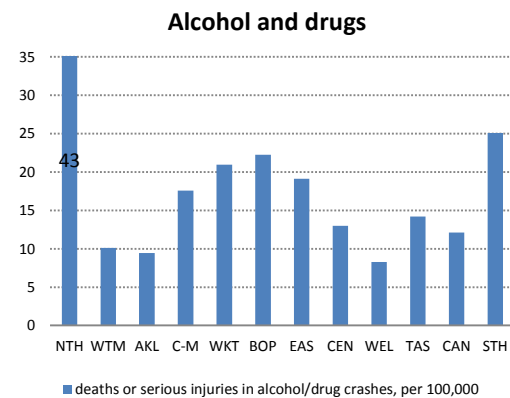
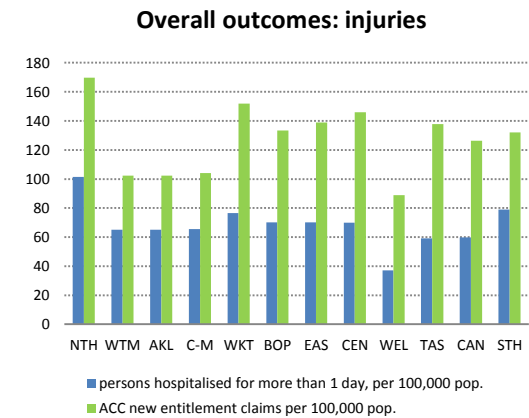
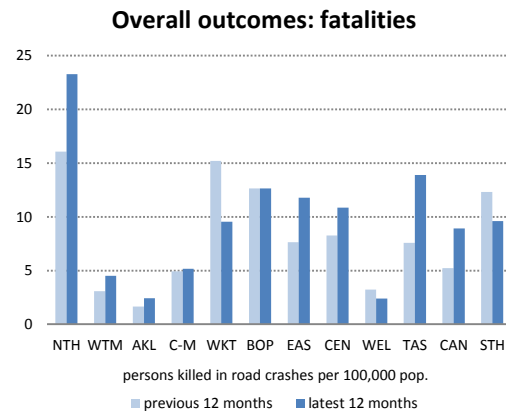
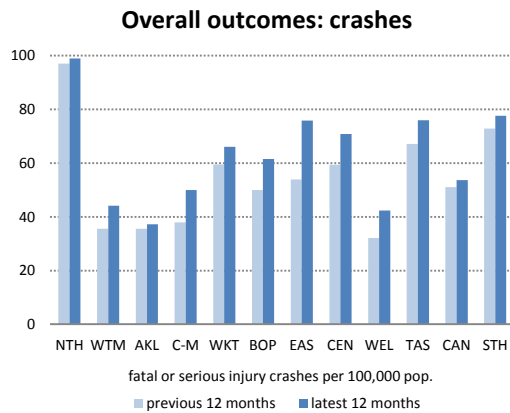
REGIONAL OUTCOME TRENDS, SOUTH ISLAND (12 month rolling figures)

