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# ROAD SAFETY OUTCOMES

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

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**Q3** 2016/17

1 January to 31 March 2017



## This quarterly summary of road safety outcomes shows:

- an overall picture of fatal and serious casualties in road crashes over the past five years
- a set of intermediate outcome measures for each of the *Safer Journeys* areas of concern, **by calendar year**
- the trend in a representative headline measure over the past five years for each of the *Safer Journeys* areas of concern
- trends in eight of the *Safer Journeys* areas of concern over the past five years in each NZ Transport Agency Relationship Zone
- Local Government Region and Police District comparisons against a representative headline outcome measure for each of the *Safer Journeys* areas of concern.

Outcome measures are provided for the most recently available quarter, to March 2017 in some cases but usually to December 2016. Some measures are only available on an annual basis.

**New charts** on pages 9 – 13 show regional casualty numbers and rates for the *Safer Journeys* concerns, grouped into each of the four NZTA Relationship Zones.

In some cases, the national outcome measures are not available at Regional or Police District level, so alternative headline measures are presented in the relevant charts. In the Regional and Police District charts, some measures are shown on an averaged three-yearly basis where the numbers are too small to give meaningful single year comparisons.

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Cover picture: **Safe Roads and Roadsides.** The Mackays to Peka Peka Expressway main alignment was opened to traffic on 24 February 2017. The expressway delivers a key section of the Wellington Northern Corridor, a long needed upgrade of State Highway 1 north of Wellington. The upgrade was required to provide safe, efficient and reliable access to and from New Zealand's capital and third-largest city. The previously existing highway (which becomes a local road) did not serve its users well. It had a poor safety record, was vulnerable to closures by storms and crashes, and drivers were often caught up in nose-to-tail traffic. The new road features two traffic lanes in each direction separated by a median safety barrier, and an adjacent shared pathway for pedestrians, cyclists and horses in some sections.

## Key results for the quarter

- 329 people were killed in road crashes in the 12 months to March 2017, a similar annual total since mid-2015; 96 were vehicle occupants not using seatbelts
- crashes involving high risk drivers (disqualified, unlicensed, racing or fleeing) have increased dramatically to account for 14% of fatal and serious injury crashes
- an upturn in young drivers killed or seriously injured is particularly noticeable in the South Island where both the number and rate have increased rapidly
- hospital admissions and ACC claims for motorcyclists continue to increase, especially in the central and upper North Island which account for 2/3 of hospitalisations.

## Who crashes without a seatbelt?

Most people wear their seatbelts. When they don't, in the event of a crash they run a much greater risk of being killed than people who are restrained.

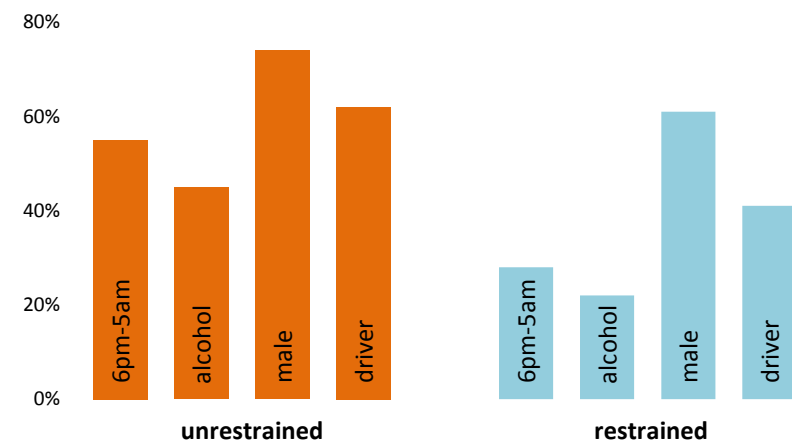
In the past two years, 191 vehicle drivers and passengers died in road crashes not wearing their seatbelts, an average of 96 per year. In the preceding three years, 2012-2014, an average of 57 vehicle occupants each year died while not wearing seatbelts.

This is a problem of specific users and times, not one of general compliance because seatbelt use is widespread in the general population. The risk profile of unrestrained fatally injured vehicle occupants shows higher proportions of alcohol-affected male drivers at night, compared to those who were restrained.

During this period:

- adult front seat restraint use remained consistently at 97%, in day-time
- Police issued approximately 50,000 restraint offence notices each year
- over 50% of unrestrained fatalities occurred in evening or night-time (6pm – 5am)
- 45% of unrestrained fatalities were, or were driven by, alcohol affected drivers

Some characteristics of fatally injured vehicle occupants, when using and not using seatbelts, 2012-2016



## More information ...

Published 30 April 2017

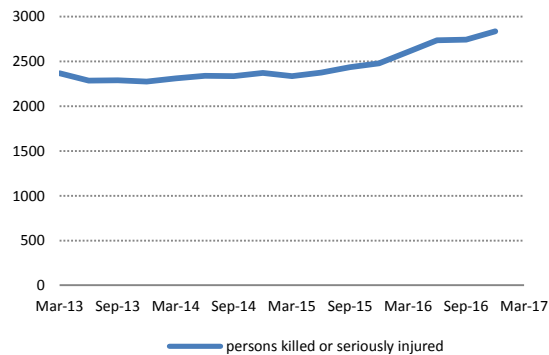
NZ Transport Agency  
Private Bag 6995  
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This document and its time series data are available on the NZ Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

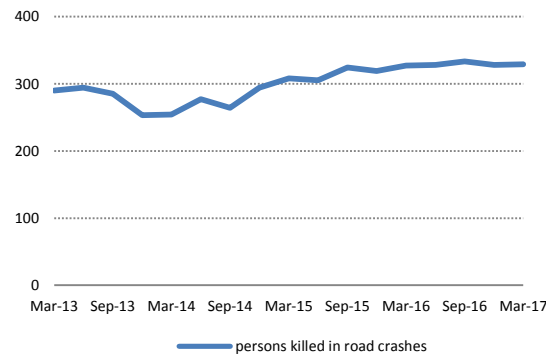
## ROAD SAFETY OUTCOME TRENDS 2013-2017 (12 month rolling figures)

