

# ROAD SAFETY OUTCOMES

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

1 January to 31 March 2019

**Q3** 2018/19



Cover picture: **Safe Roads.** One of the most notable trends from last year in Victoria, Australia has been the reduction in the deaths on high-speed regional roads. Regional roads claimed the most lives in 2017, with 156 deaths - that number dropped to 108 in 2018. However, country people are still over-represented in road deaths and consequently the Victorian Government continues to invest in road safety infrastructure on the state's highest-risk roads, including the rollout of flexible safety barriers. With around 1500 kilometres of barriers rolled out, thousands of barrier hits recorded across the state, and a steep reduction in deaths on high-speed regional roads in 2018, this infrastructure is reducing the severity of crashes and saving lives. [TAC news Thu 31/01/2019]

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## 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 2019 in most cases but some are not yet updated. Injury data from the Crash Analysis System and from hospital discharge data are incomplete for the most recent quarter and should be treated as provisional.

Some measures are only available annually. National measures are not always 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.

## Key results for the quarter

- 92 people were killed in road crashes in the quarter, resulting in a total of 365 killed in the last 12 months, fewer than last year but still 112 more than in 2013
- overall injuries look to have levelled out or even started to decrease, to around 3,300 hospitalisations and 6,300 ACC claims per year
- reported serious injuries have also fallen slightly to around 2,500 per year particularly from crashes involving alcohol, speed, fatigue and high risk drivers
- Northland Region continues to feature higher than average casualty rates, both overall, and particularly for crashes involving alcohol or drugs, speed, head-on collisions, young drivers and unrestrained occupants.

## More information ...

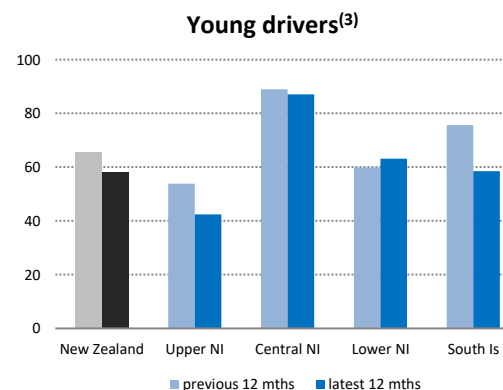
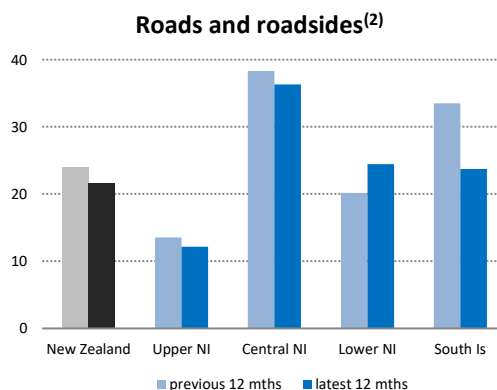
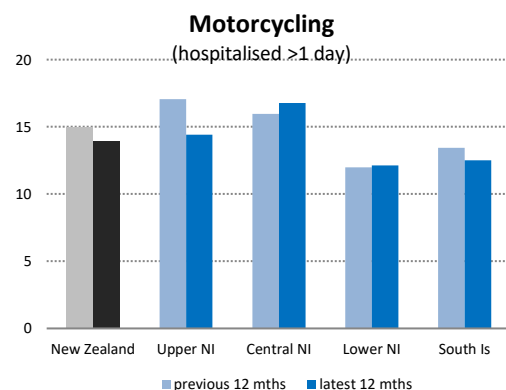
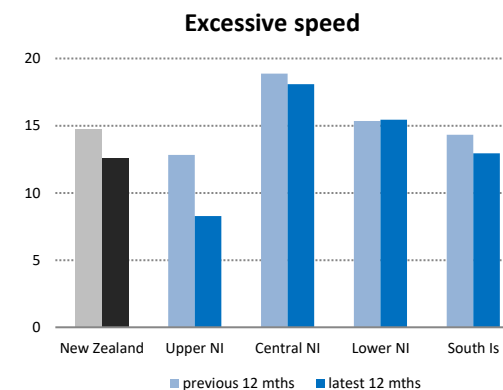
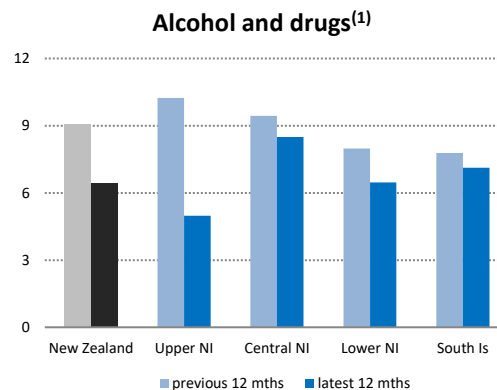
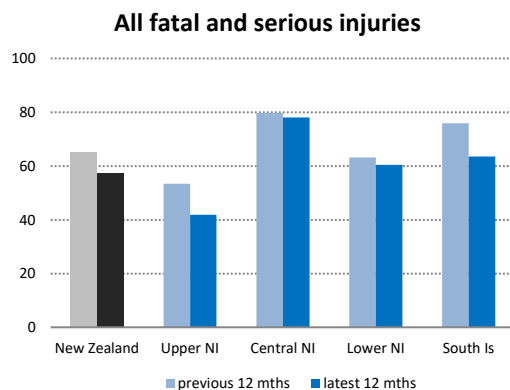
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NZ Transport Agency, Private Bag 6995, Wellington 6141

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

## HIGH PRIORITIES: NZTA RELATIONSHIP ZONES, 2017/18 and 2018/19

The following charts compare per capita casualty rates for the *Safer Journeys* high priority road safety concerns in the four NZ Transport Agency Relationship Zones\*, which apply from February 2017. The rates for the latest (to Mar. 2019) 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.

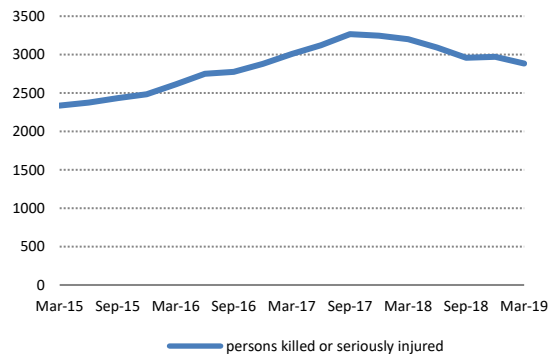
(1) alcohol only, if confirmed by breath/blood test; (2) casualties result from open road head-on and run off road crashes (80-100 km/h); (3) young driver rates are per 100,000 15-24 year olds.

## ROAD SAFETY OUTCOME TRENDS 2015-2019 (12 month rolling figures)

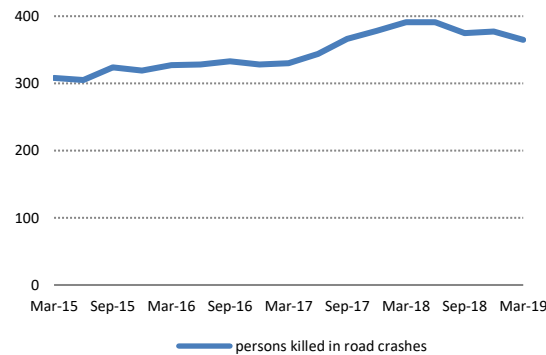
Road safety outcome measures in the following charts and tables are provided for the last five years, up to the most recently available quarter. The measures are obtained from the Transport Agency's Crash Analysis System\*, ACC entitlement claims, Ministry of Health hospital discharge data\*, Ministry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

(\* Injury data from the Crash Analysis System and from hospital discharge data are incomplete for the most recent quarter and should be treated as provisional.)

