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# ROAD SAFETY OUTCOMES

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

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1 July to 30 September 2017

**Q1** 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 September 2017 in some cases but usually to June 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.

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Cover picture: **Safe Use.** There are usually multiple contributing factors in a road crash. Many of these relate to mistakes made by one or more of the drivers, which can include accidental or deliberate impairment due to alcohol, drugs and/or fatigue, distraction from cellphones or passengers, travelling too fast for the conditions, inexperience, etc. In a Safe System, we accept that mistakes such as these are inevitable, but that other parts of the system need to act to prevent death and serious injury. This image illustrates the consequences of a driver mistake when roadside features failed to prevent the vehicle leaving the road, when vehicle features may have failed to protect the occupants after crashing, and when lack of a seatbelt would have resulted in severe injury or death.

## Key results for the quarter

- 369 people were killed in road crashes in the 12 months to September, at a rate of **7.7 deaths per 100,000** population, or 8.1 per billion vehicle-kms travelled
- the percentage of new light vehicles sold with **5-star ratings** has dipped slightly in the past six months, down to 90% from its previous level of 95%
- **motorcycle fatalities** remain steady at 40– 50 per year but serious injuries continue to increase, to around 480 in the past 12 months, from 350 in 2012
- Northland region has unusually high injury rates for alcohol-related crashes, motorcycling crashes, young drivers, high risk drivers and unrestrained fatalities.

## Casualty types within the road toll

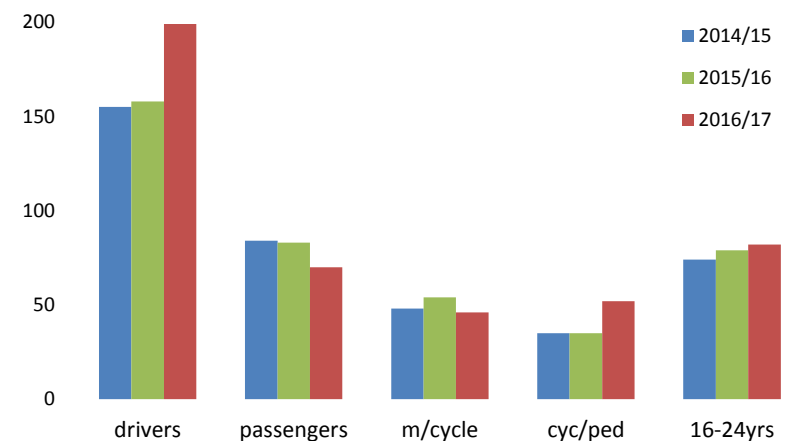
Although road fatalities are not necessarily representative of the wider injury picture, the total is often the high profile indicator of our road safety progress. It can be useful to have some perspective of the key groups of interest within the overall fatality total.

The chart shows road fatality numbers over the same 12 month period in each of 2014/15, 2015/16 and 2016/17. In the most recent of these periods in particular there has been a significant increase in driver fatalities, and in vulnerable road user (cyclist and pedestrian) fatalities. Not shown here, but quite relevant, is the percentage (70%) of vehicle occupants killed while not wearing seatbelts who were drivers.

During this period, as a percentage of the 2014/15, 2015/16 and 2016/17 totals:

- vehicle drivers accounted for 48%, 47% and 54% respectively of annual fatalities
- cyclists and pedestrians accounted for 11%, 11% and 14% of fatalities respectively
- young people aged 16-24 years accounted for 23%, 24% and 22% respectively
- motorcyclists, around 1-2% of road users, accounted for 15%, 16% and 12% respectively of all fatalities.

Comparison of road fatality sub-totals in 12 month period from October to September 2014/15-2016/17



## More information ...

Published 3 November 2017

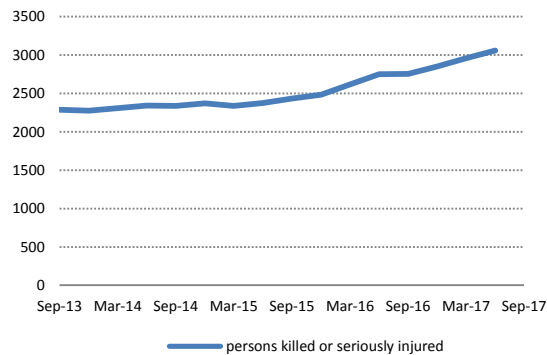
NZ Transport Agency  
Private Bag 6995  
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This document and its time series data are available on the NZ Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

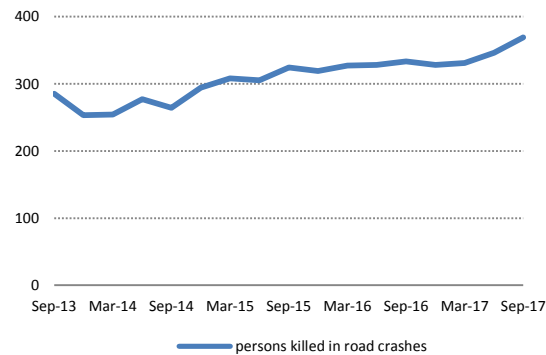
## ROAD SAFETY OUTCOME TRENDS 2013-2017 (12 month rolling figures)

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.