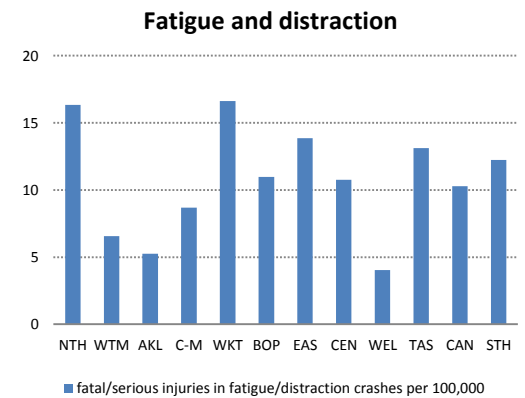
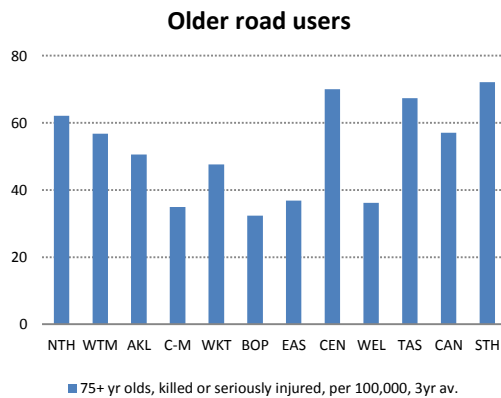
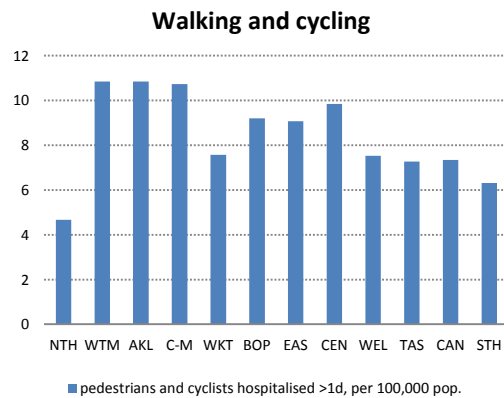
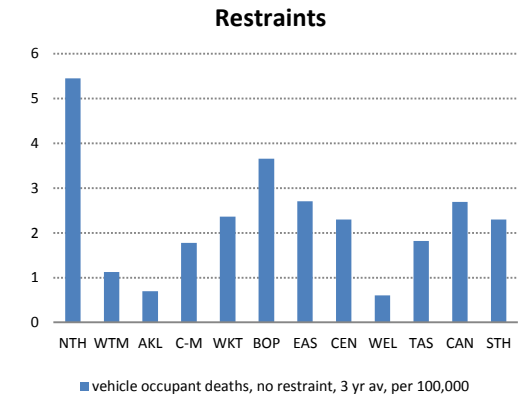
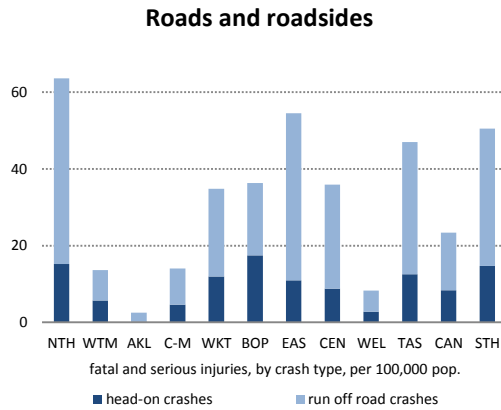
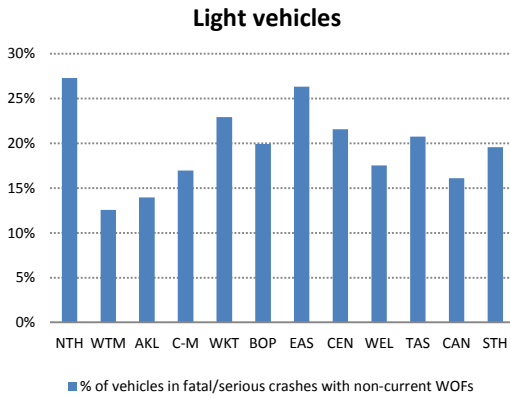
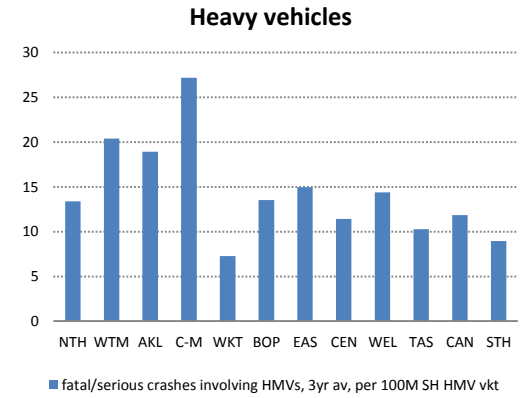
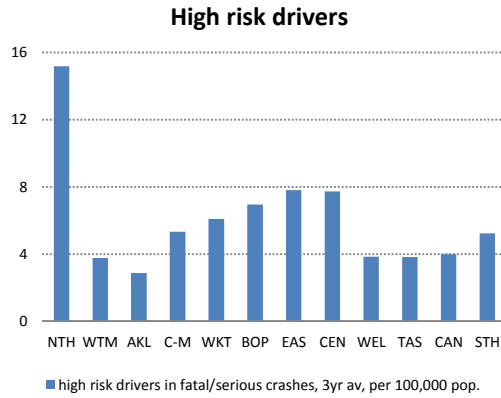
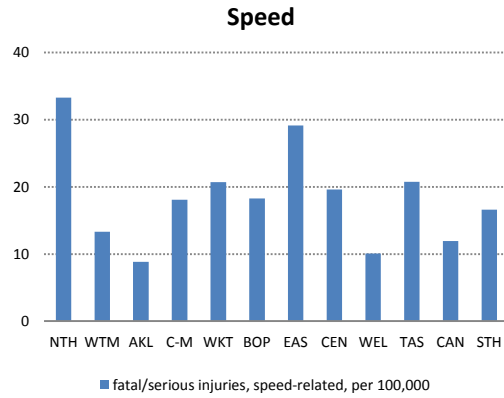
Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented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