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

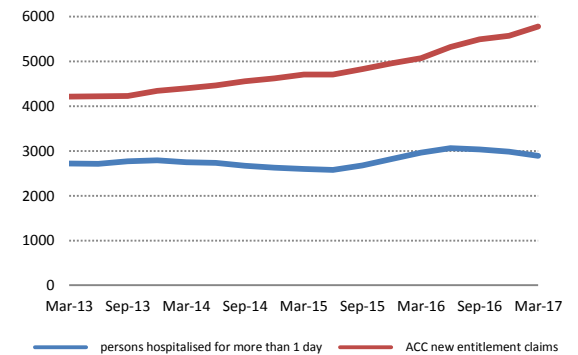
**Overall outcomes: DSIs**



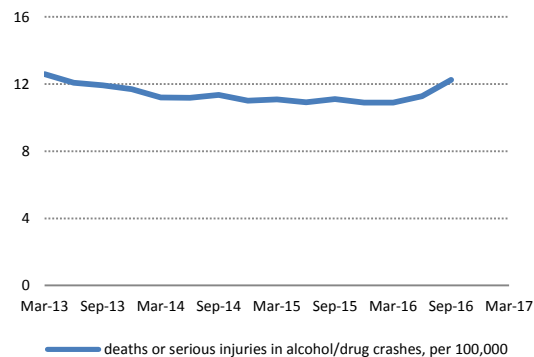
**Overall outcomes: fatalities**



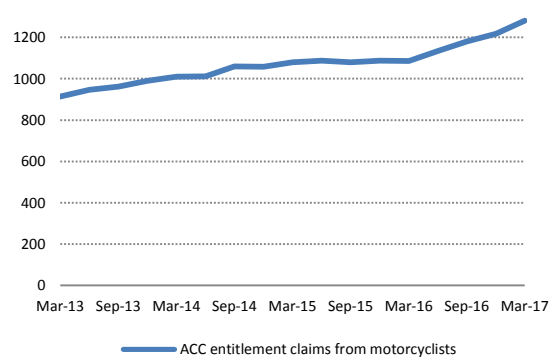
**Overall outcomes: injuries**



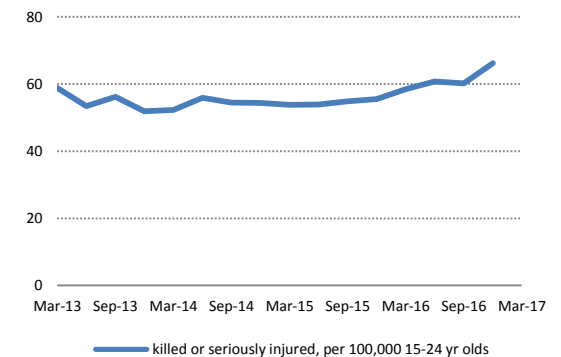
**Alcohol and drugs**



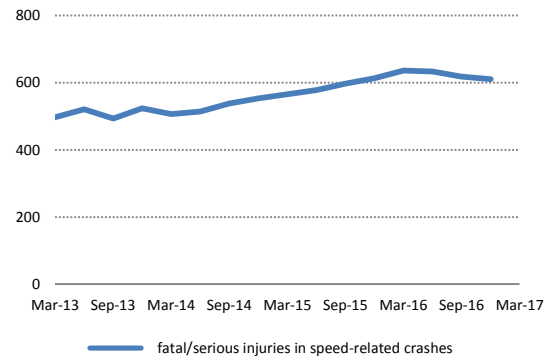
**Motorcycling**



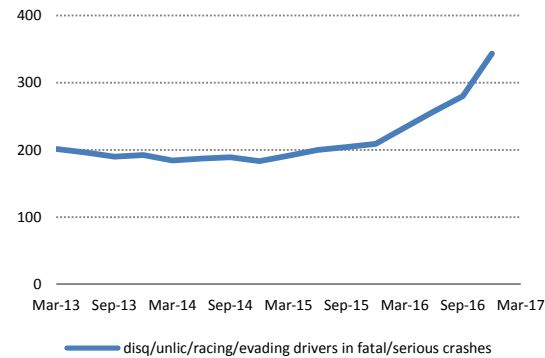
**Young drivers**



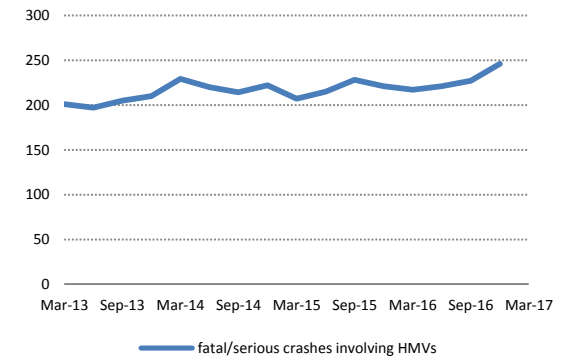
### Speed



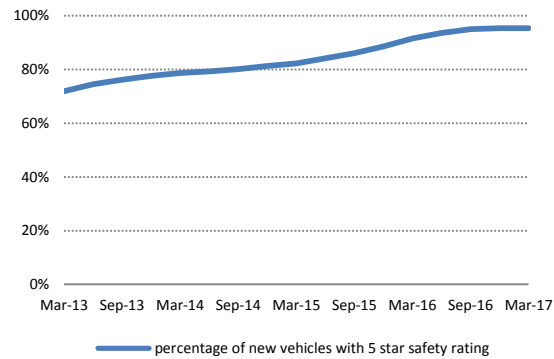
### High risk drivers



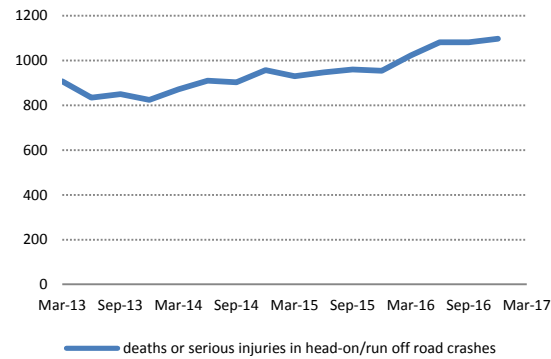
### Heavy vehicles



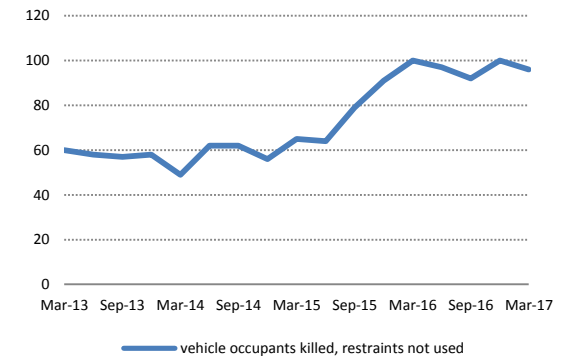
### New cars and light commercials



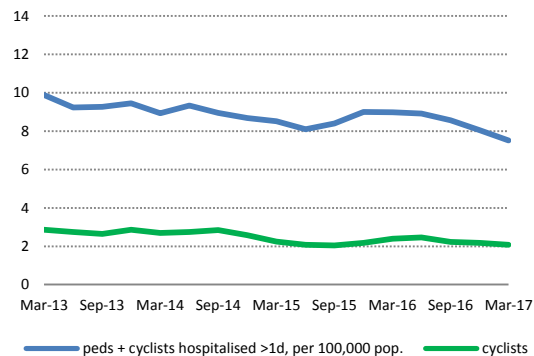
### Roads and roadsides



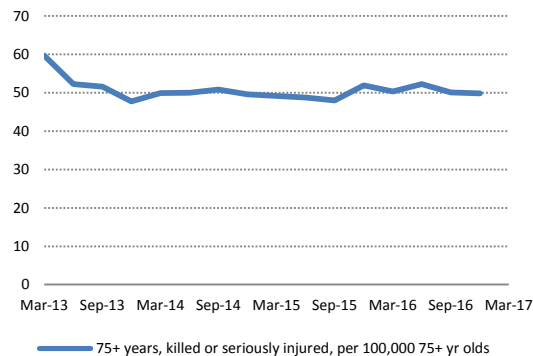
### Restraints



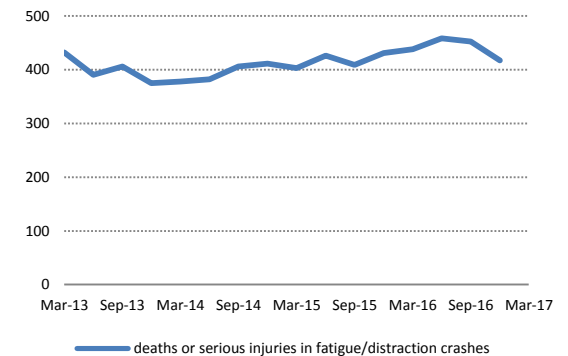
### Walking and cycling



### Older road users



### Fatigue and distraction



NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2012	2013	2014	2015	2016
<b>Overall outcomes</b>								
<b>persons killed or seriously injured in road crashes</b>	790	2833	Dec 2016	2411	2273	2369	2477	2833
fatal or serious injury crashes	679	2388	Dec 2016	2026	1922	2003	2120	2388
persons killed in road crashes	86	329	Mar 2017	308	253	294	319	328
persons killed in road crashes, per 100,000 population, per year	7.2	6.9	Dec 2016	7.0	5.7	6.5	6.9	6.9
persons killed or seriously injured, per 100,000 population, per year	67	60	Dec 2016	54	51	52	53	60
persons killed or seriously injured, per 100 million vehicle km travelled	7.3	6.5	Dec 2016	5.8	5.4	5.6	5.8	6.5
persons hospitalised for more than 1 day (>1d), non-fatal	729	2888	Mar 2017	2647	2788	2626	2822	2984
ACC new entitlement claims	1497	5775	Mar 2017	4202	4339	4618	4953	5569
<b>Alcohol and drugs</b>								
<b>fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year</b>	15.1	12.2	Sep 2016	12.7	11.7	11.0	10.9	
drivers killed with excess alcohol	11	48	Sep 2016	49	38	28	48	
% think high probability being stopped at CBT checkpoint	-	50%	2016	52%	53%	50%	49%	50%
% admit driven while affected by prescription or other drugs	-	9%	2016	-	-	10%	8%	9%
<b>Young drivers</b>								
<b>young drivers killed or seriously injured, per 100,000 15-24 year olds, per year</b>	79	66	Dec 2016	61	52	54	55	66
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	51	49	Mar 2017	48	46	46	45	45
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	7.1	6.7	Mar 2017	5.9	6.0	4.6	8.1	7.0
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	4.2	2.8	Sep 2016	2.2	2.5	2.0	2.9	
% youth believe will be stopped for non-alcohol/speed traffic offences	-	39%	2016	42%	45%	49%	45%	39%
drivers on GDL primary contributor in fatal/serious crashes	75	262	Dec 2016	217	219	245	288	262
fatal and serious crashes involving 15-19 year old drivers	100	334	Dec 2016	254	215	233	278	334
<b>Speed</b>								
<b>deaths or serious injuries in speed-related crashes</b>	186	610	Dec 2016	500	523	553	613	610
% vehicles exceeding 100 km/h limits	-	23%	2015	25%	25%	22%	23%	
% vehicles exceeding 50 km/h limits	-	46%	2015	53%	56%	52%	46%	
deaths or serious injuries in in all open road crashes, 80-100 km/h roads	415	1577	Dec 2016	1369	1210	1331	1334	1577
fatal/serious speed-related crashes	155	493	Dec 2016	386	394	447	517	493
% disagree probability being detected speeding is small	-	55%	2016	55%	56%	57%	57%	55%
mean rural speed (km/h)	-	95.7	2015	95.6	95.7	95.3	95.7	
mean urban speed (km/h)	-	50.4	2015	51.3	51.7	51.1	50.4	
<b>Motorcycling</b>								
<b>ACC entitlement claims from motorcyclists</b>	367	1281	Mar 2017	897	990	1058	1087	1217
motorcycle and moped riders killed, per 100,000 population, per year	0.6	0.9	Mar 2017	1.0	0.8	0.9	1.1	1.1
% of motorcycles in crashes with non-current WoFs	19%	20%	Dec 2016	25%	28%	25%	25%	20%
motorcyclists hospitalised >1d, per 100,000 population, per year <sup>(1)</sup>	16.9	14.0	Mar 2017	11.9	12.7	12.4	13.2	13.8
<b>Roads and roadsides</b>								
<b>fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads</b>	301	1097	Dec 2016	945	824	956	954	1097
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	77	314	Dec 2016	300	240	322	321	314
fatal or serious injuries in run off road crashes, 80-100 km/h roads	224	783	Dec 2016	645	584	634	633	783
fatal or serious injuries in intersection crashes	212	813	Dec 2016	769	663	712	716	813
fatal or serious injuries in pedestrian/cyclist crashes	91	465	Dec 2016	436	460	434	448	465
fatal or serious injuries in all crashes on SH network	288	1052	Dec 2016	983	837	937	922	1052