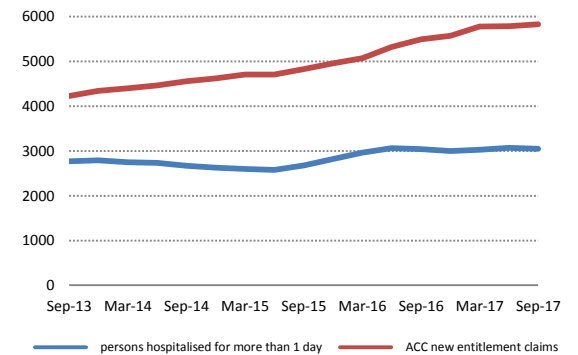
**Overall outcomes: DSIs**



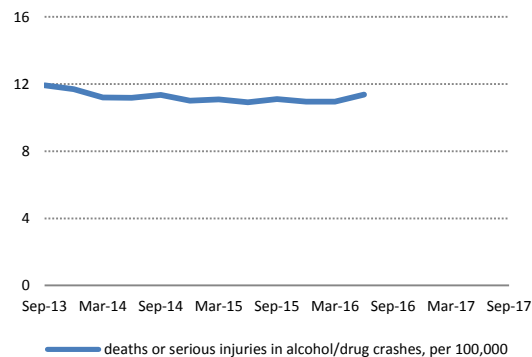
**Overall outcomes: fatalities**



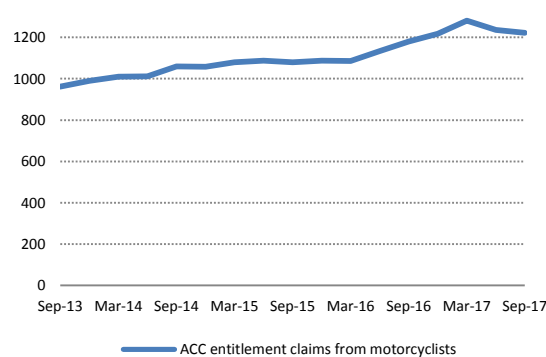
**Overall outcomes: injuries**



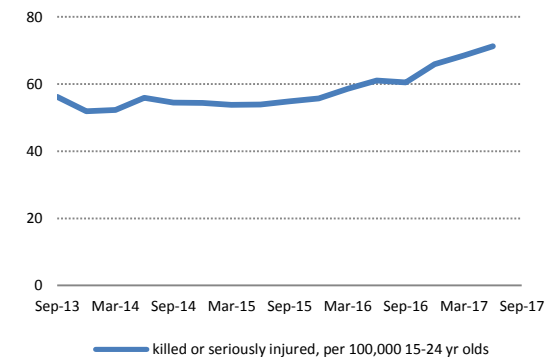
**Alcohol and drugs**



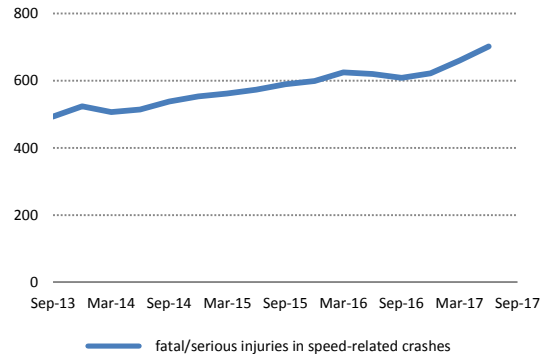
**Motorcycling**



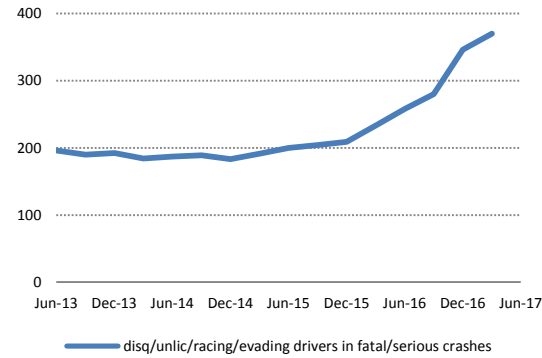
**Young drivers**



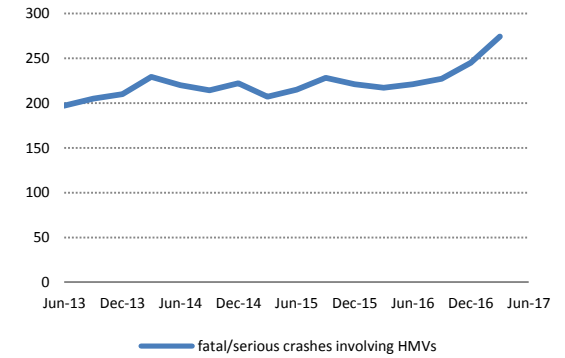
### Speed



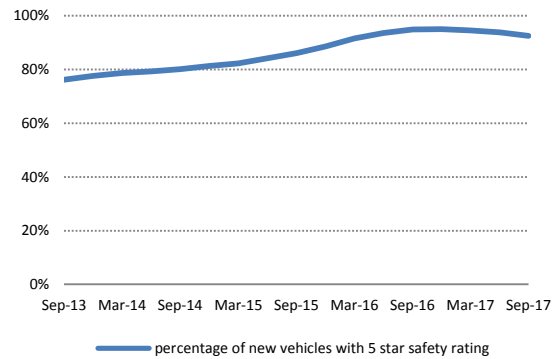
### High risk drivers



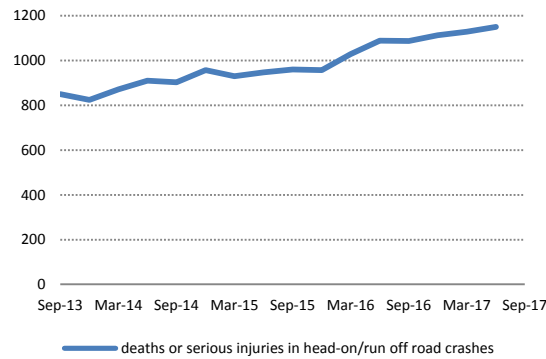
### Heavy vehicles



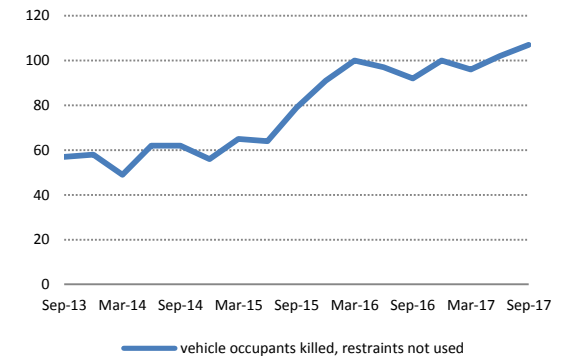
### New cars and light commercials



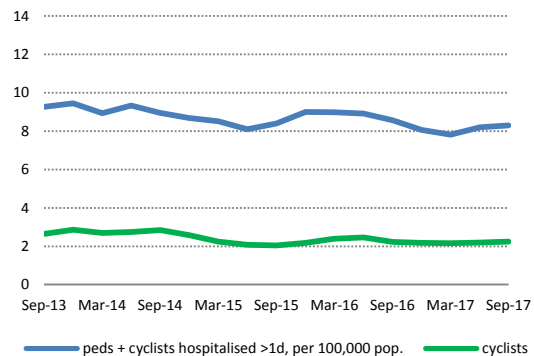
### Roads and roadsides



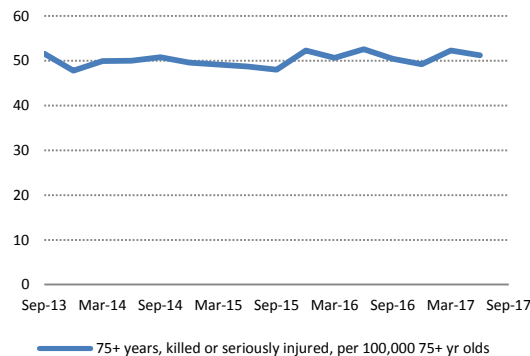
### Restraints



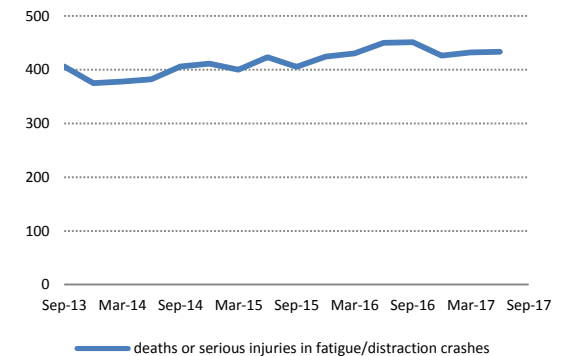
### Walking and cycling



### 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>	811	3056	Jun 2017	2411	2273	2369	2483	2847
fatal or serious injury crashes	696	2583	Jun 2017	2026	1922	2003	2124	2385
persons killed in road crashes	95	369	Sep 2017	308	253	294	319	328
persons killed in road crashes, per 100,000 population, per year	8.0	7.7	Sep 2017	7.0	5.7	6.5	6.9	6.9
persons killed in road crashes, per billion vehicle km travelled	8.3	8.1	Sep 2017	7.4	6.0	6.9	7.5	7.6
persons killed or seriously injured, per 100,000 population, per year	6.8	64	Jun 2017	54	51	52	53	60
persons hospitalised for more than 1 day (>1d), non-fatal	768	3068	Jun 2017	2647	2788	2626	2822	2994
ACC new entitlement claims	1482	5830	Sep 2017	4202	4339	4618	4953	5567
<b>Alcohol and drugs</b>								
<b>fatal or serious injuries in alcohol/drug crashes, per 100,000 population, per year</b>	11.4	11.4	Jun 2016	12.7	11.7	11.0	10.9	
drivers killed with excess alcohol	18	52	Dec 2016	49	38	28	48	52