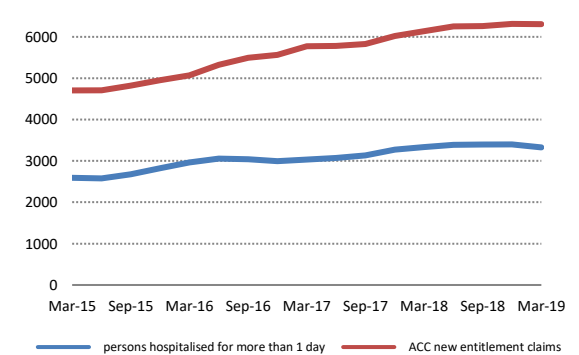
**Overall outcomes: DSIs**



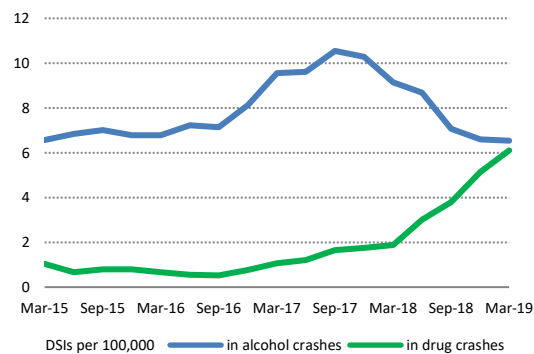
**Overall outcomes: fatalities**



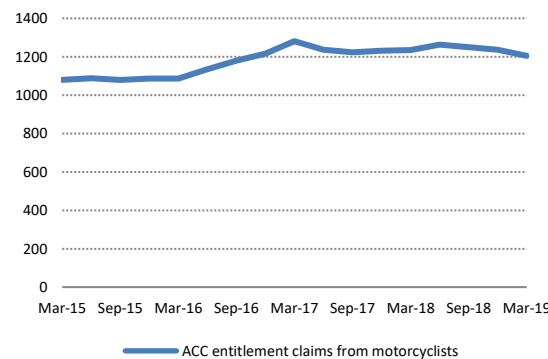
**Overall outcomes: injuries**



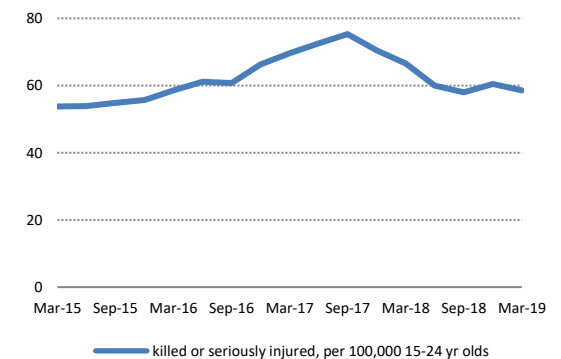
**Alcohol and drugs**

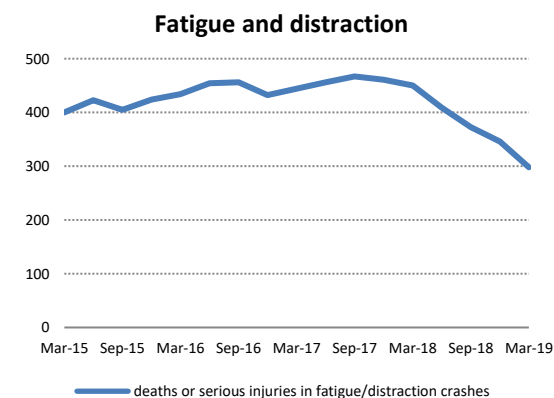
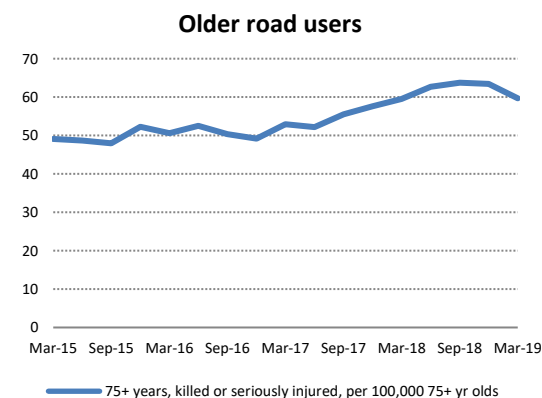
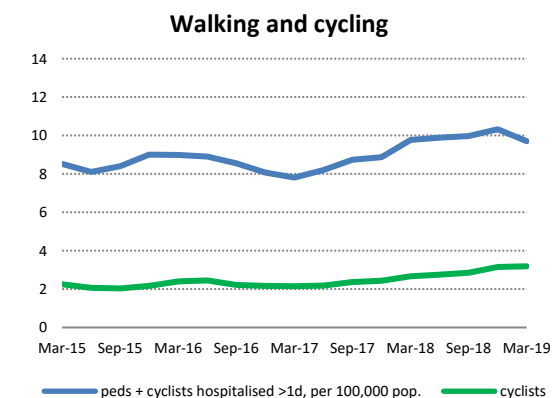
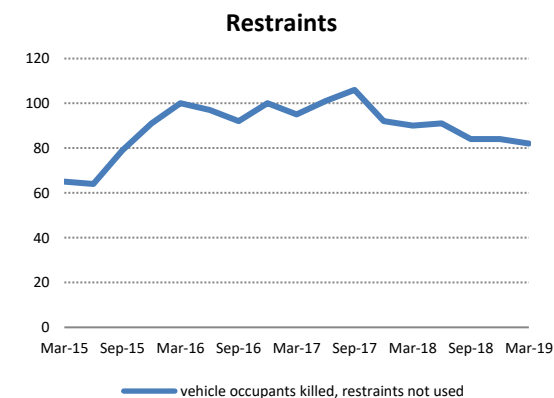
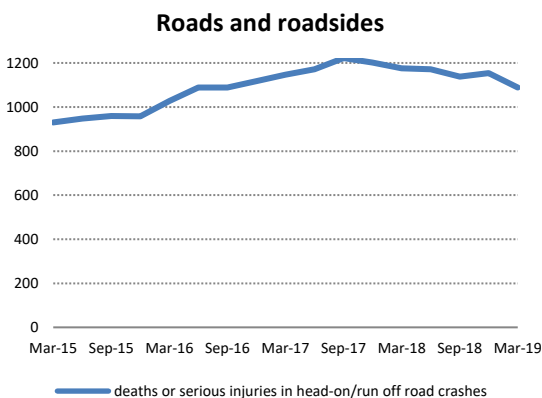
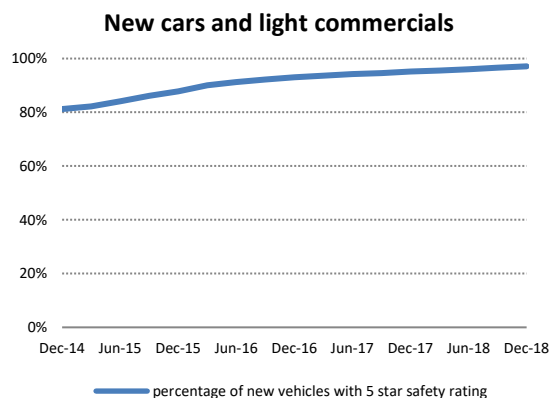
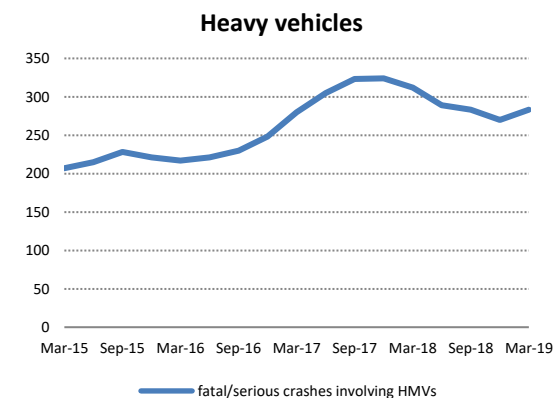
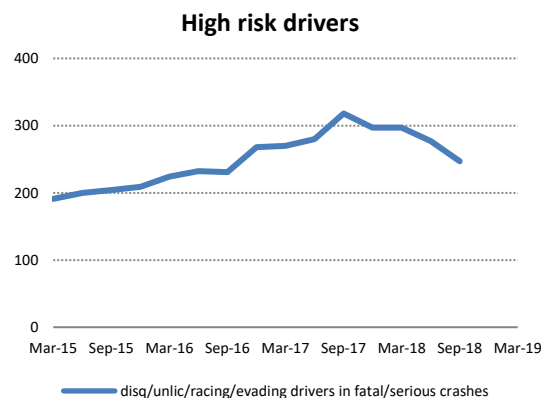
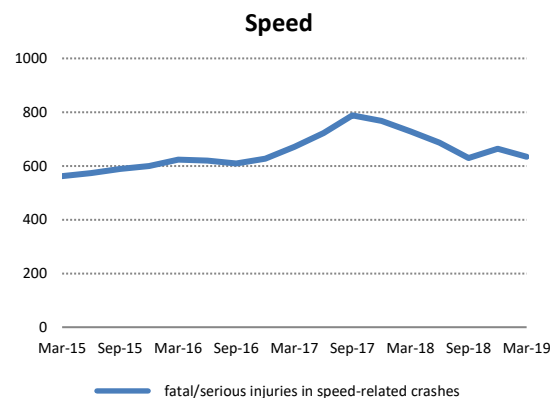