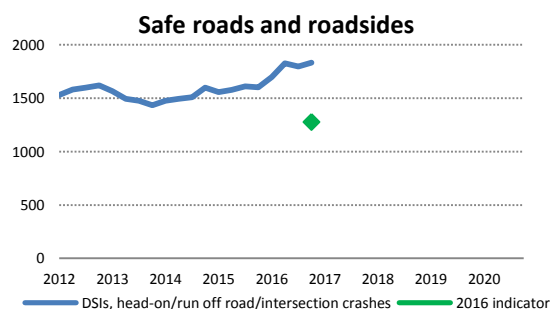
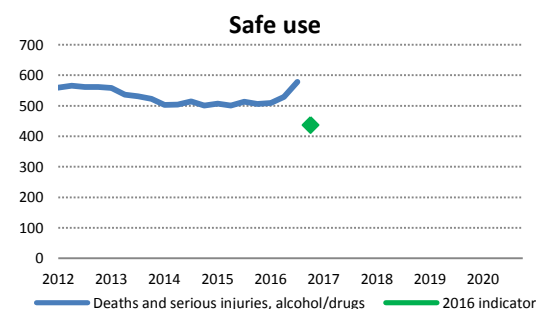
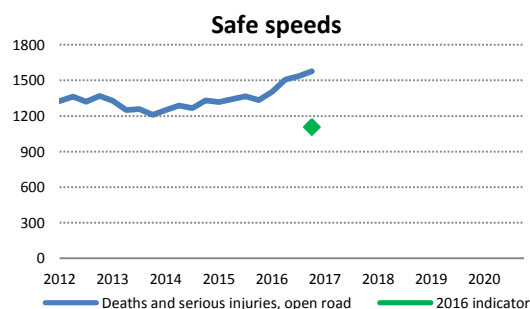
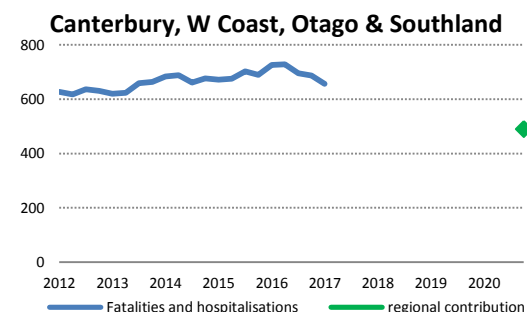
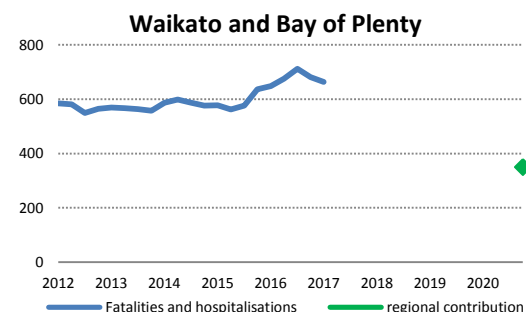
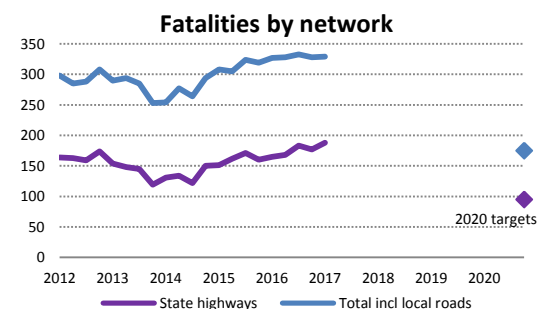
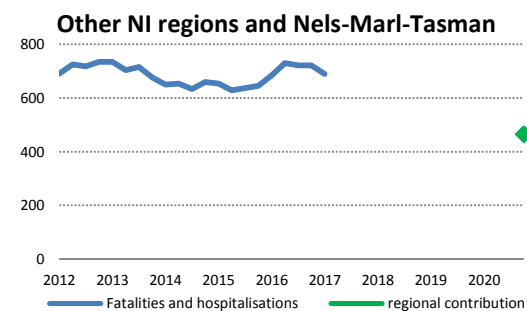
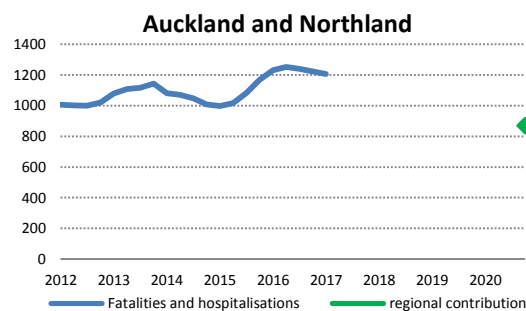
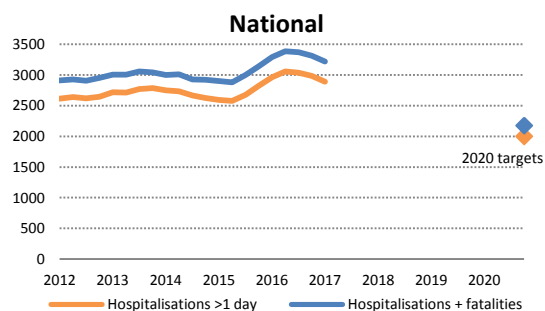
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2012	2013	2014	2015	2016
<b>High risk drivers</b>								
<b>high risk drivers<sup>(2)</sup> in fatal or serious injury crashes</b>	69	343	Dec 2016	219	192	183	209	343
disqualified drivers detected driving	2054	7864	Dec 2016	8440	8162	7860	7366	7864
notices issued for 3 <sup>rd</sup> or subsequent drunk/drugged driving offences	1029	4176	Dec 2016	6197	5692	4974	4281	4176
disqualified or unlicensed drivers involved in fatal/serious crash	62	318	Dec 2016	184	169	167	184	318
<b>Light vehicles</b>								
<b>% of new vehicles with 5-star safety rating</b>	94%	95%	Mar 2017	71%	78%	81%	89%	95%
% of vehicles in fatal/serious crashes with non-current WOFs <sup>(1)</sup>	16%	14%	Dec 2016	12%	12%	9%	11%	14%
% of fatal/serious injuries in crashes with contributing vehicle faults	4.9%	5.0%	Dec 2016	3.7%	2.6%	3.2%	2.9%	5.0%
average (median) age of light vehicle fleet (years)	-	14.0	2016	13.8	13.9	13.9	13.9	14.0
<b>Fatigue and distraction</b>								
<b>fatal or serious injuries in fatigue/distraction crashes</b>	77	417	Dec 2016	418	375	411	431	417
fatal/serious injuries in crashes with contributing driver fatigue	26	193	Dec 2016	192	187	196	214	193
fatal/serious injuries in crashes with contributing driver distraction	56	238	Dec 2016	236	198	225	227	238
<b>Heavy vehicles</b>								
<b>fatal/serious crashes involving HMVs</b>	60	246	Dec 2016	216	210	222	221	246
fatal/serious injuries in HMV crashes	78	304	Dec 2016	255	233	277	259	304
% of fatal/serious HMV crashes where HMV was primary contributor	40%	43%	Dec 2016	46%	46%	47%	53%	43%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	39%	32%	31%	31%	
<b>Walking and cycling</b>								
<b>pedestrians and cyclists hospitalised &gt;1d, per 100,000 population, per year</b>	7.7	7.5	Mar 2017	9.3	9.5	8.7	9.0	8.0
pedestrians hospitalised >1 day, per 100,000 population, per year	6.4	5.4	Mar 2017	6.8	6.6	6.1	6.8	5.9
pedestrians and cyclists killed, per 100,000 population, per year	0.5	0.9	Mar 2017	0.9	0.8	1.2	0.7	0.7
fatal or serious injuries to school age (5-17) cyclists and pedestrians	19	65	Dec 2016	77	87	78	67	65
cyclists killed or hospitalised >1 day	17	106	Mar 2017	119	136	127	107	108
% cyclists wearing helmets	-	94%	2015	92%	-	-	94%	
<b>Older road users</b>								
<b>persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year</b>	47	50	Dec 2016	60	48	50	52	50
persons 75+ years killed in road crashes	6	26	Mar 2017	41	34	36	30	27
persons 75+ years hospitalised >1d	93	360	Mar 2017	373	369	317	335	376
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	76	84	Mar 2017	71	77	75	80	80
<b>Restraints</b>								
<b>vehicle occupant deaths where restraints not worn</b>	34	96	Mar 2017	57	58	56	91	100
% of children (5-9 years) in booster seats or child restraints	-	26%	2015	-	21%	-	26%	-
% front seat adult vehicle occupants restrained	-	97%	2016	96%	-	97%	-	97%
% child (0-4 years) vehicle occupants restrained	-	93%	2014	92%	-	93%	-	-
% drivers think highly likely to be stopped for non-compliance	-	40%	2016	40%	41%	43%	41%	40%
Overseas-licensed drivers involved in fatal/serious crash	38	140	Dec 2016	120	102	126	126	140

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

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

## PROGRESS TOWARDS NZ TRANSPORT AGENCY TARGETS

In 2013 the Transport Agency developed a set of lead indicators and national targets by extrapolating existing trends out to 2020 and adding some stretch. The targets help focus its efforts, along with partner agencies, to significantly reduce deaths and serious injuries. They do not predict future performance, but indicate the need for sustained efforts to maintain current gains and for innovations to make new gains. The **Safe Vehicles** indicator is 90% of new vehicles rated 5-star by 2016.