% 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>	74	71	Jun 2017	61	52	54	56	66
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	84	50	Jun 2017	48	46	46	45	45
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	5.3	7.4	Jun 2017	5.9	6.0	4.6	8.1	6.7
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	3.0	3.1	Mar 2017	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	81	299	Jun 2017	217	219	245	289	258
fatal and serious crashes involving 15-19 year old drivers	80	341	Jun 2017	254	215	233	278	334
<b>Speed</b>								
<b>deaths or serious injuries in speed-related crashes</b>	183	702	Jun 2017	500	523	553	599	622
% 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	420	1648	Jun 2017	1369	1210	1331	1336	1594
fatal/serious speed-related crashes	148	563	Jun 2017	386	394	447	502	488
% 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>	267	1222	Sep 2017	897	990	1058	1087	1217
motorcycle and moped riders killed, per 100,000 population, per year	1.0	1.0	Sep 2017	1.0	0.8	0.9	1.1	1.1
% of motorcycles in crashes with non-current WoFs	18%	17%	Jun 2017	25%	28%	25%	25%	20%
motorcyclists hospitalised >1d, per 100,000 population, per year <sup>(1)</sup>	12.5	14.0	Jun 2017	11.9	12.7	12.4	13.2	13.9
<b>Roads and roadsides</b>								
<b>fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads</b>	295	1150	Mar 2017	945	824	956	957	1113
fatal or serious injuries in head-on (*not overtaking) crashes, 80-100 km/h roads	118	349	Mar 2017	300	240	322	323	313
fatal or serious injuries in run off road crashes, 80-100 km/h roads	177	801	Mar 2017	645	584	634	634	800
fatal or serious injuries in intersection crashes	247	848	Mar 2017	769	663	712	718	812
fatal or serious injuries in pedestrian/cyclist crashes	147	480	Mar 2017	436	460	434	449	469
fatal or serious injuries in all crashes on SH network	280	1126	Mar 2017	983	837	937	931	1045