**Motorcycling**



**Young drivers**





NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2014	2015	2016	2017	2018
<b>Overall outcomes</b>								
<b>persons killed or seriously injured in road crashes</b>	736	2882	Mar 2019	2369	2483	2880	3244	2971
fatal or serious injury crashes	618	2385	Mar 2019	2003	2124	2401	2755	2452
persons killed in road crashes	92	365	Mar 2019	294	319	328	378	377
persons killed in road crashes, per 100,000 population, per year	7.4	7.4	Mar 2019	6.5	6.9	6.9	7.8	7.6
persons killed in road crashes, per billion vehicle km travelled	7.5	7.4	Mar 2019	6.9	7.5	7.4	8.2	7.8
persons killed or seriously injured, per 100,000 population, per year	59	59	Mar 2019	52	53	61	67	60
persons hospitalised for more than 1 day (>1d), non-fatal	852	3329	Mar 2019	2626	2822	2996	3269	3399
ACC new entitlement claims	1602	6303	Mar 2019	4618	4953	5567	6024	6313
<b>Alcohol and drugs</b>								
<b>fatal or serious injuries in alcohol (+ve test), per 100,000 population, per year</b>	7.7	6.5	Mar 2019	6.5	6.8	8.1	10.3	6.6
drivers killed with excess alcohol, per 100,000 population	1.0	1.0	Jun 2018	0.7	1.1	1.1	1.0	
fatal or serious injuries in drug-related crashes (suspected/confirmed), per 100,000	4.8	5.3	Mar 2019	0.5	1.2	3.0	6.1	5.7
% think high probability being stopped at CBT checkpoint	-	50%	2016	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>	61	59	Mar 2019	54	56	66	70	60
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	59	50	Mar 2019	46	45	45	53	49
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	8.3	7.6	Mar 2019	4.6	8.1	6.7	6.8	8.2
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	1.8	2.1	Jun 2018	2.0	2.9	3.3	2.5	
% youth believe will be stopped for non-alcohol/speed traffic offences	-	39%	2016	49%	45%	39%	-	-
drivers on GDL primary contributor in fatal/serious crashes	65	289	Sep 2018	245	289	308	371	
fatal and serious crashes involving 15-19 year old drivers	60	283	Dec 2018	233	278	341	328	283
<b>Speed</b>								
<b>deaths or serious injuries in speed-related crashes</b>	137	634	Mar 2019	553	599	627	767	664
% vehicles exceeding 100 km/h limits	-	23%	2015	22%	23%			
deaths or serious injuries in open road (80-100km/h) crashes	401	1571	Mar 2019	1331	1336	1599	1730	1654
fatal/serious speed-related crashes	117	495	Mar 2019	447	502	492	618	506
% disagree probability being detected speeding is small	-	55%	2016	57%	57%	55%	-	-
mean rural speed (km/h)	-	95.7	2015	95.3	95.7			
mean urban speed (km/h)	-	50.4	2015	51.1	50.4			
<b>Motorcycling</b>								
<b>ACC entitlement claims from motorcyclists</b>	338	1205	Mar 2019	1058	1087	1217	1232	1236
motorcycle and moped riders killed, per 100,000 population, per year	1.5	1.0	Mar 2019	0.9	1.1	1.1	0.9	1.1
% of motorcycles in crashes with non-current WoFs	19%	20%	Mar 2019	25%	25%	20%	16%	19%
motorcyclists hospitalised >1d, per 100,000 population, per year <sup>(1)</sup>	17.8	13.9	Mar 2019	12.4	13.2	13.9	15.1	14.4
<b>Roads and roadsides</b>								
<b>fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads</b>	265	1088	Mar 2019	956	957	1118	1202	1154
fatal or serious injuries in head-on (* not overtaking) crashes, 80-100 km/h roads	99	412	Mar 2019	322	323	316	419	436
fatal or serious injuries in run off road crashes, 80-100 km/h roads	166	676	Mar 2019	634	634	802	783	718
fatal or serious injuries in intersection crashes	245	875	Dec 2018	712	718	819	935	875
fatal or serious injuries in pedestrian/cyclist crashes	124	494	Sep 2018	434	449	470	542	
fatal or serious injuries in all crashes on SH network	209	1051	Mar 2019	937	931	1057	1202	1141



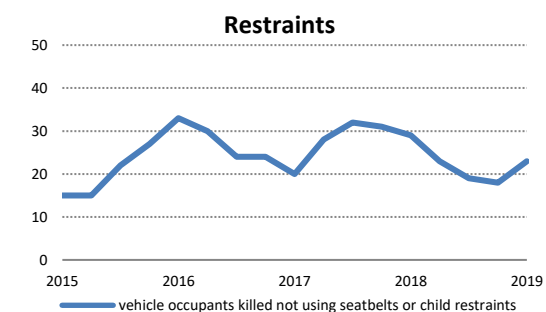
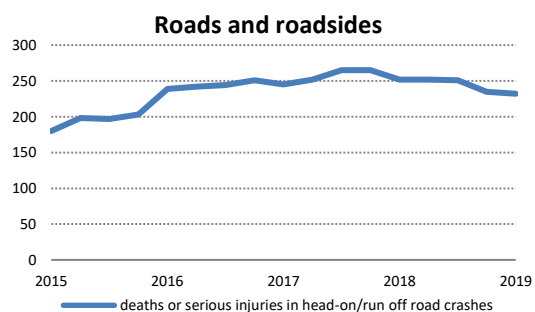
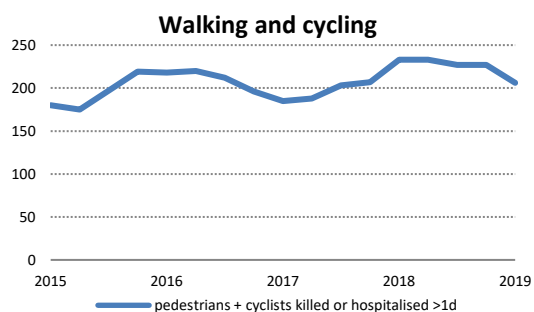
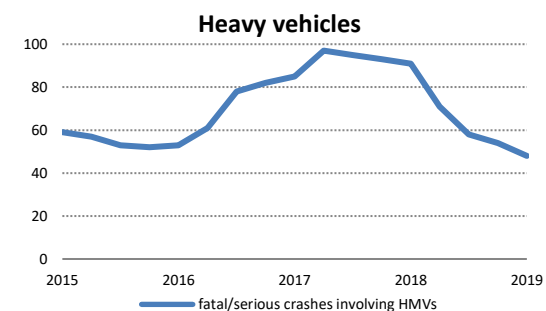
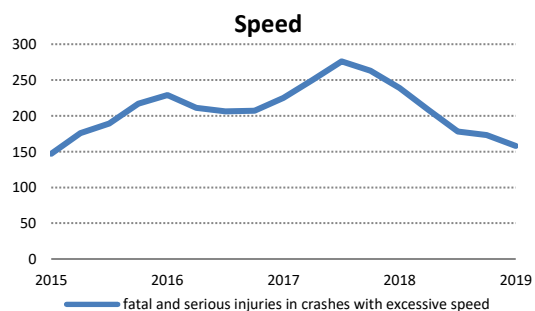
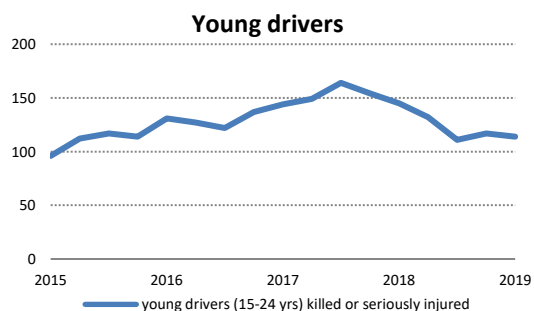
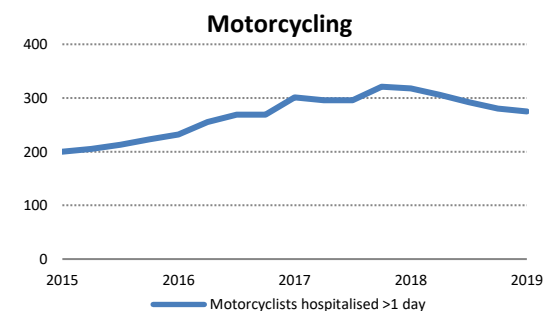
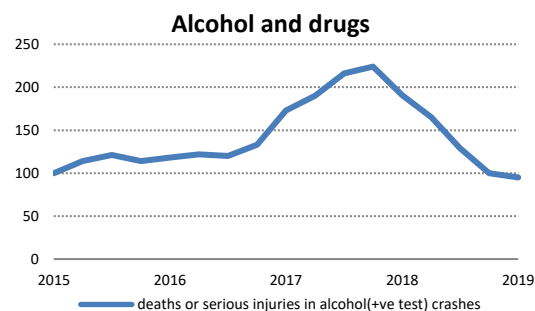
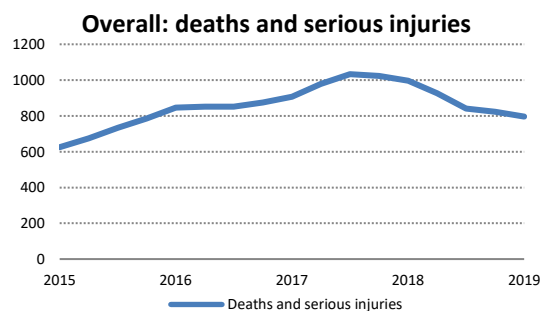
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2014	2015	2016	2017	2018
<b>High risk drivers</b>								
<b>high risk drivers<sup>(1)</sup> in fatal or serious injury crashes</b>	57	247	Sep 2018	183	209	268	296	
disqualified drivers detected driving	1886	7737	Dec 2018	7860	7368	7938	7878	7737
notices issued for 3 <sup>rd</sup> or subsequent drunk/drugged driving offences	1222	4446	Dec 2018	4974	4281	4242	4354	4446
disqualified or unlicensed drivers involved in fatal/serious crash	53	214	Sep 2018	167	185	241	244	
<b>Light vehicles</b>								
<b>% of new vehicles with 5-star safety rating</b>	97%	97%	Mar 2019	81%	88%	93%	95%	97%
% of vehicles in fatal/serious crashes with non-current WOFs <sup>(2)</sup>	16%	17%	Mar 2019	9%	11%	15%	18%	17%
% of fatal/serious injuries in crashes with contributing vehicle faults	3.4%	4.1%	Mar 2019	3.2%	2.9%	5.0%	5.8%	5.3%
average (median) age of light vehicle fleet (years)	-	14.2	Mar 2019	14.0	14.0	14.1	14.1	14.2
<b>Fatigue and distraction</b>								
<b>fatal or serious injuries in fatigue/distraction crashes</b>	70	298	Mar 2019	411	424	432	461	346
fatal/serious injuries in crashes with contributing driver fatigue	30	138	Mar 2019	196	214	206	180	164
fatal/serious injuries in crashes with contributing driver distraction	42	164	Mar 2019	225	220	245	285	184
<b>Heavy vehicles</b>								
<b>fatal/serious crashes involving HMVs</b>	82	283	Mar 2019	222	221	248	324	270
fatal/serious injuries in HMV crashes	93	339	Mar 2019	277	259	321	405	333
% of fatal/serious HMV crashes where HMV was primary contributor	52%	53%	Mar 2019	47%	53%	44%	47%	53%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	31%	31%	-	-	-
<b>Walking and cycling</b>								
<b>pedestrians and cyclists hospitalised &gt;1d, per 100,000 population, per year</b>	7.9	9.7	Mar 2019	8.7	9.0	8.1	8.9	10.3
pedestrians hospitalised >1 day, per 100,000 population, per year	4.3	6.5	Mar 2019	6.1	6.8	5.9	6.4	7.2
pedestrians and cyclists killed, per 100,000 population, per year	0.8	1.0	Mar 2019	1.2	0.7	0.7	1.2	0.9
fatal or serious injuries to school age (5-17) cyclists and pedestrians	16	68	Mar 2019	78	67	65	68	73
cyclists killed or hospitalised >1 day	48	165	Mar 2019	127	107	108	136	160
% cyclists wearing helmets	-	94%	2015	-	94%	-	-	-
<b>Older road users</b>								
<b>persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year</b>	53	63	Mar 2019	50	52	49	58	63
persons 75+ years killed in road crashes	9	43	Mar 2019	36	30	27	37	42
persons 75+ years hospitalised >1d	91	401	Mar 2019	317	335	377	381	386
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	80	82	Mar 2019	75	80	80	80	84
<b>Restraints</b>								
<b>vehicle occupant deaths where restraints not worn</b>	18	82	Mar 2019	56	91	100	92	84
% of children (5-9 years) in booster seats or child restraints	-	26%	2015	-	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	43%	41%	40%	-	-
Overseas-licensed drivers involved in fatal/serious crash	38	108	Mar 2019	126	127	142	151	121