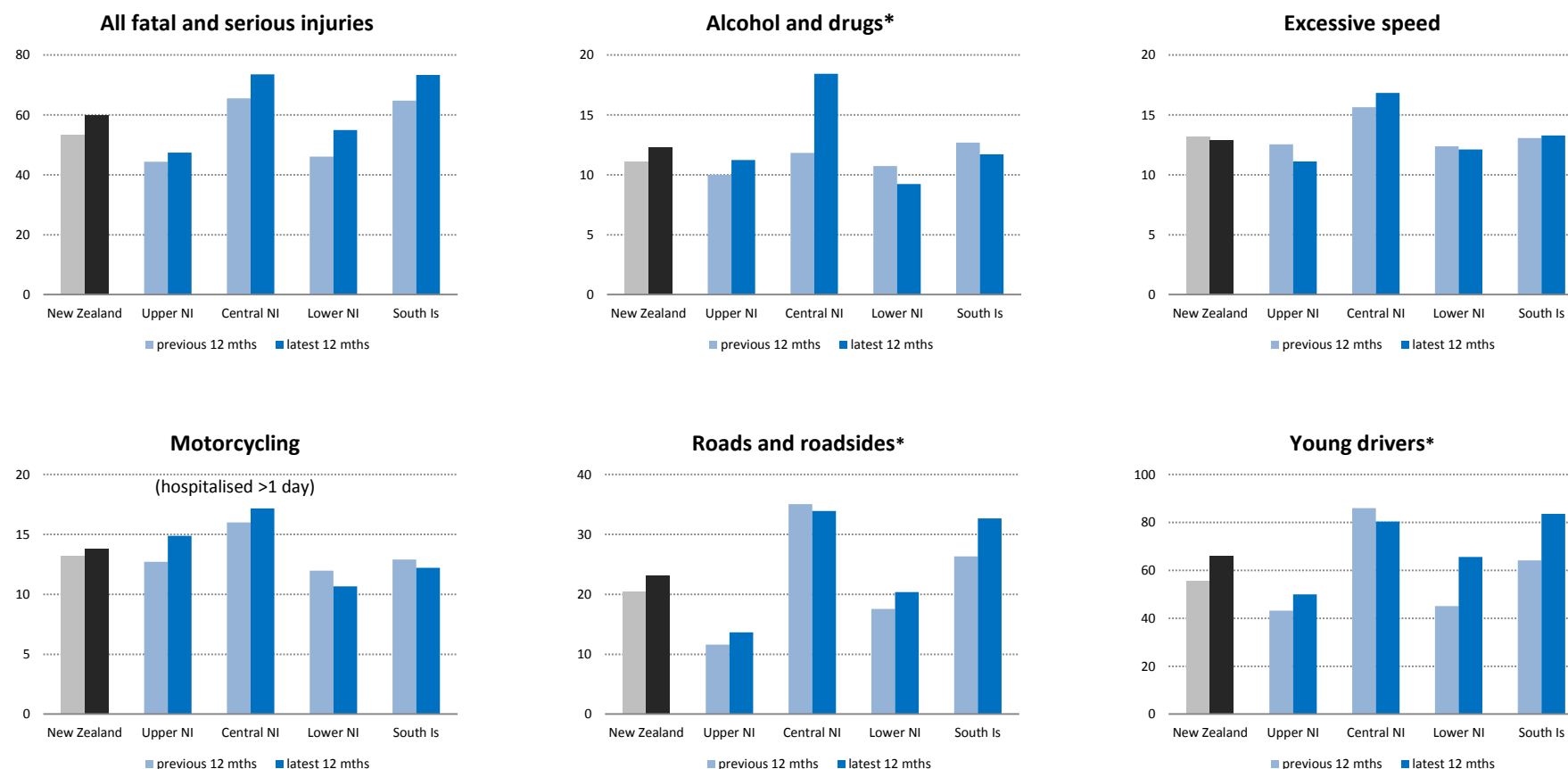




## HIGH PRIORITIES: NZTA RELATIONSHIP ZONES, 2015/16 – 2016/17

The following charts compare per capita casualty rates for the *Safer Journeys* high priority road safety concerns in the four NZ Transport Agency Relationship Zones\*, which apply from February 2017. The rates for the latest (to December 2016) and preceding 12 months, allow comparisons across years, zones and priority areas.

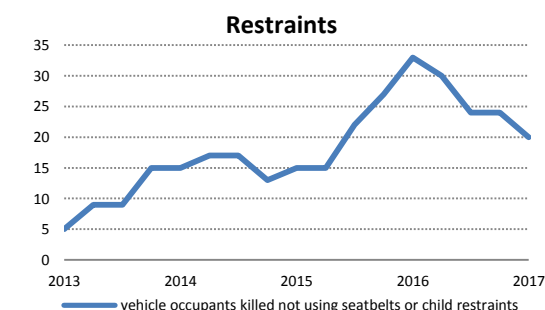
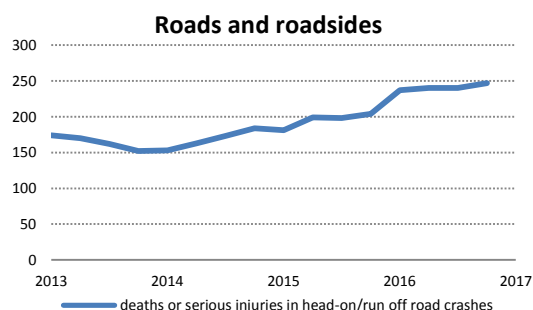
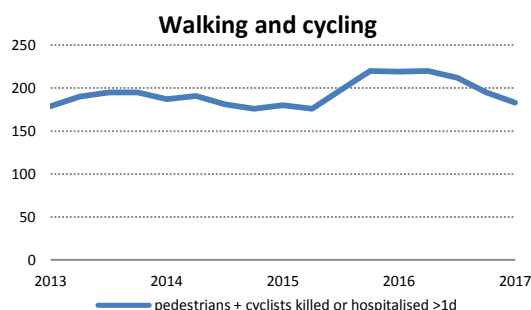
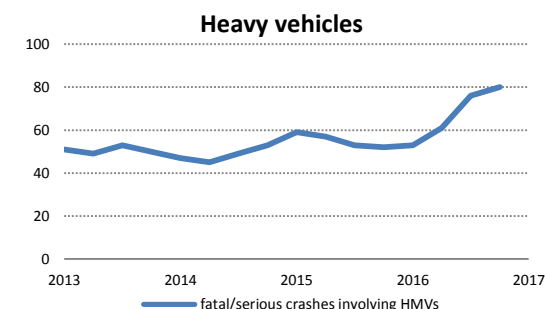
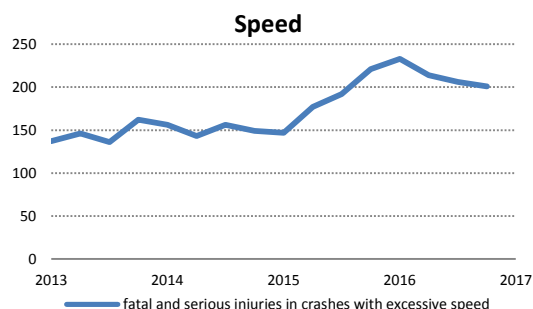
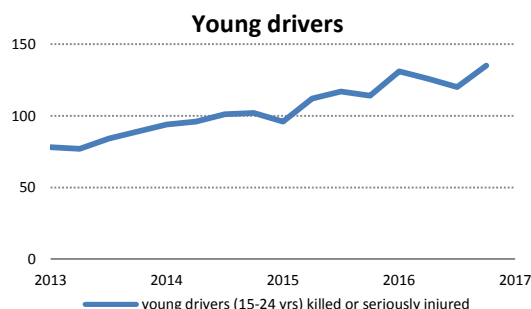
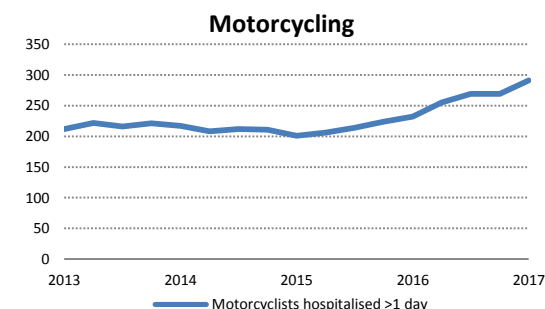
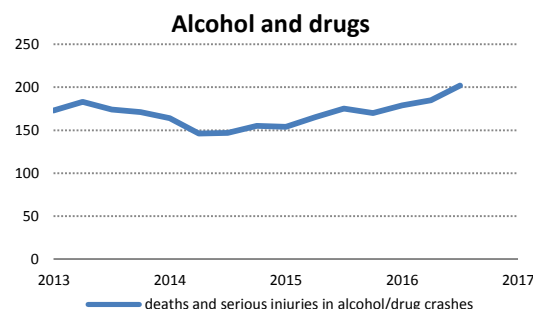
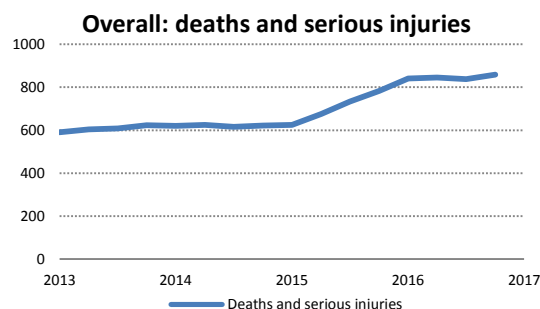
### Fatal and serious injuries in crashes, per 100,000 population