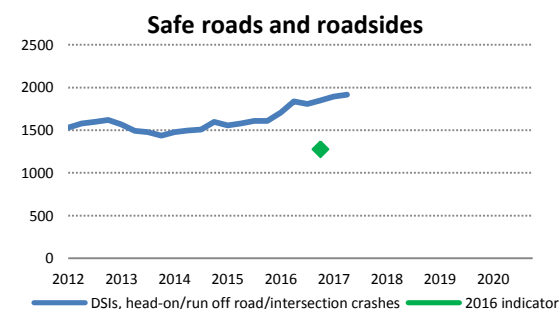
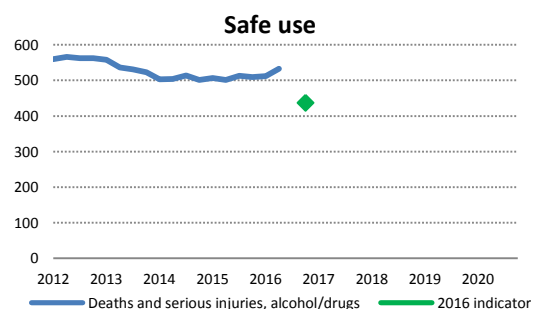
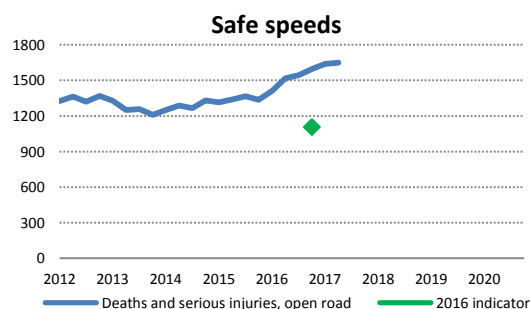
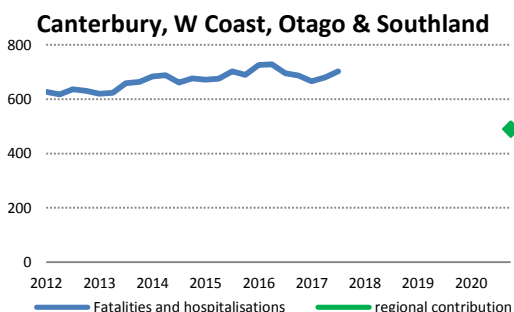
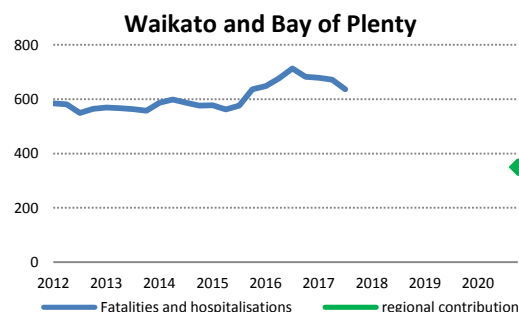
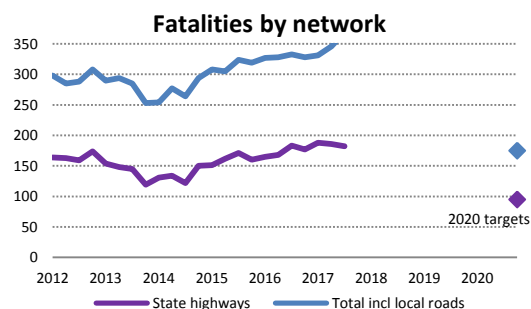
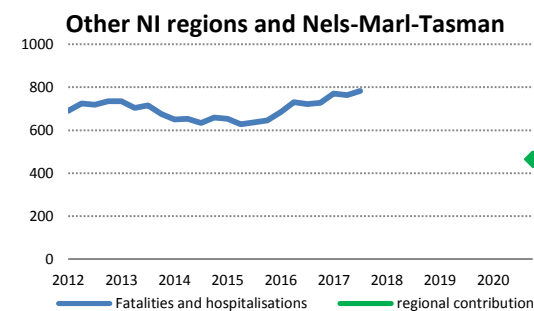
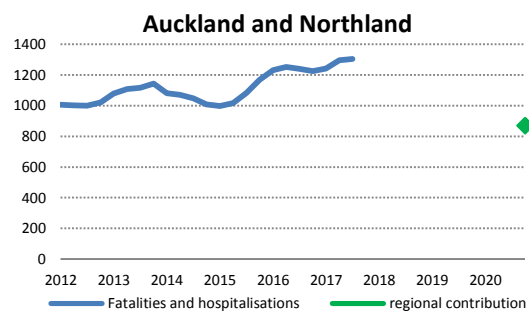
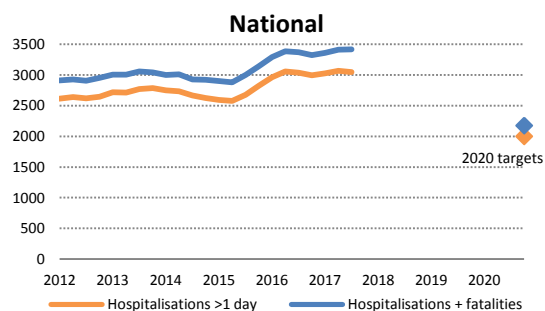
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2012	2013	2014	2015	2016
<b>High risk drivers</b>								
<b>high risk drivers<sup>(2)</sup> in fatal or serious injury crashes</b>	95	400	Jun 2017	219	192	183	209	353
disqualified drivers detected driving	1882	7989	Mar 2017	8440	8162	7860	7367	7922
notices issued for 3 <sup>rd</sup> or subsequent drunk/drugged driving offences	967	4222	Mar 2017	6197	5692	4974	4281	4239
disqualified or unlicensed drivers involved in fatal/serious crash	95	364	Jun 2017	184	169	167	184	329
<b>Light vehicles</b>								
<b>% of new vehicles with 5-star safety rating</b>	90%	92%	Sep 2017	71%	78%	81%	89%	95%
% of vehicles in fatal/serious crashes with non-current WOFs <sup>(1)</sup>	19%	18%	Jun 2017	12%	12%	9%	11%	14%
% of fatal/serious injuries in crashes with contributing vehicle faults	5.7%	4.5%	Jun 2017	3.7%	2.6%	3.2%	2.9%	5.1%
average (median) age of light vehicle fleet (years)	-	14.1	2016	14.0	14.1	14.1	14.1	14.1
<b>Fatigue and distraction</b>								
<b>fatal or serious injuries in fatigue/distraction crashes</b>	119	433	Jun 2017	418	375	411	424	426
fatal/serious injuries in crashes with contributing driver fatigue	40	190	Jun 2017	192	187	196	214	204
fatal/serious injuries in crashes with contributing driver distraction	82	258	Jun 2017	236	198	225	220	241
<b>Heavy vehicles</b>								
<b>fatal/serious crashes involving HMVs</b>	81	301	Jun 2017	216	210	222	221	246
fatal/serious injuries in HMV crashes	98	396	Jun 2017	255	233	277	259	319
% of fatal/serious HMV crashes where HMV was primary contributor	54%	48%	Jun 2017	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>	8.2	8.3	Sep 2017	9.3	9.5	8.7	9.0	8.1
pedestrians hospitalised >1 day, per 100,000 population, per year	6.6	6.1	Sep 2017	6.8	6.6	6.1	6.8	5.9
pedestrians and cyclists killed, per 100,000 population, per year	1.2	1.1	Sep 2017	0.9	0.8	1.2	0.7	0.7
fatal or serious injuries to school age (5-17) cyclists and pedestrians	23	67	Jun 2017	77	87	78	67	65
cyclists killed or hospitalised >1 day	27	124	Sep 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>	50	51	Jun 2017	60	48	50	52	49
persons 75+ years killed in road crashes	11	33	Sep 2017	41	34	36	30	27
persons 75+ years hospitalised >1d	74	354	Sep 2017	373	369	317	335	377
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	80	78	Sep 2017	71	77	75	80	80
<b>Restraints</b>								
<b>vehicle occupant deaths where restraints not worn</b>	26	107	Sep 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%	2016	92%	-	93%	-	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	30	153	Jun 2017	120	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.