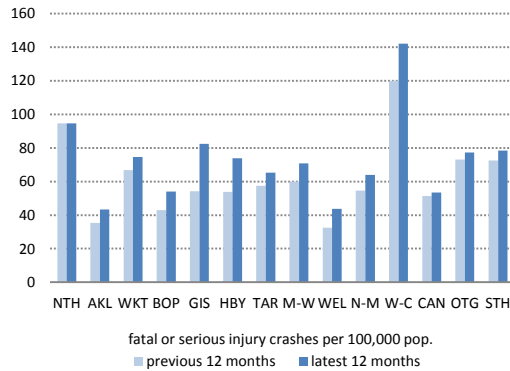




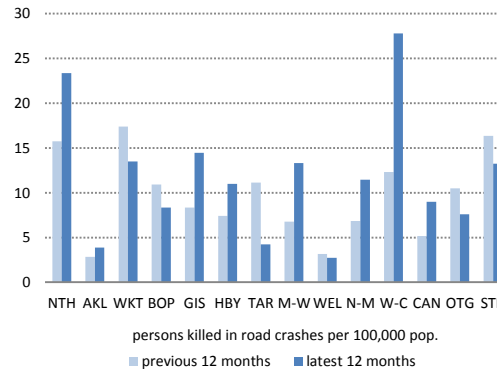
COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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.