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

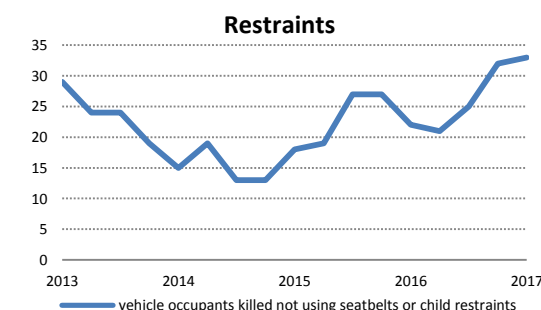
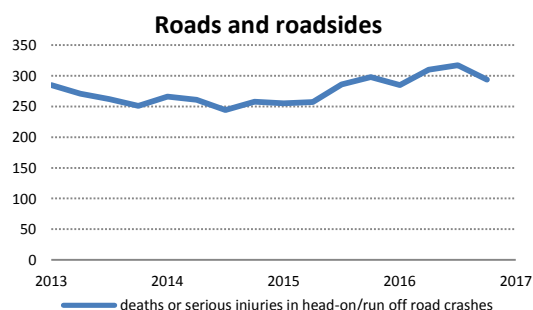
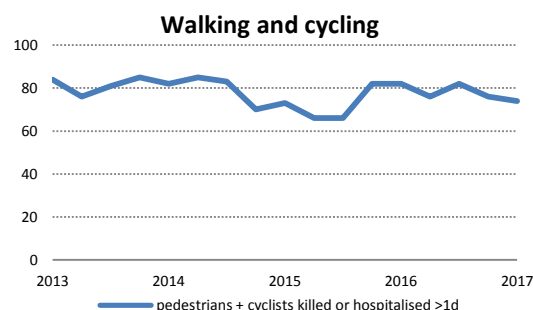
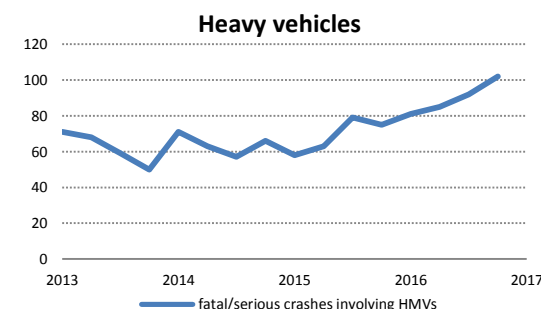
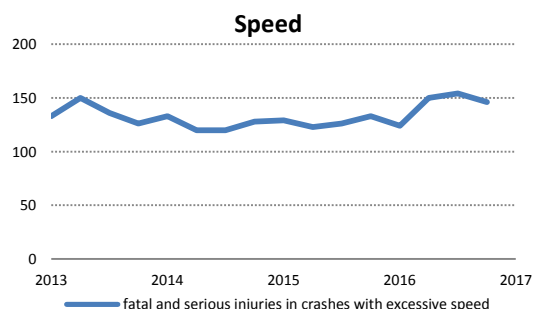
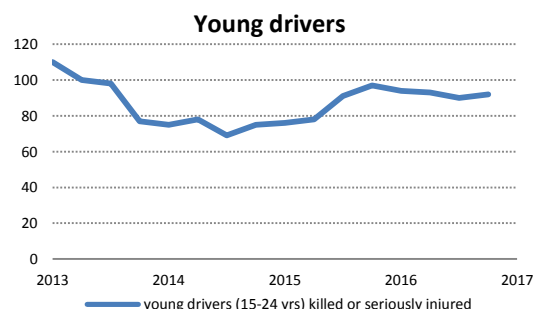
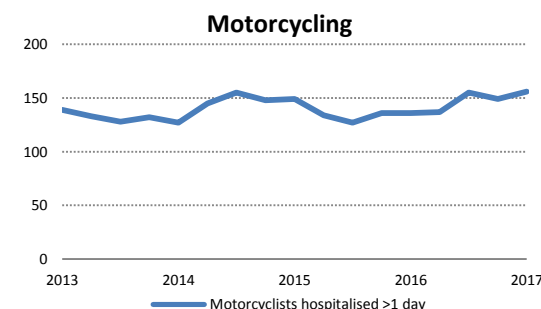
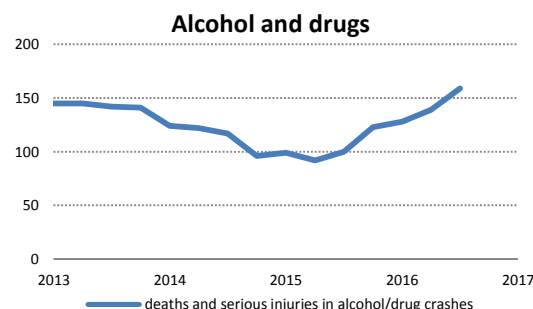
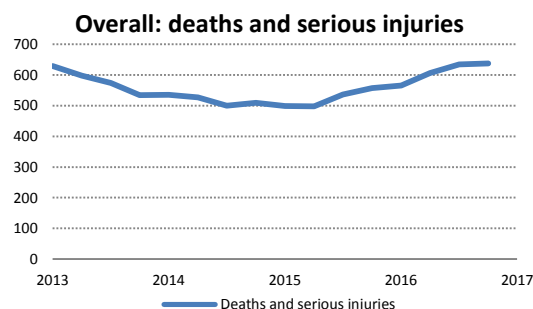
## REGIONAL OUTCOME TRENDS, UPPER NORTH ISLAND (12 month rolling figures)

Road safety outcome measures for the four Transport Agency regional groupings are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 – 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report.



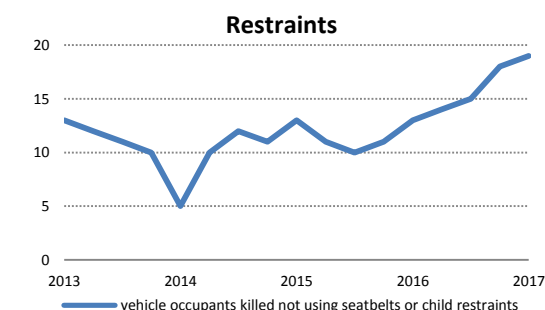
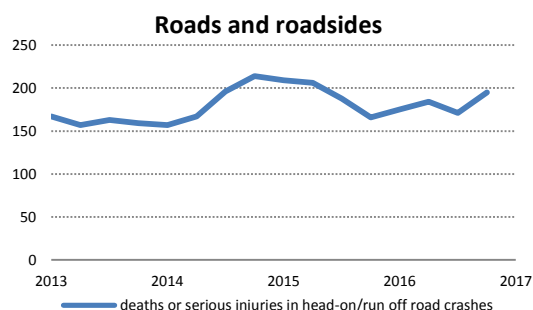
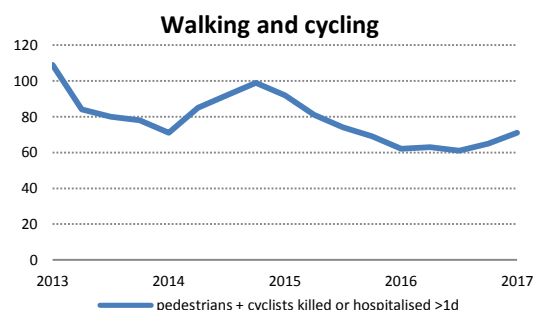
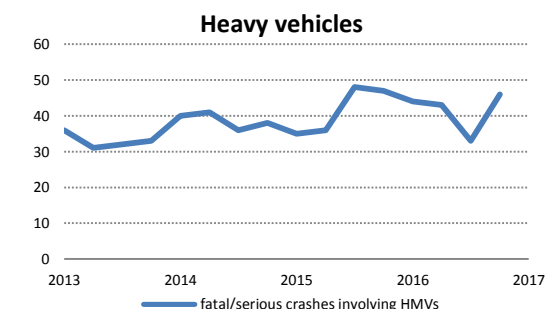
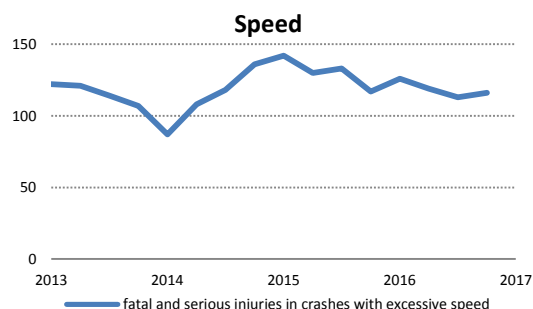
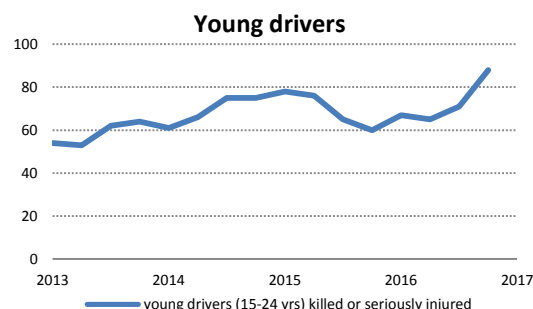
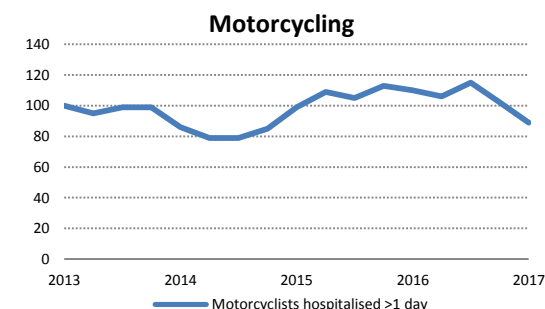
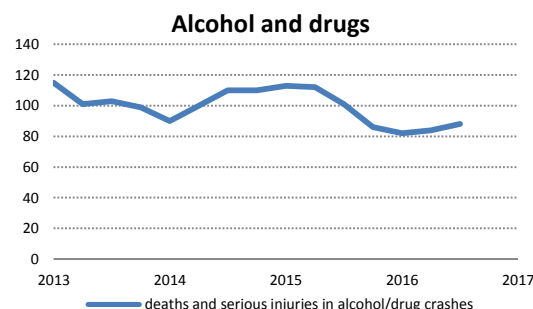
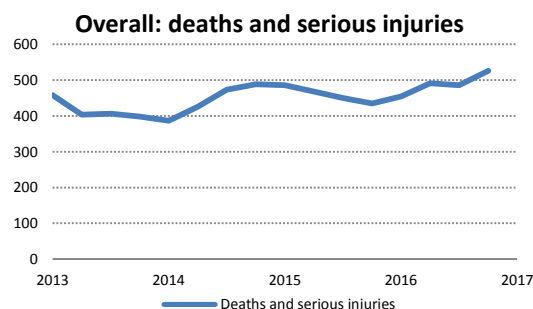
## REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 – 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report.