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

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

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

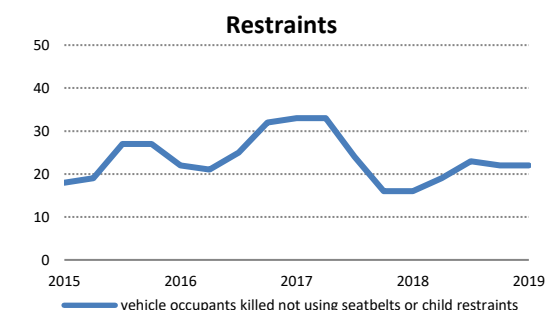
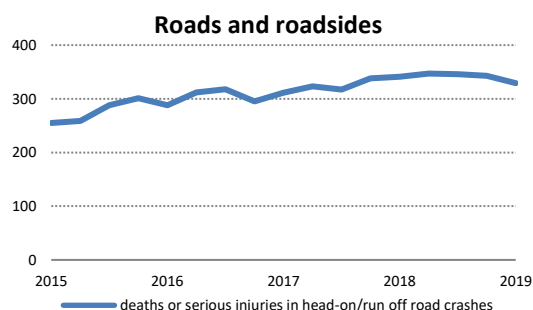
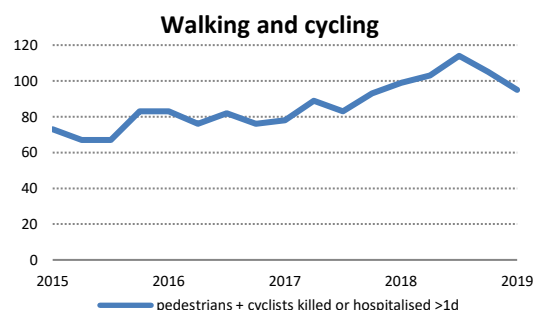
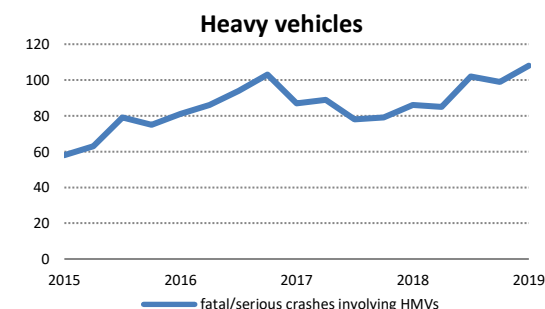
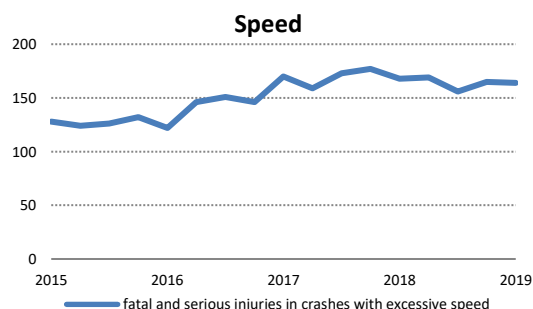
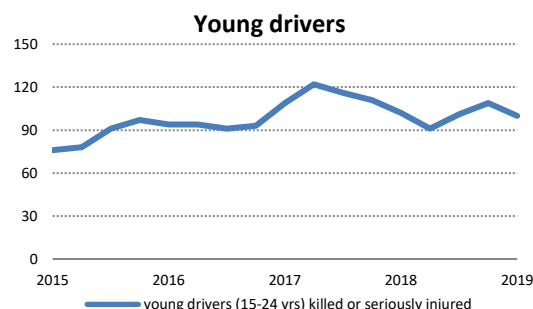
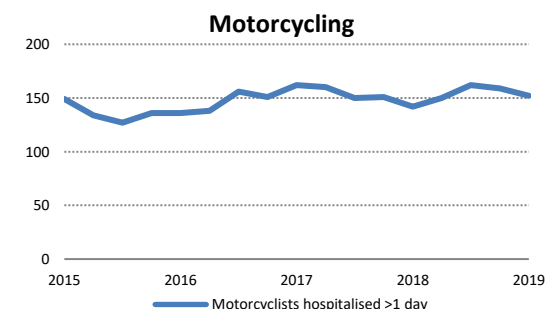
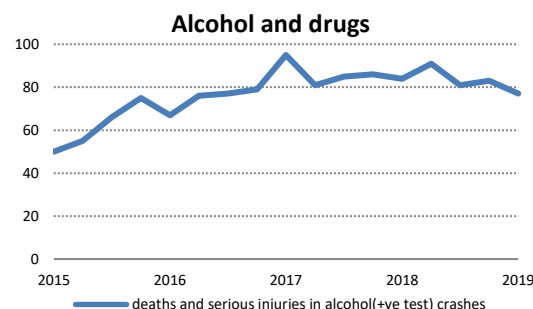
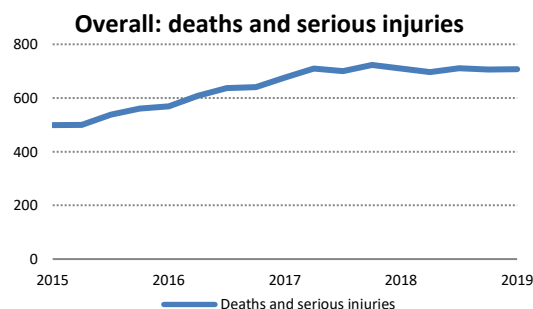
Road safety outcome measures for the four Transport Agency regional groupings are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome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