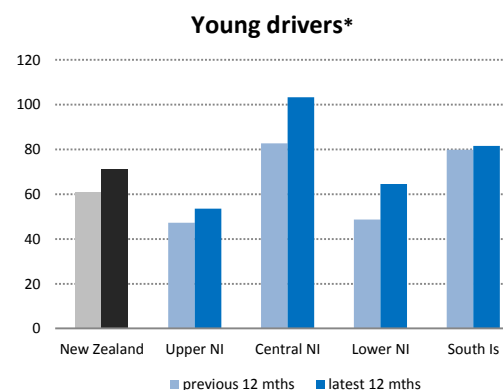
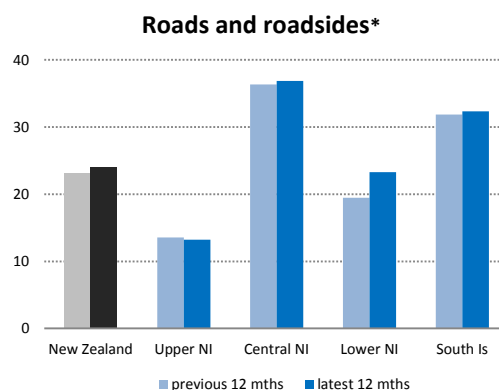
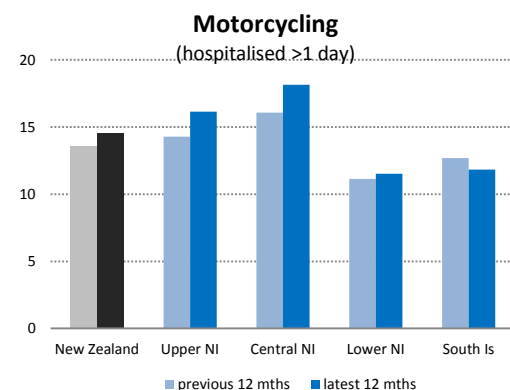
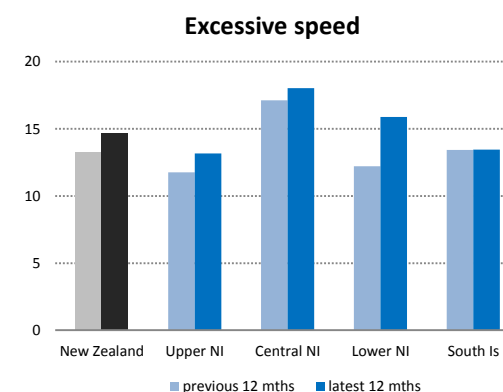
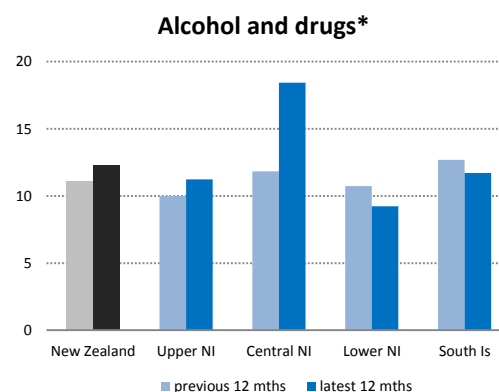
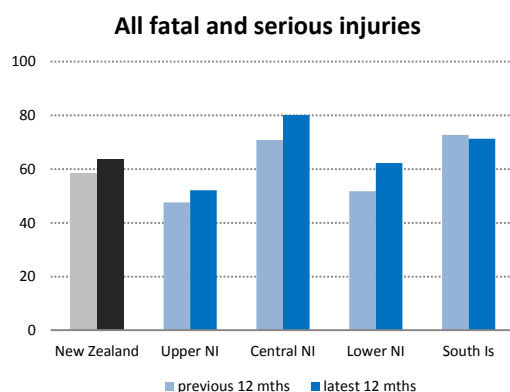




## HIGH PRIORITIES: NZTA RELATIONSHIP ZONES, 2015/16 – 2016/17

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 June 2017) and the preceding 12 months, allow comparisons across years, zones and priority concerns.