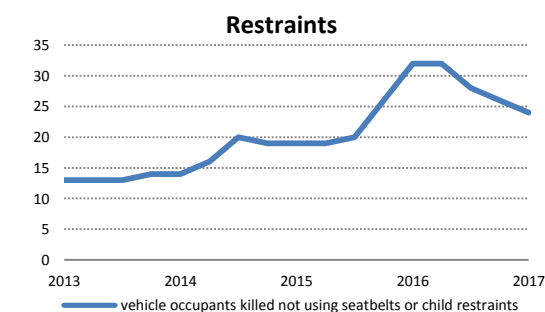
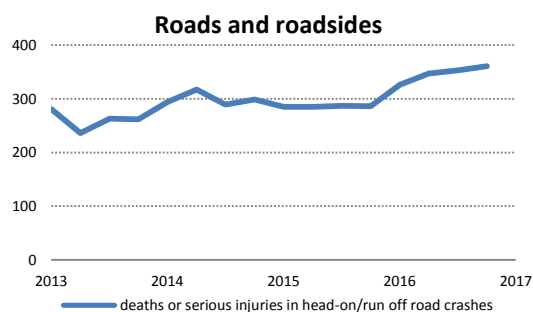
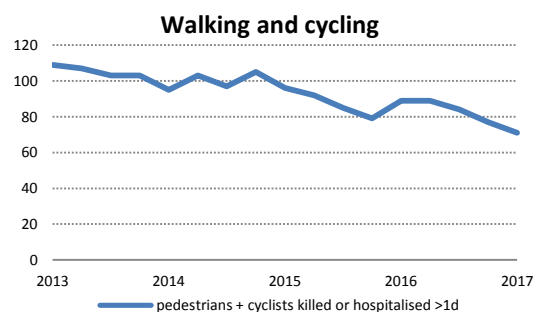
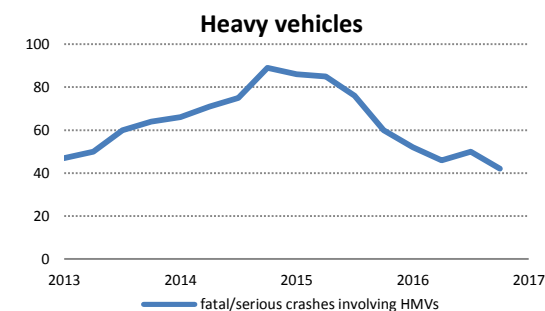
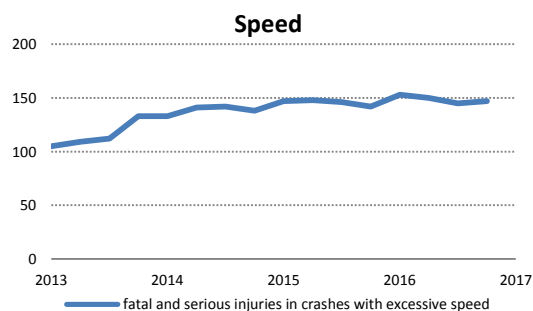
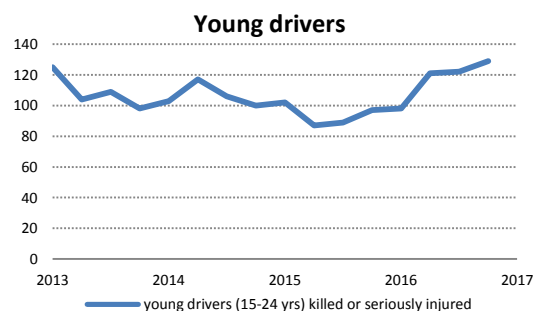
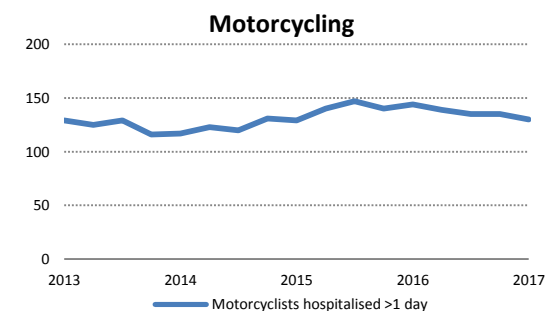
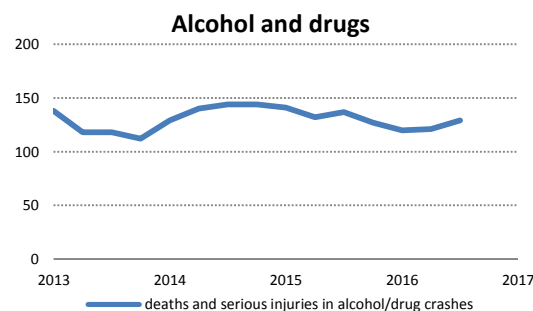
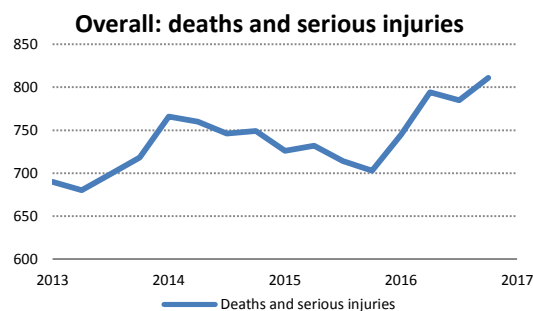
## REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 – 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report.



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

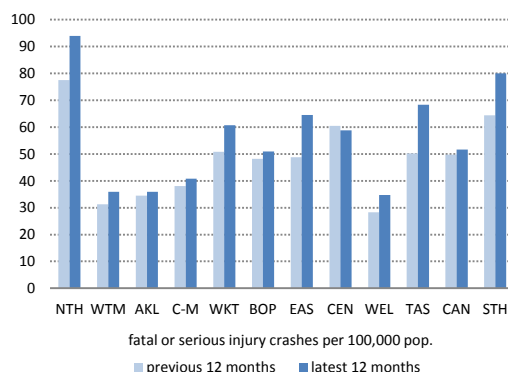
Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 – 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report.



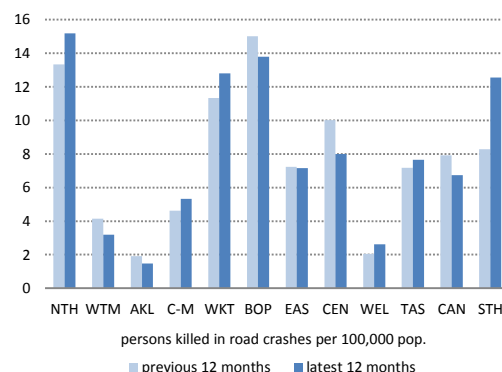
## COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful single year comparisons, some measures are shown on an averaged three-yearly basis.