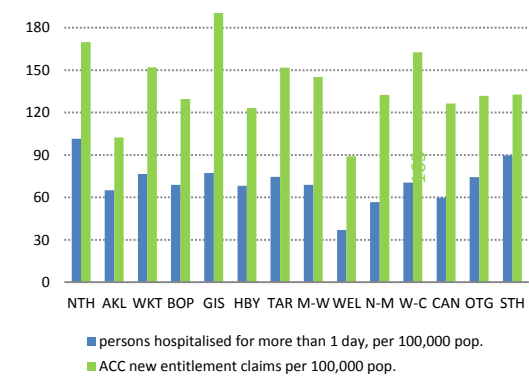
Overall outcomes: crashes



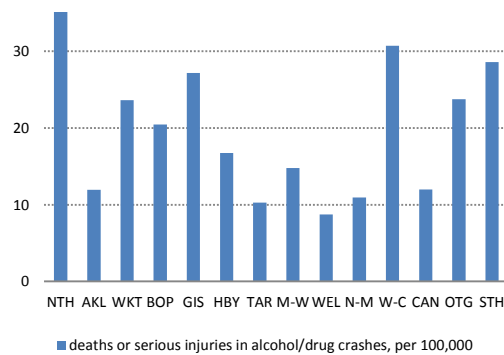
Overall outcomes: fatalities



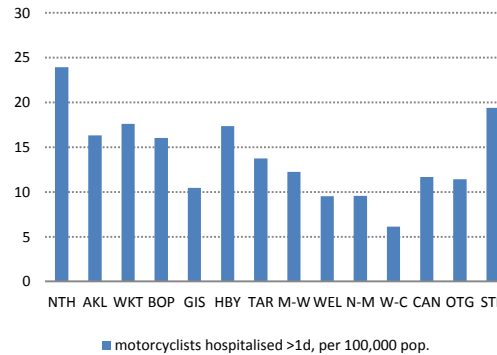
Overall outcomes: injuries



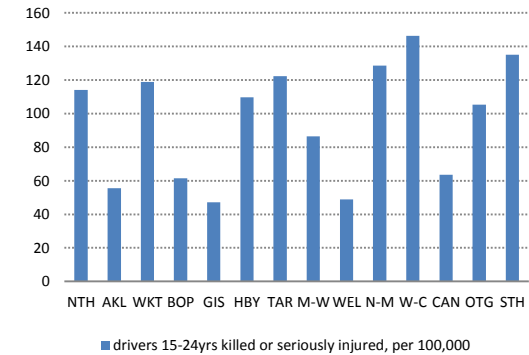
Alcohol and drugs

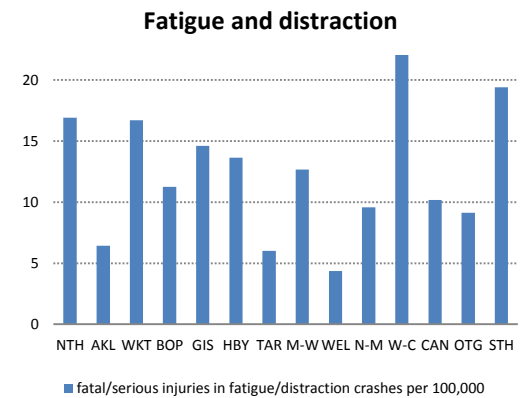