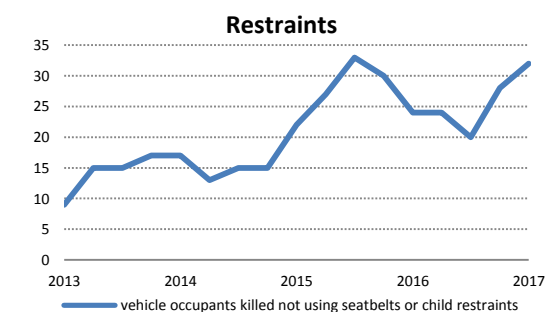
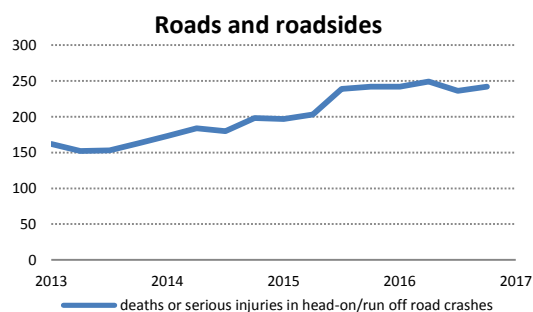
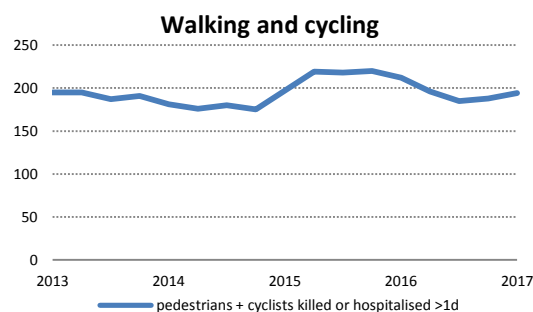
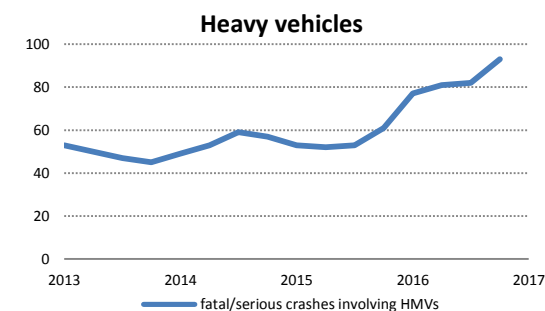
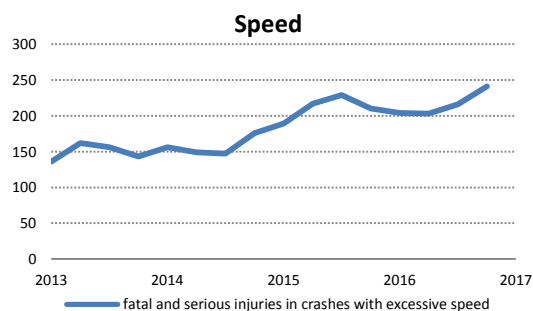
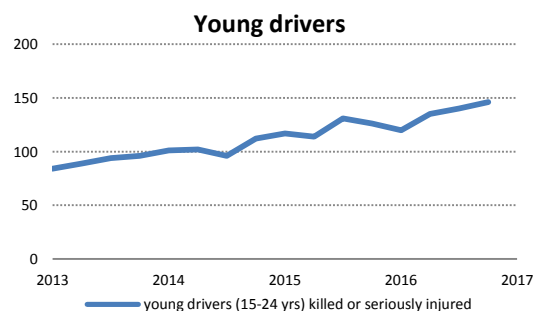
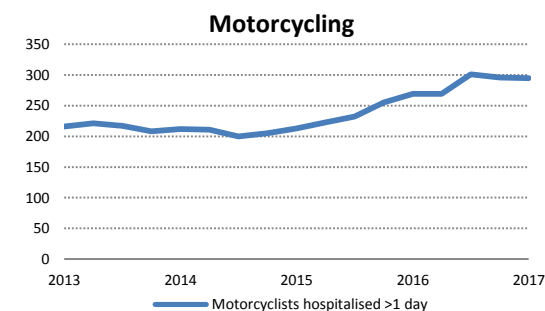
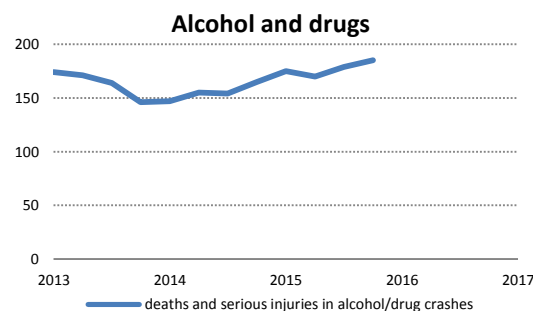
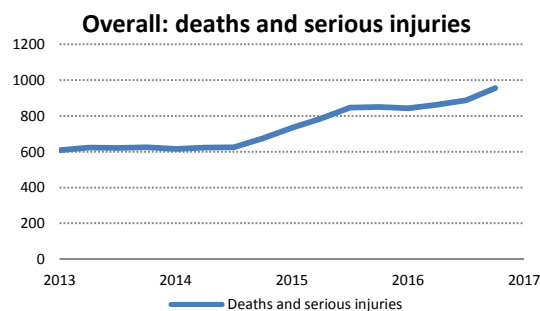
### Fatal and serious injuries in crashes, per 100,000 population



\* 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 June 2016. The North Island relationship zones comprise Upper NI (Northland and Auckland), Central NI (Waikato, Bay of Plenty and Taranaki) and Lower NI.