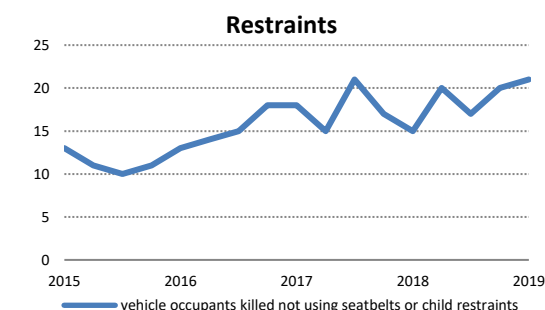
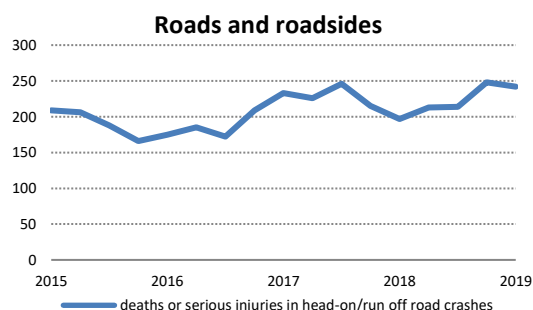
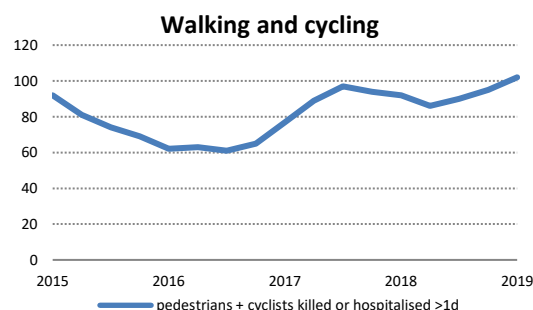
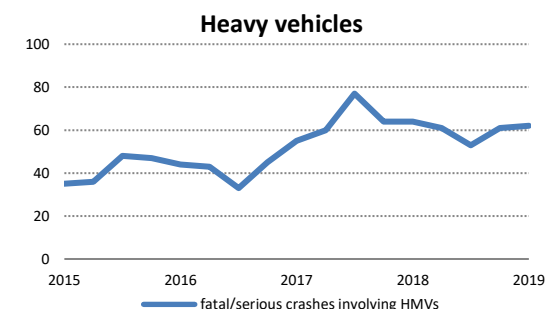
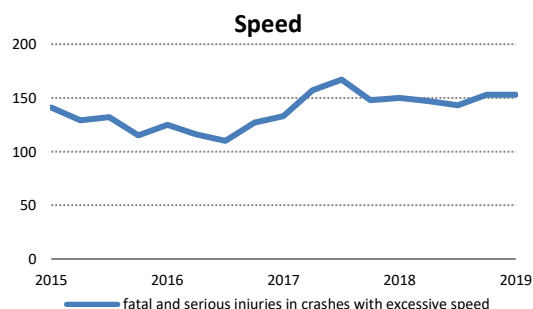
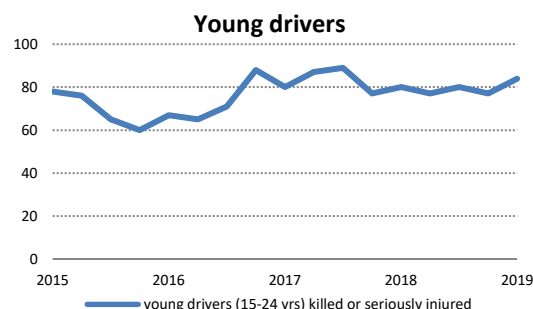
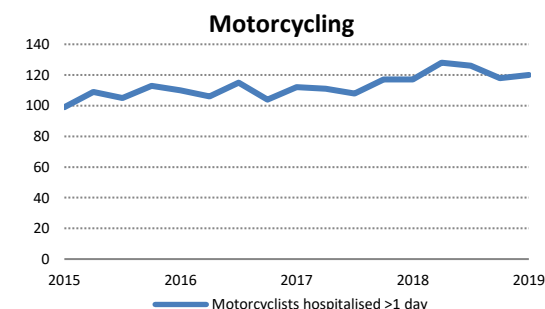
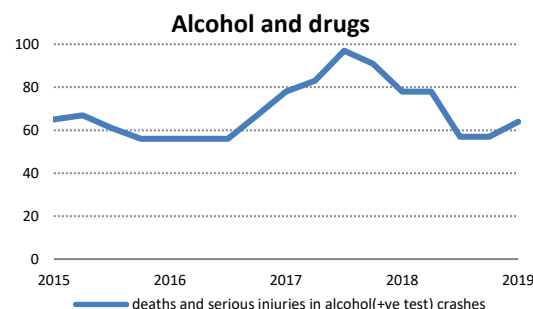
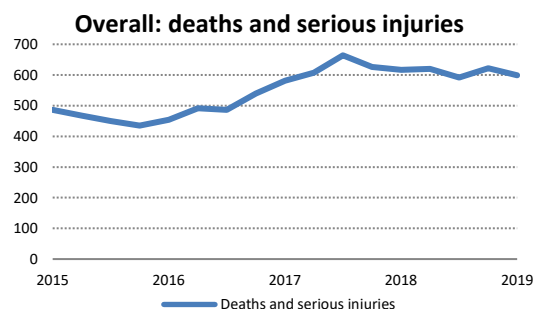
## REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

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.