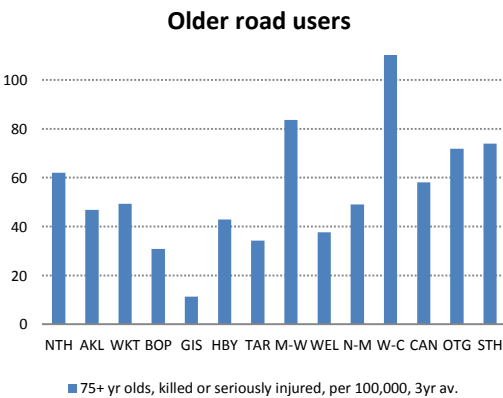
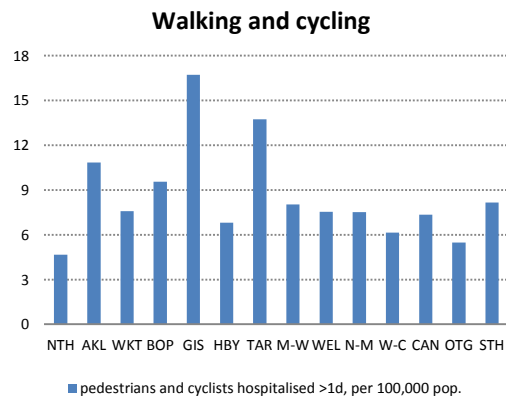
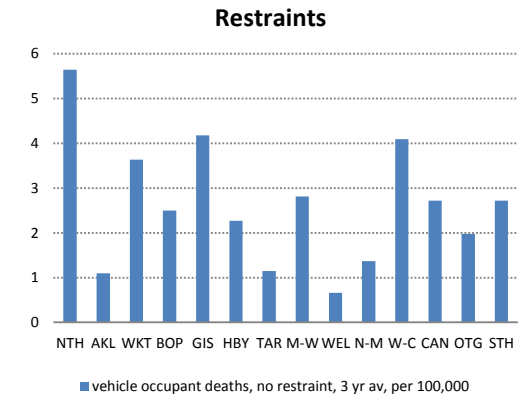
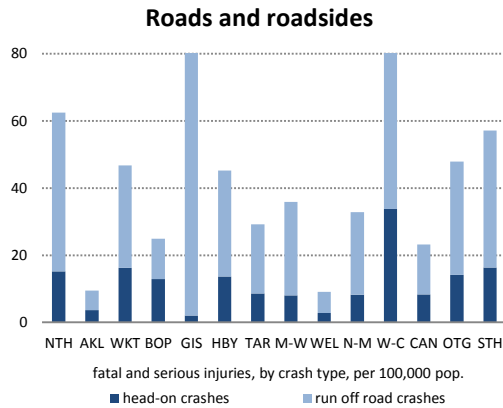
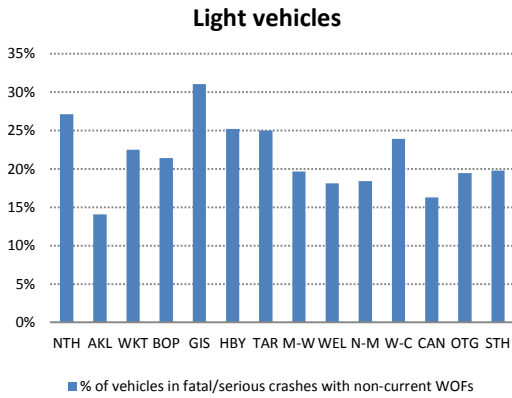
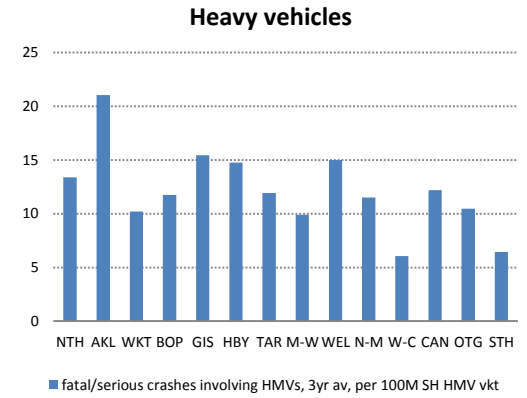
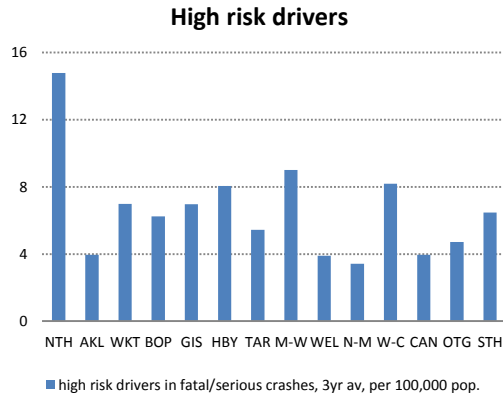
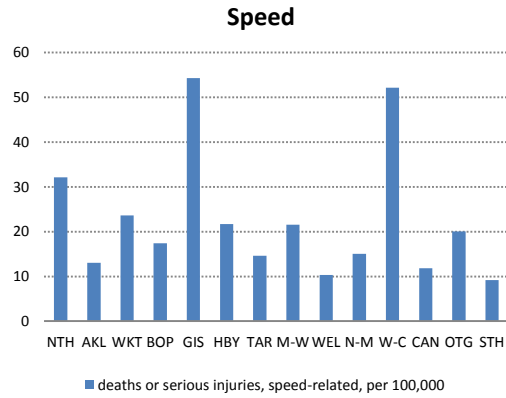