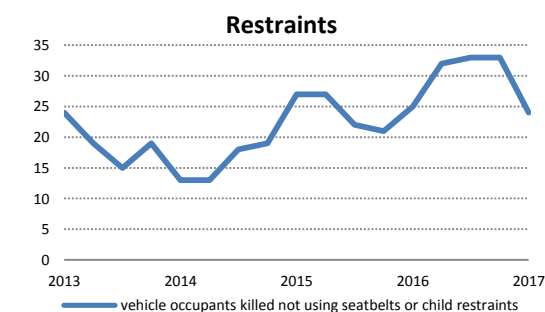
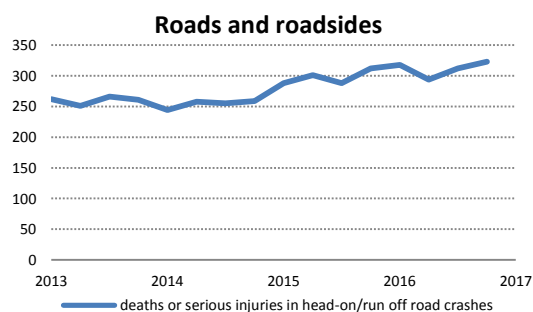
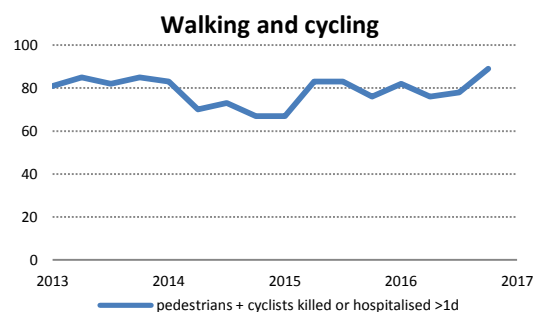
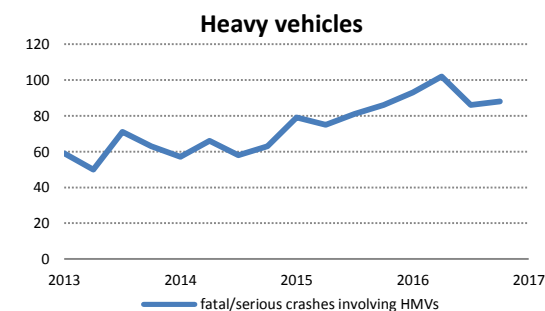
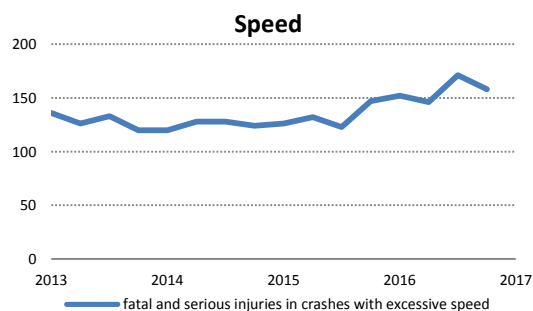
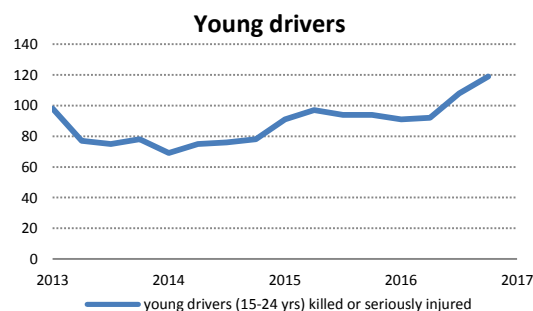
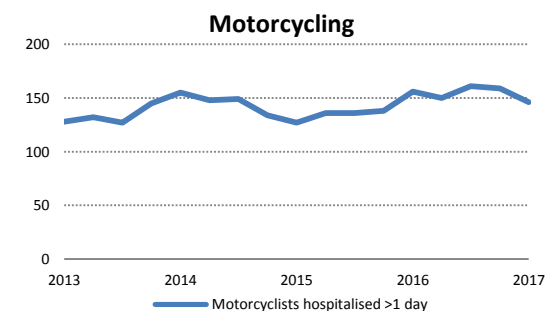
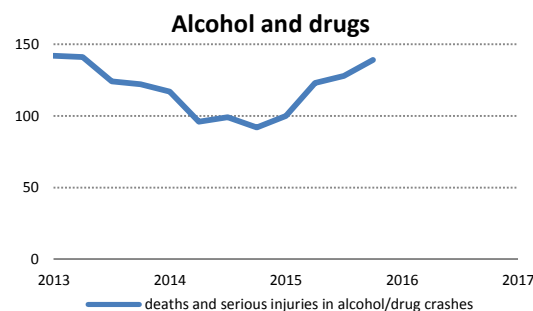
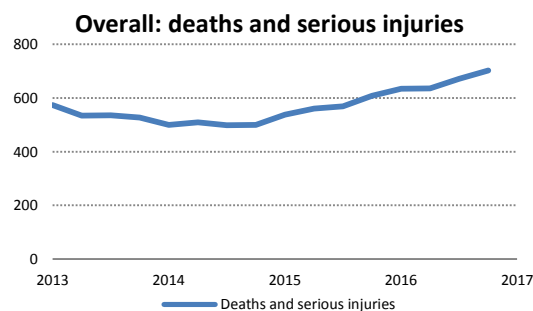
## REGIONAL OUTCOME TRENDS, UPPER NORTH ISLAND (12 month rolling figures)

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.