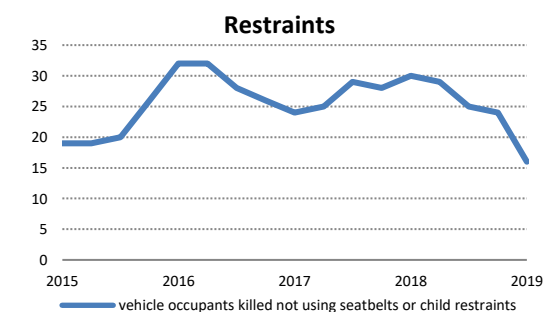
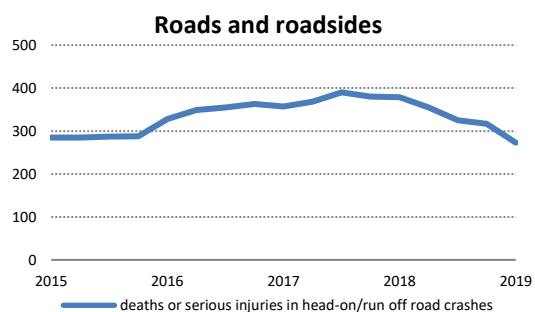
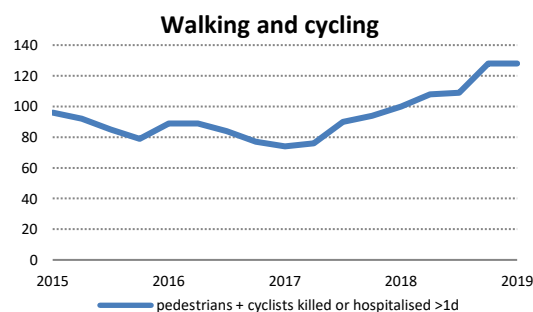
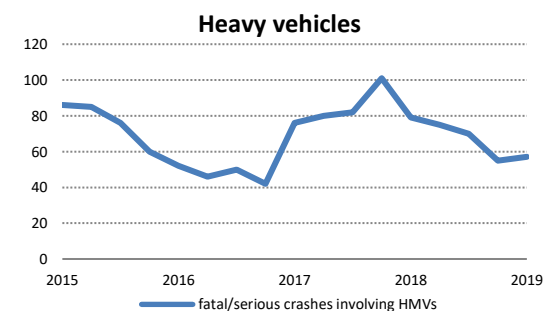
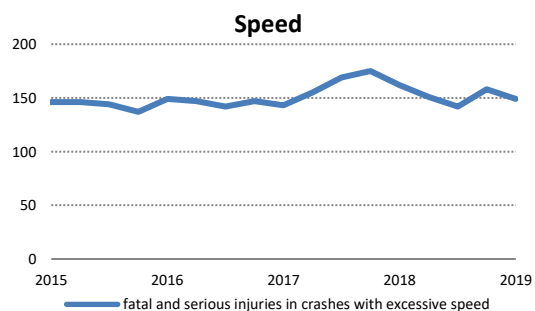
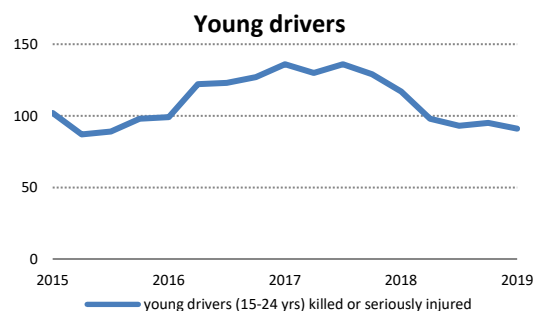
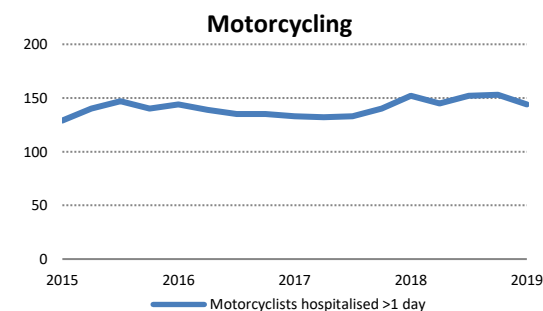
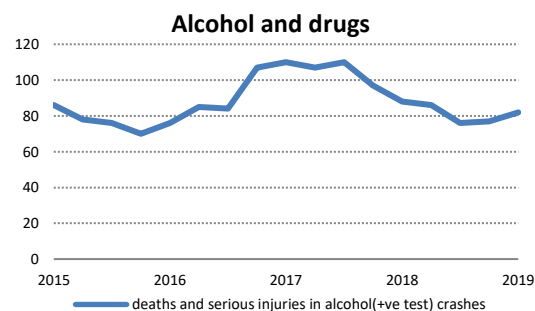
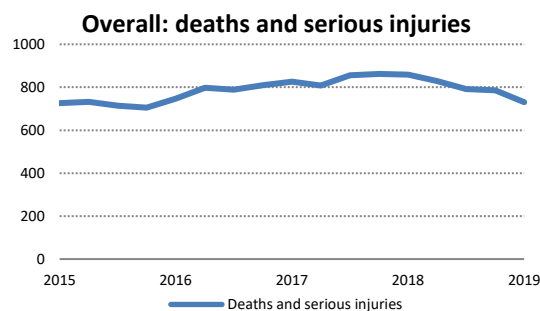
## REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

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)

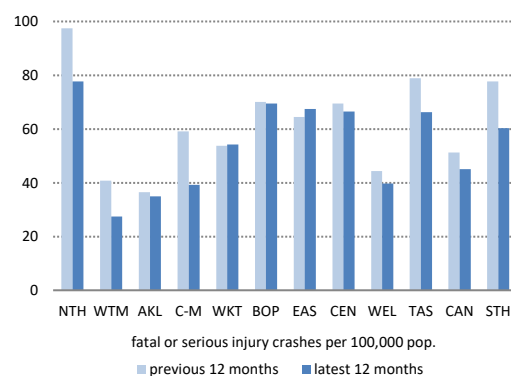
Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented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



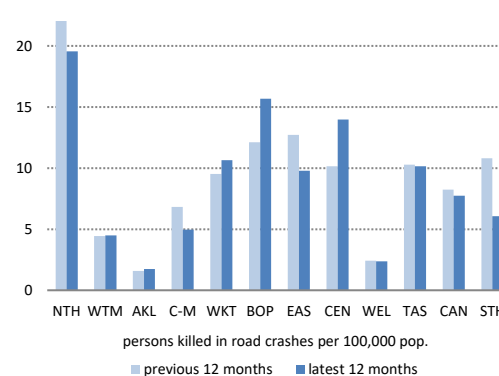
# COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

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.