Motorcycling



Young drivers





POLICE DISTRICT ROAD SAFETY OUTCOMES		NTH	WTM	AKL	C-M	Total Auck	WKT	BOP	EAS	CEN	WEL	TAS	CAN	STH	NZ
Overall	fatal or serious injury crashes per 100,000 popn.	99	45	39	52	45	68	63	77	72	43	78	55	78	58
	persons killed in road crashes, per 100,000 popn.	23	4	2	5	4	10	13	12	11	2	14	9	10	7.9
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	102	65	65	65	65	77	70	70	70	37	59	60	79	65
	ACC new entitlement claims, per 100000 popn.	170	102	102	104	103	152	133	139	146	89	138	126	132	124
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	43	10	9	18	12	21	22	19	13	8	14	12	25	16
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	124	48	48	77	58	105	74	95	96	48	123	64	112	75
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	33	13	9	18	21	18	29	20	10	21	12	17	14	16
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	15	4	3	5	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	6	0	5	4	12	17	11	9	3	13	8	15	8
	deaths + serious injuries, run off road crashes, per 100,000 popn.	48	8	2	9	7	23	19	43	27	5	34	15	36	18
	deaths + serious injuries, intersection crashes, per 100,000 popn.	16	15	17	22	18	23	17	26	23	17	17	23	19	19
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	11	10	13	10	11	10	9	15	10	12	11	10	9	11
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	24	16	16	16	16	18	16	16	13	10	9	12	14	15
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	27%	13%	14%	17%	14%	23%	20%	26%	22%	18%	21%	16%	20%	19%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	16	7	5	9	7	17	11	14	11	4	13	10	12	10
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	13	20	19	27	22	7	14	15	11	14	10	12	9	13
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	5	11	11	11	11	8	9	9	10	8	7	7	6	9
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	62	57	51	35	47	48	32	37	70	36	67	57	72	58
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.4	1.1	0.7	1.8	1.2	2.4	3.7	2.7	2.3	0.6	1.8	2.7	2.3	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.	97	44	76	55	84	75	66	72	45	65	141	54	79	79
	persons killed in road crashes, per 100,000 popn.	24	4	14	9	15	11	4	14	3	12	28	9	8	13
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	102	65	77	69	77	68	75	69	37	57	71	60	74	90
	ACC new entitlement claims, per 100,000 popn.	170	102	152	129	192	123	152	145	89	133	163	126	132	133
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	114	56	119	61	47	110	122	86	49	128	146	64	105	135
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	32	13	24	17	54	22	15	22	10	15	52	12	20	9
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	15	4	7	6	7	8	5	9	4	3	8	4	5	6
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	15	4	16	13	2	14	9	8	3	8	34	8	14	16
	deaths + serious injuries, run off road crashes, per 100,000 popn.	47	6	30	12	84	32	21	28	6	25	86	15	34	41
	deaths + serious injuries, intersection crashes, per 100,000 popn.	16	18	22	17	27	25	22	22	17	16	21	22	17	26
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	11	11	9	10	27	11	11	9	12	12	3	10	13	2
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	24	16	18	16	10	17	14	12	10	10	6	12	11	19
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	27%	14%	22%	21%	31%	25%	25%	20%	18%	18%	24%	16%	19%	20%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	17	6	17	11	15	14	6	13	4	10	31	10	9	19
Heavy vehicles	fatal/serious crashes involving HMVs, 3yr avg, per 100m SH HMV vkt	13	21	10	12	15	15	12	10	15	11	6	12	10	6
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	5	11	8	10	17	7	14	8	8	8	6	7	5	8
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	62	47	49	31	11	43	34	84	38	49	141	58	72	74
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.6	1.1	3.6	2.5	4.2	2.3	1.1	2.8	0.7	1.4	4.1	2.7	2.0	2.7