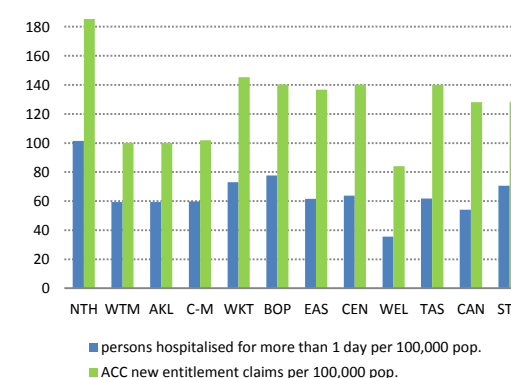
**Overall outcomes: crashes**



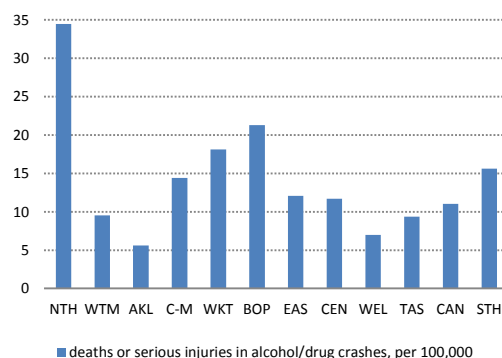
**Overall outcomes: fatalities**



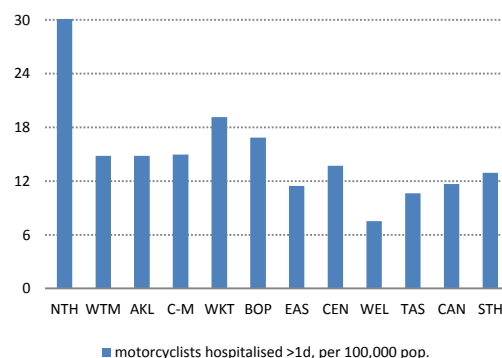
**Overall outcomes: injuries**



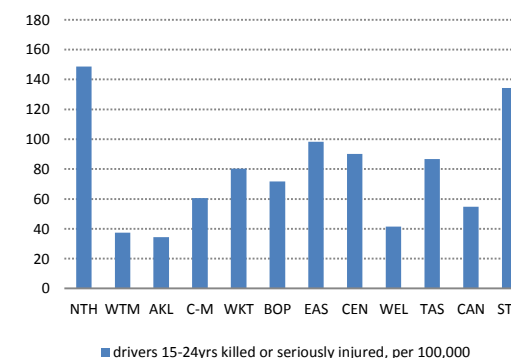
**Alcohol and drugs**



**Motorcycling**

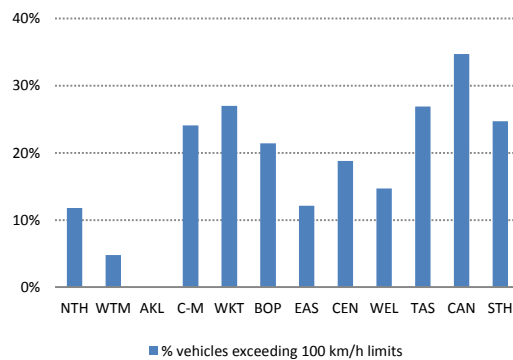


**Young drivers**

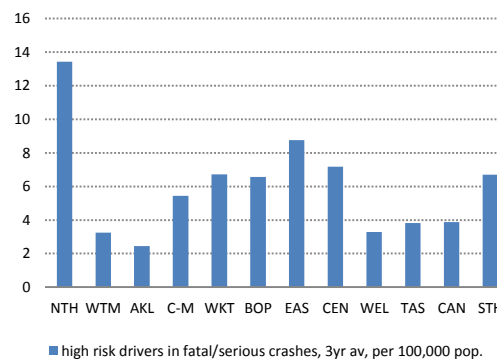




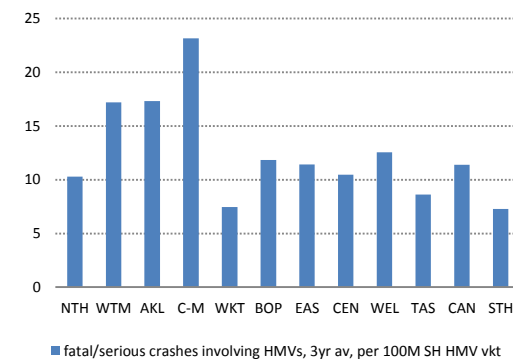
### Speed



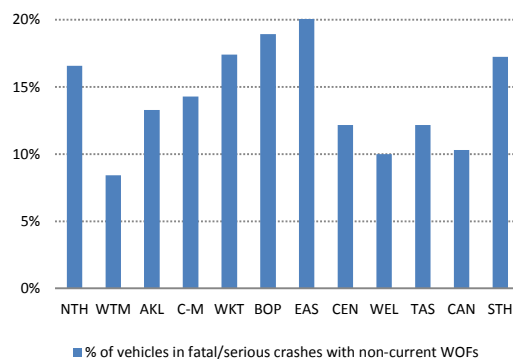
### High risk drivers



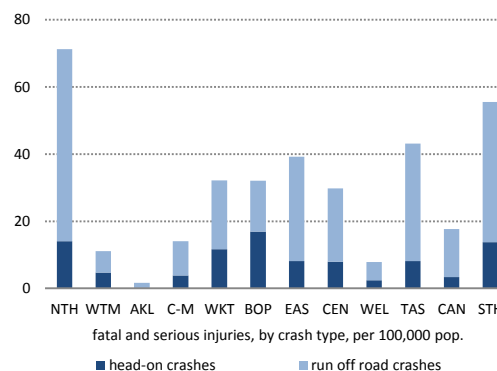
### Heavy vehicles



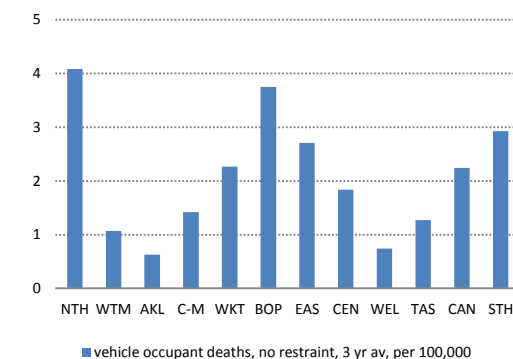
### Light vehicles



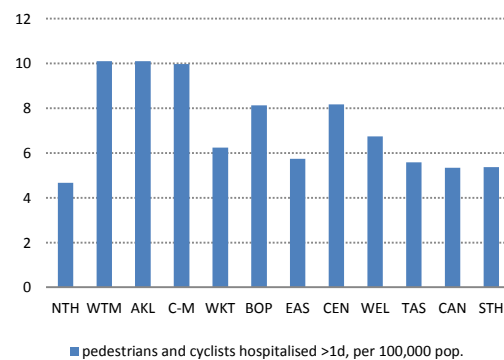
### Roads and roadsides



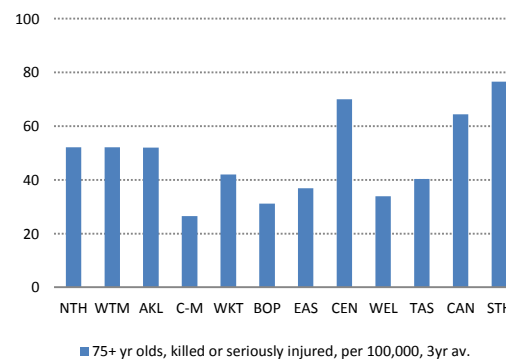
### Restraints



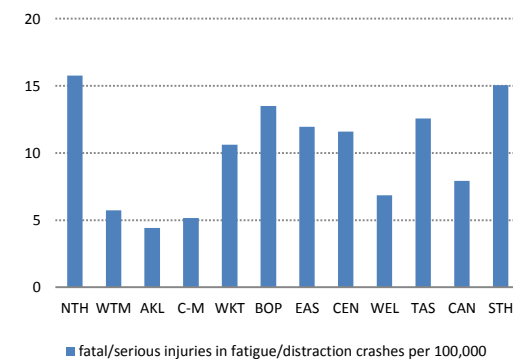
### Walking and cycling



### Older road users



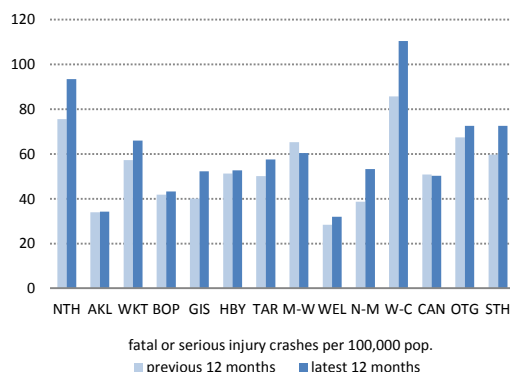
### Fatigue and distraction



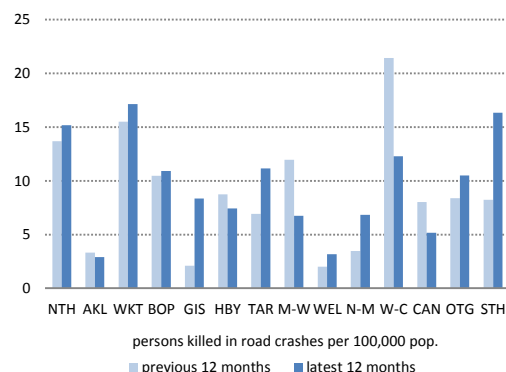
# COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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.