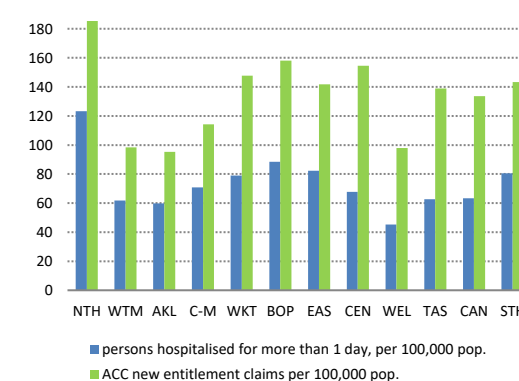
**Overall outcomes: crashes**



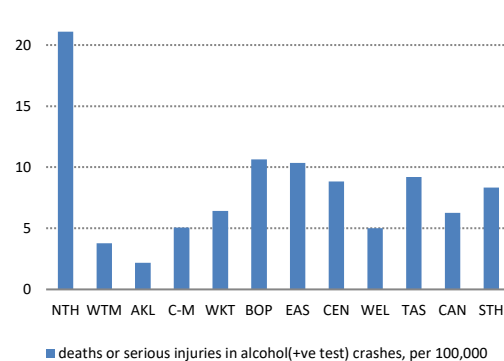
**Overall outcomes: fatalities**



**Overall outcomes: injuries**

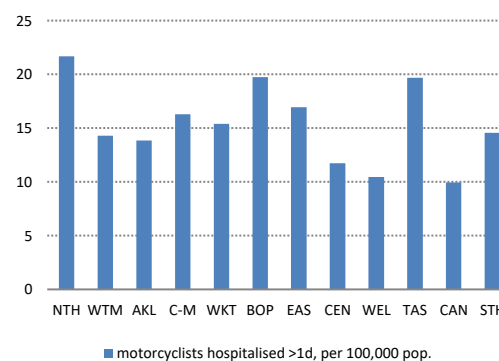


**Alcohol and drugs\***

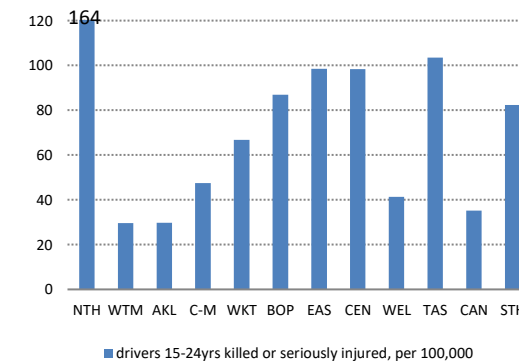


\*alcohol DSI rates only, not including drugs

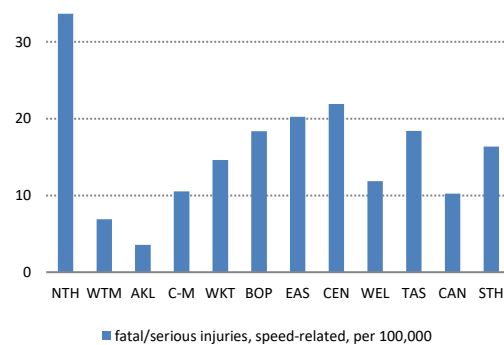
**Motorcycling**



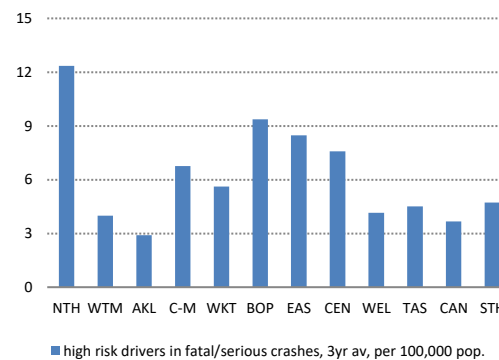
**Young drivers**



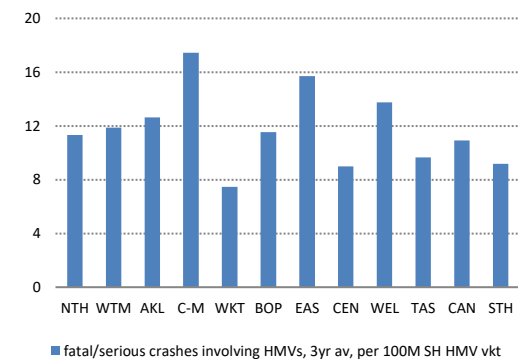
### Speed



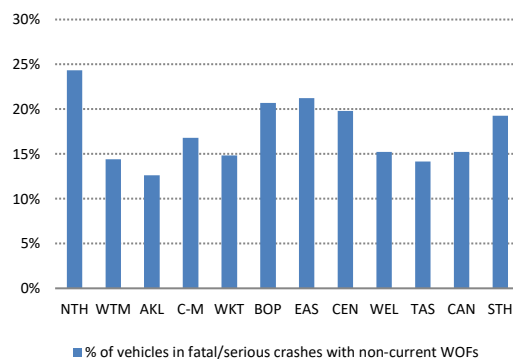
### High risk drivers



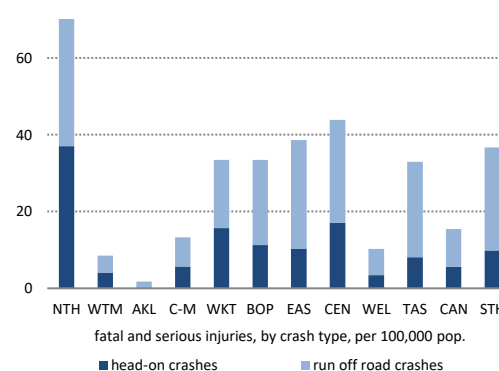
### Heavy vehicles



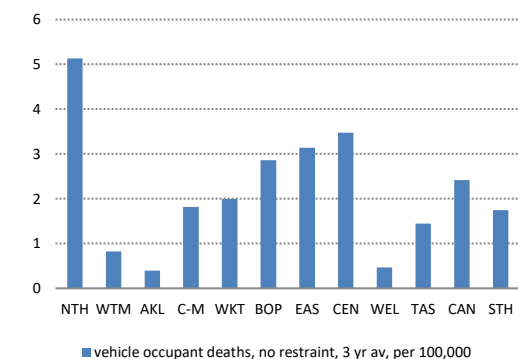
### Light vehicles



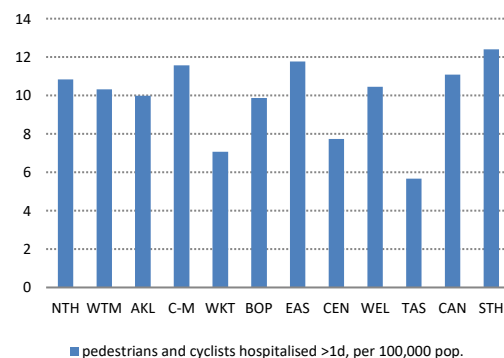
### Roads and roadsides



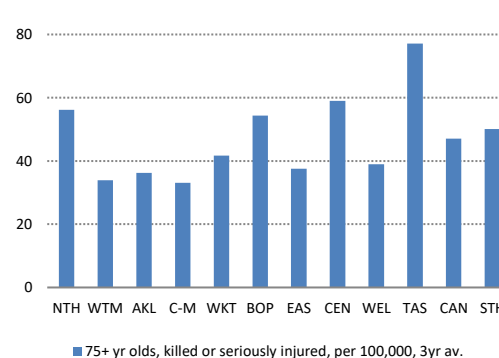
### Restraints



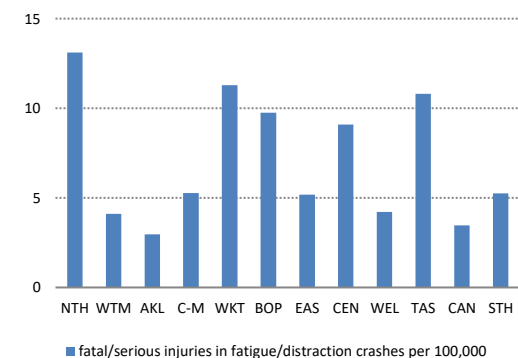
### Walking and cycling



### Older road users



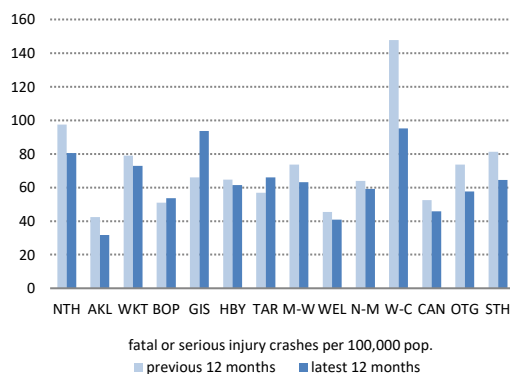
### Fatigue and distraction



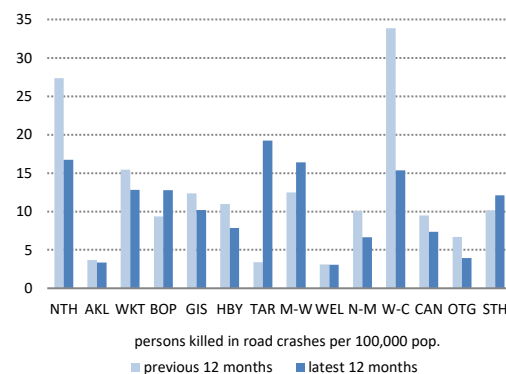
## COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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.