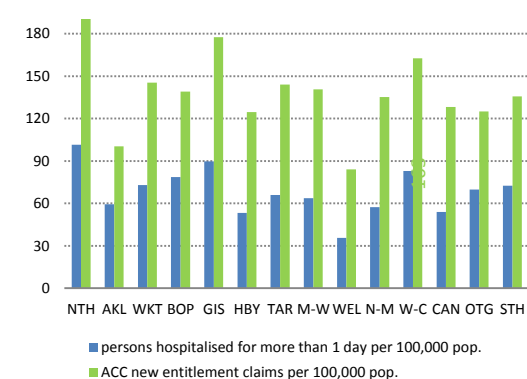
### Overall outcomes: crashes



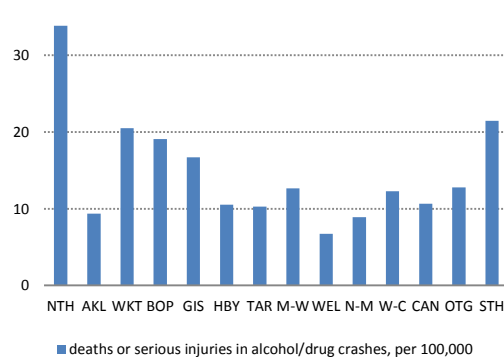
### Overall outcomes: fatalities



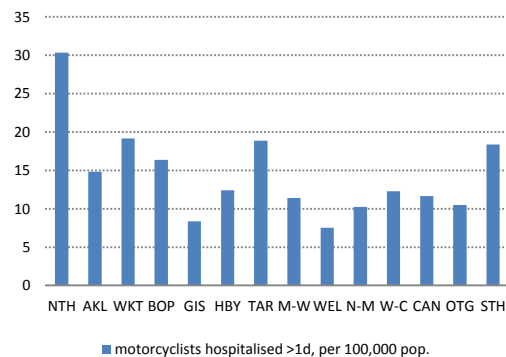
### Overall outcomes: injuries



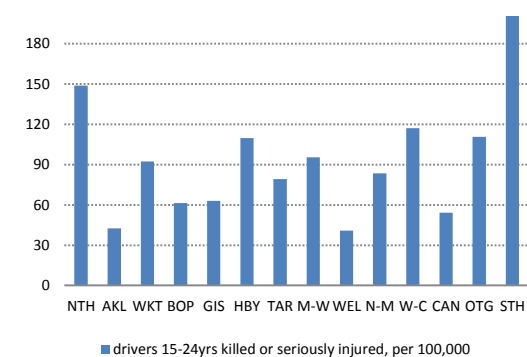
### Alcohol and drugs



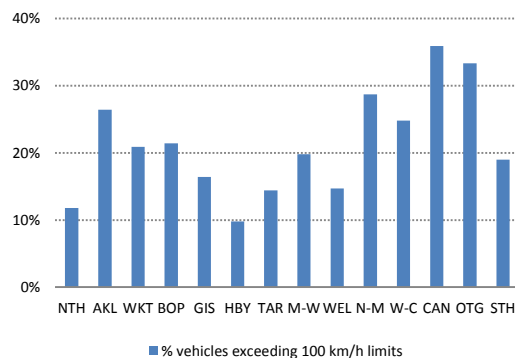
### Motorcycling



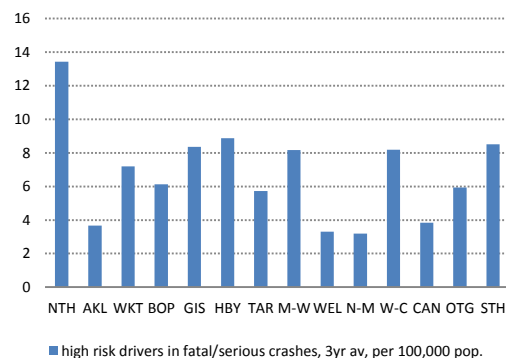
### Young drivers



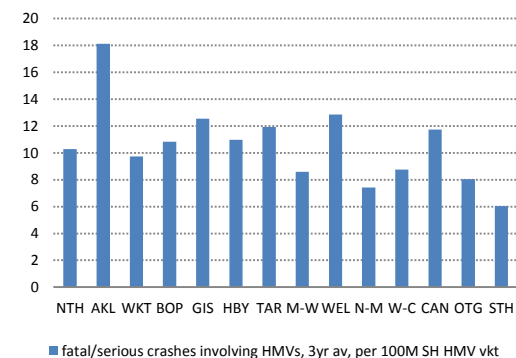
### Speed



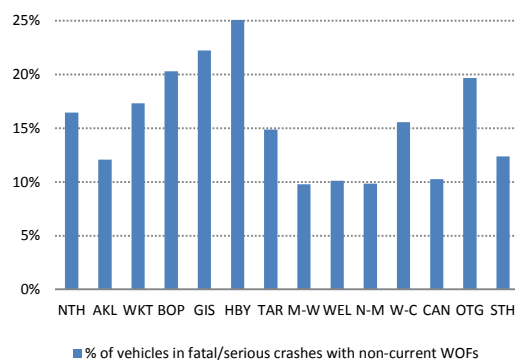
### High risk drivers



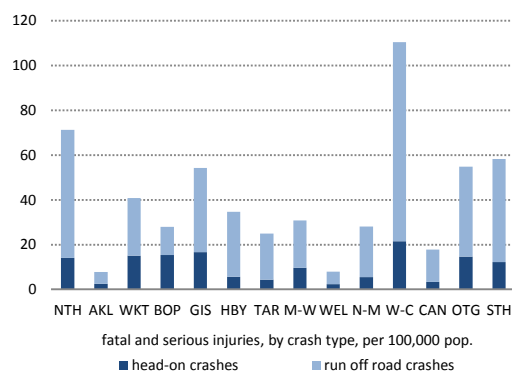
### Heavy vehicles



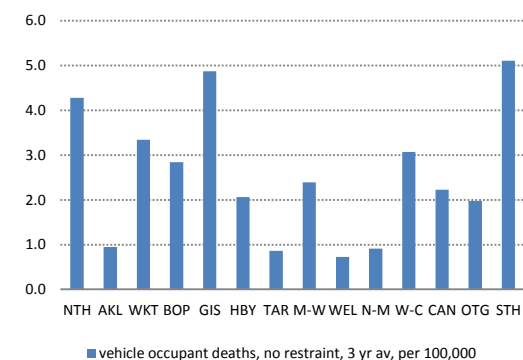
### Light vehicles



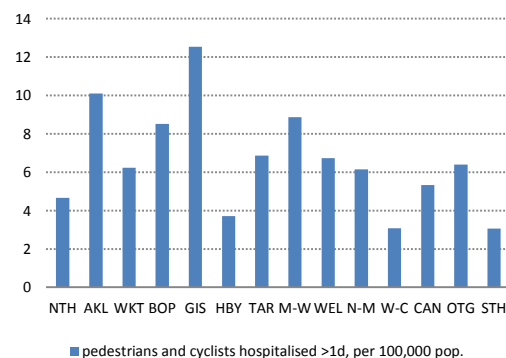
### Roads and roadsides



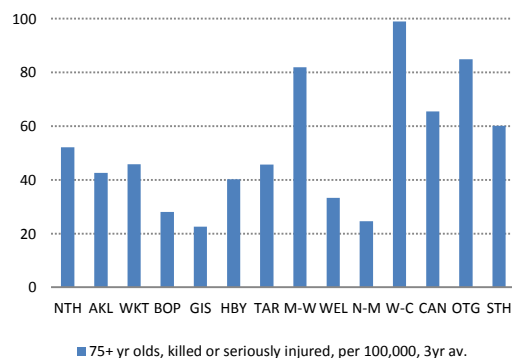
### Restraints



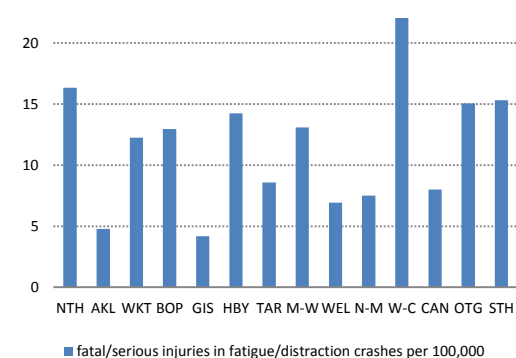
### Walking and cycling



### Older road users



### Fatigue and distraction



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.	94	36	36	41	38	61	51	64	59	35	68	52	80	51
	persons killed in road crashes, per 100,000 popn.	15	3	1	5	3	13	14	7	8	3	8	7	13	7.0
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	102	59	59	60	60	73	78	62	64	36	62	54	71	62
	ACC new entitlement claims, per 100000 popn.	191	100	100	102	101	145	140	137	140	84	140	128	128	123
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	43	10	9	18	12	21	22	19	13	8	14	12	25	16
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	149	37	34	60	44	80	72	98	90	42	87	55	134	69
Speed	% vehicles exceeding 100 km/h limits	12%	5%	0%	24%	17%	27%	21%	12%	19%	15%	27%	35%	25%	21%
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	13	3	2	5	4	7	7	9	7	3	4	4	7	5
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	14	5	0	4	3	12	17	8	8	2	8	3	14	7
	deaths + serious injuries, run off road crashes, per 100,000 popn.	57	6	2	10	6	20	15	31	22	5	35	14	42	17
	deaths + serious injuries, intersection crashes, per 100,000 popn.	22	10	16	17	14	18	15	20	16	14	16	23	28	17
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	12	8	13	6	9	9	12	10	7	11	11	10	13	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	30	15	15	15	15	19	17	11	14	8	11	12	13	14
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	17%	8%	13%	14%	12%	17%	19%	26%	12%	10%	12%	10%	17%	14%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	16	6	4	5	5	11	14	12	12	7	13	8	15	9
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	10	17	17	23	19	7	12	11	10	13	9	11	7	11
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	5	10	10	10	10	6	8	6	8	7	6	5	5	8
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	52	52	52	27	43	42	31	37	70	34	40	64	77	55
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.1	1.1	0.6	1.4	1.1	2.3	3.8	2.7	1.8	0.7	1.3	2.2	2.9	1.9

REGIONAL ROAD SAFETY OUTCOMES		NTH	AKL	WKT	BOP	GIS	HBV	TAR	M-W	WEL	N-M	W-C	CAN	OTG	STH
Overall	fatal or serious injury crashes per 100,000 popn.	93	36	66	48	71	63	63	55	35	52	138	52	79	84
	persons killed in road crashes, per 100,000 popn.	15	3	16	12	13	6	8	8	3	8	6	7	11	15
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	102	59	73	79	90	53	66	64	36	57	83	54	70	72
	ACC new entitlement claims, per 100,000 popn.	191	100	145	139	177	124	144	141	84	135	163	128	125	136
Alcohol	deaths or serious injuries in alcohol/drug crashes, per 100,000 popn.	44	12	24	20	27	17	10	15	9	11	31	12	24	29
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	149	43	92	61	63	110	79	95	41	83	117	54	111	211
Speed	% vehicles exceeding 100 km/h limits	12%	26%	21%	21%	16%	10%	14%	20%	15%	29%	25%	36%	33%	19%
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	13	4	7	6	8	9	6	8	3	3	8	4	6	9
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	14	3	15	15	17	6	4	10	2	5	21	3	15	12
	deaths + serious injuries, run off road crashes, per 100,000 popn.	57	5	26	13	38	29	21	21	6	23	89	14	40	46
	deaths + serious injuries, intersection crashes, per 100,000 popn.	22	14	18	15	17	21	19	13	14	13	31	23	29	27
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	12	9	9	12	17	7	6	7	11	12	9	10	16	7
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	30	15	19	16	8	12	19	11	8	10	12	12	10	18
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	16%	12%	17%	20%	22%	28%	15%	10%	10%	10%	16%	10%	20%	12%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	16	5	12	13	4	14	9	13	7	8	34	8	15	15
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	10	18	10	11	13	11	12	9	13	7	9	12	8	6
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	5	10	6	9	13	4	7	9	7	6	3	5	6	3
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	52	43	46	28	23	40	46	82	33	25	99	65	85	60
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.3	0.9	3.3	2.8	4.9	2.1	0.9	2.4	0.7	0.9	3.1	2.2	2.0	5.1