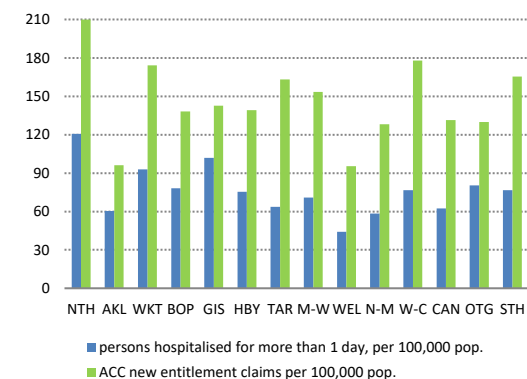
**Overall outcomes: crashes**



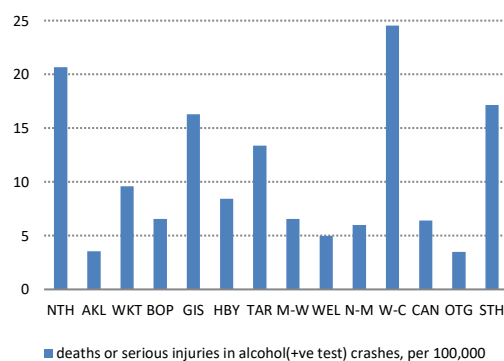
**Overall outcomes: fatalities**



**Overall outcomes: injuries**

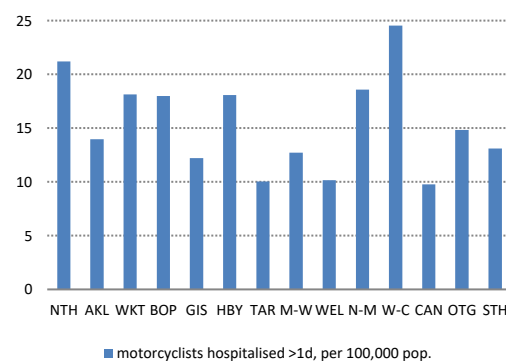


**Alcohol and drugs\***

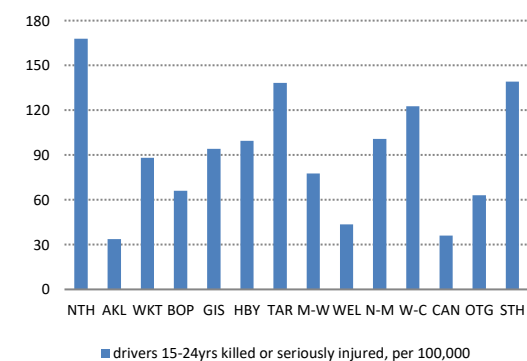


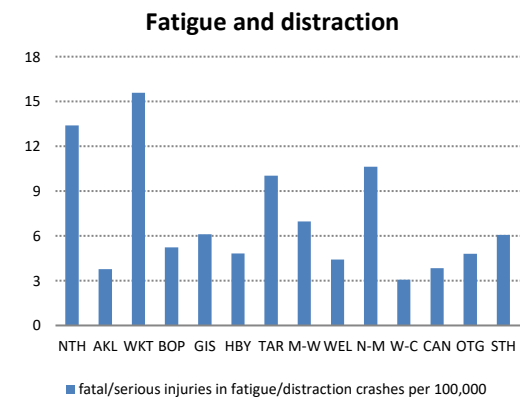
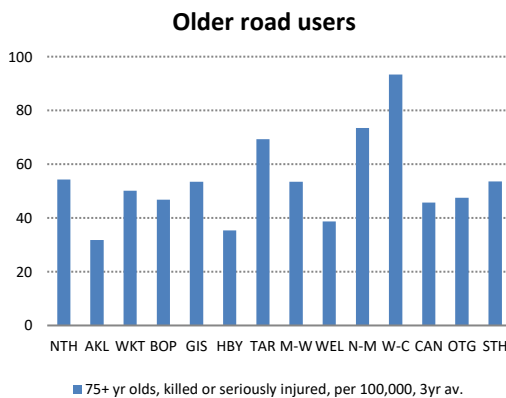
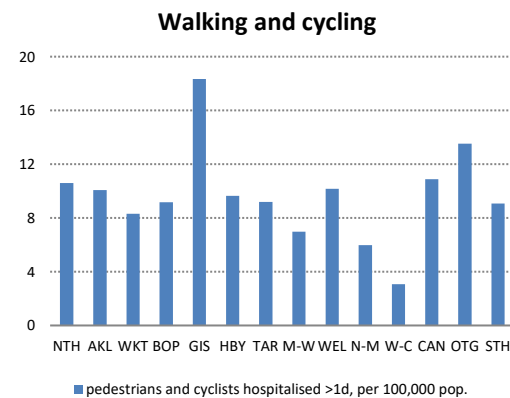
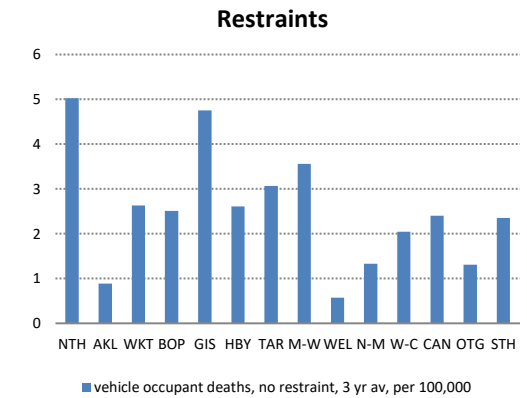
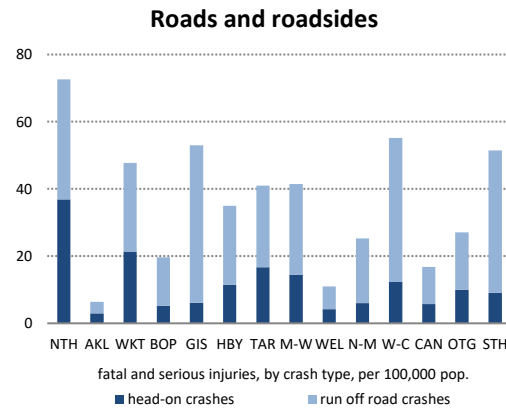
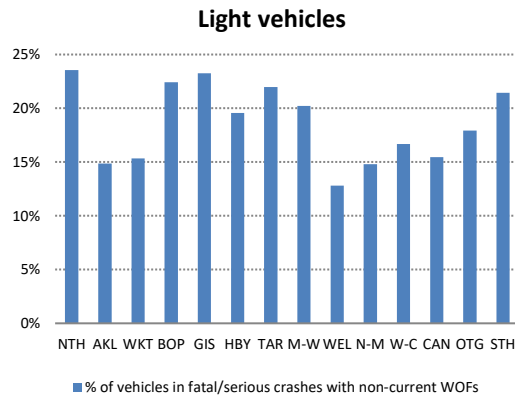
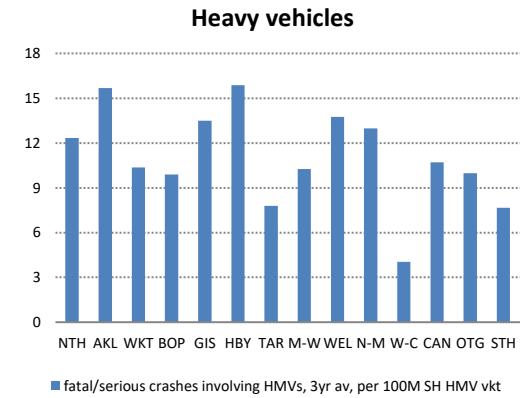
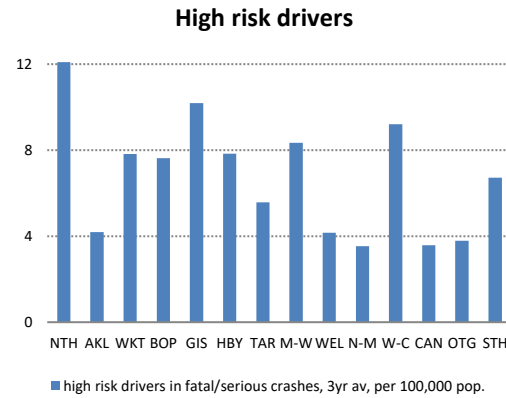
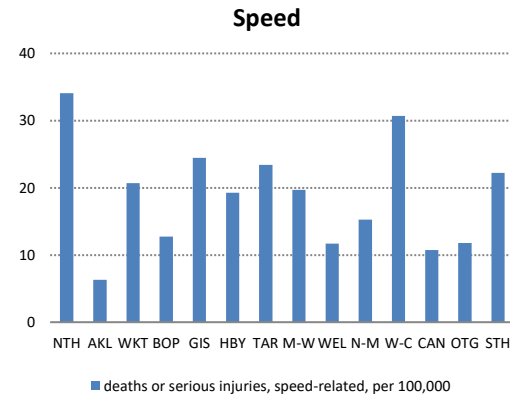
\*alcohol DSI rates only not including drugs

**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.	78	27	36	35	32	65	65	67	68	39	66	45	60	49
	persons killed in road crashes, per 100,000 popn.	17	4	2	4	4	9	16	8	17	3	8	8	6	7.6
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	123	62	60	71	64	79	88	82	68	45	63	63	81	69
	ACC new entitlement claims, per 100000 popn.	214	98	95	114	102	148	158	142	154	98	139	134	143	131
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	21	4	2	5	4	6	11	10	9	5	9	6	8	7
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	164	30	30	47	35	67	87	98	98	41	103	35	82	57
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	34	7	4	11	7	15	18	20	22	12	18	10	16	13
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	12	4	3	7	5	6	9	8	8	4	5	4	5	6
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	37	4	0	6	3	16	11	10	17	3	8	6	10	9
	deaths + serious injuries, run off road crashes, per 100,000 popn.	34	4	2	8	5	18	22	28	27	7	25	10	27	14
	deaths + serious injuries, intersection crashes, per 100,000 popn.	10	10	12	18	13	21	15	14	20	12	14	25	25	17
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	10	7	12	10	10	10	9	10	8	13	15	9	14	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	22	14	14	16	15	15	20	17	12	10	20	10	15	14
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	24%	14%	13%	17%	15%	15%	21%	21%	20%	15%	14%	15%	19%	17%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	13	4	3	5	4	11	10	5	9	4	11	3	5	6
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	11	12	13	17	14	7	12	16	9	14	10	11	9	11
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	11	10	10	12	11	7	10	12	8	10	6	11	12	10
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	56	34	36	33	34	42	54	38	59	39	77	47	50	46
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.1	0.8	0.4	1.8	1.0	2.0	2.9	3.1	3.5	0.5	1.4	2.4	1.7	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.	80	32	73	54	94	61	66	63	41	59	95	46	58	65
	persons killed in road crashes, per 100,000 popn.	17	3	13	13	10	8	19	16	3	7	15	7	4	12
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	121	60	93	78	102	75	64	71	44	58	77	62	80	77
	ACC new entitlement claims, per 100,000 popn.	210	96	174	138	143	139	163	153	95	128	178	131	130	165
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	21	4	10	7	16	8	13	7	5	6	25	6	3	17
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	168	34	88	66	94	99	138	78	44	101	123	36	63	139
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	34	6	21	13	24	19	23	20	12	15	31	11	12	22
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	12	4	8	8	10	8	6	8	4	4	9	4	4	7
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	37	3	21	5	6	11	17	14	4	6	12	6	10	9
	deaths + serious injuries, run off road crashes, per 100,000 popn.	36	3	26	14	47	24	24	27	7	19	43	11	17	42
	deaths + serious injuries, intersection crashes, per 100,000 popn.	9	12	26	11	16	13	18	20	13	15	12	24	24	26
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	9	9	11	8	18	8	10	7	13	16	9	9	15	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	21	14	18	18	12	18	10	13	10	19	25	10	15	13
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	24%	15%	15%	22%	23%	20%	22%	20%	13%	15%	17%	15%	18%	21%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	13	4	16	5	6	5	10	7	4	11	3	4	5	6
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	12	16	10	10	13	16	8	10	14	13	4	11	10	8
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	11	10	8	9	18	10	9	7	10	6	3	11	14	9
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	54	32	50	47	53	35	69	54	39	74	93	46	48	54
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.0	0.9	2.6	2.5	4.8	2.6	3.1	3.6	0.6	1.3	2.0	2.4	1.3	2.4

\*alcohol DSI rates only, not including drug