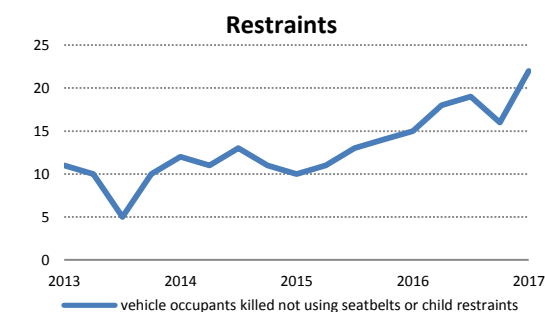
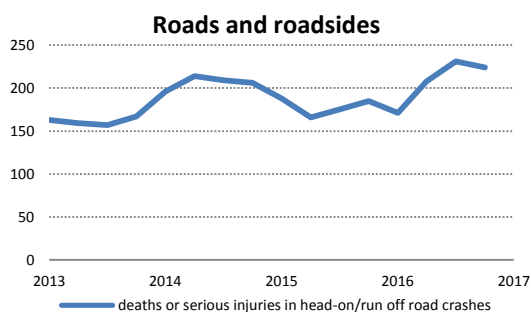
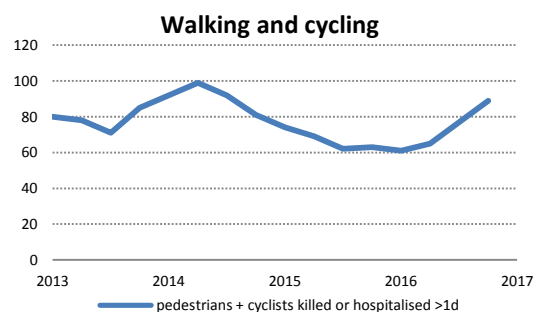
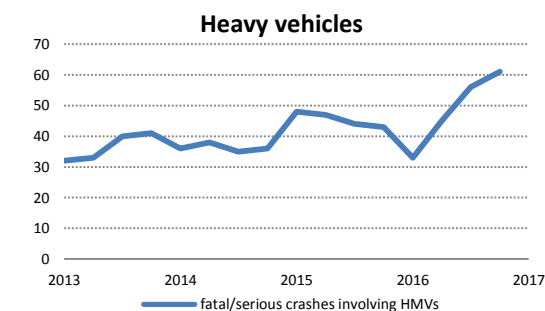
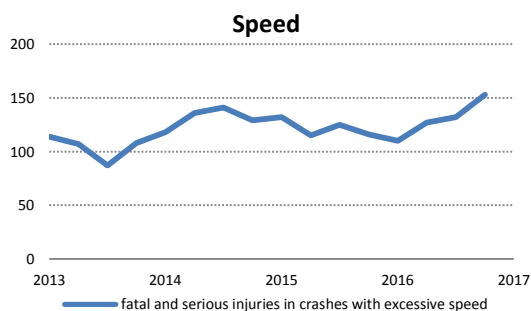
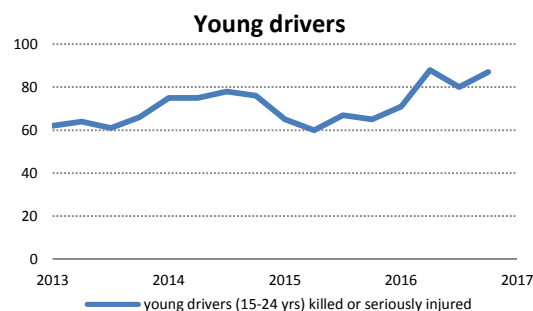
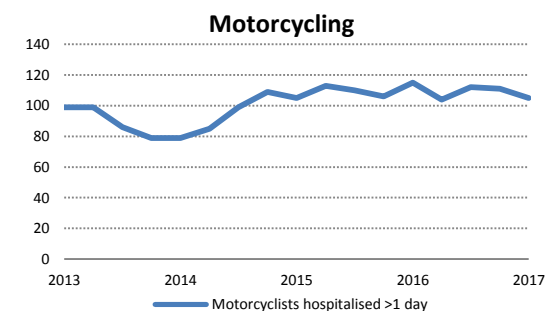
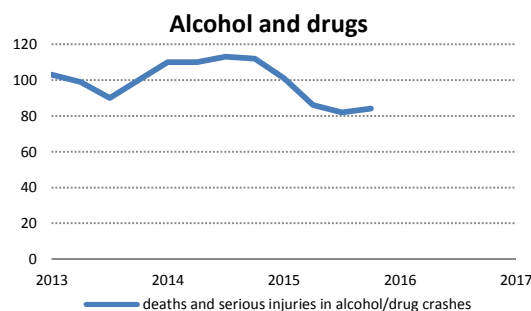
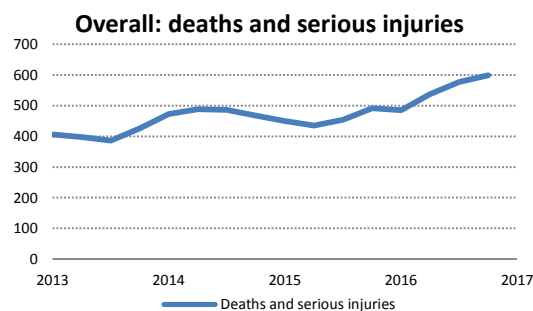
## REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

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.



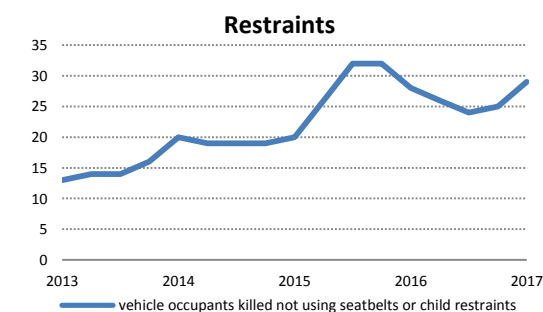
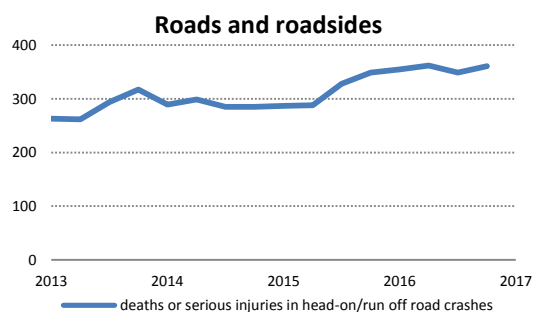
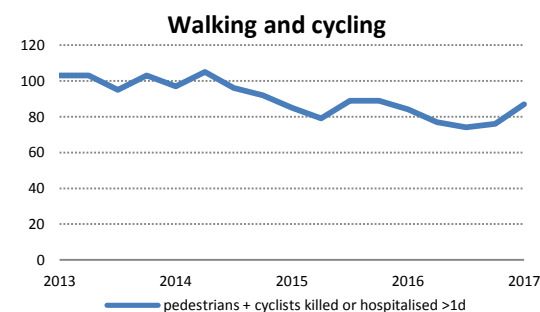
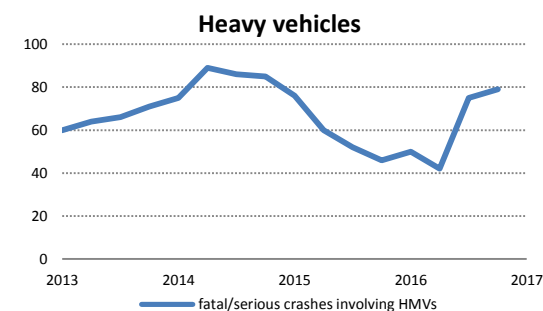
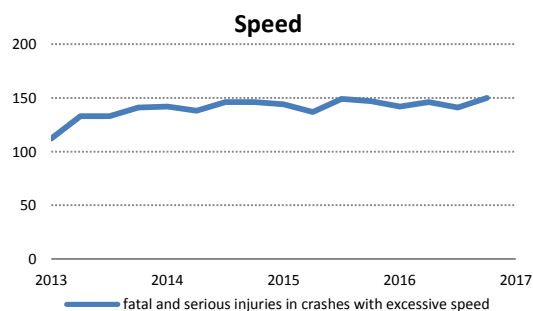
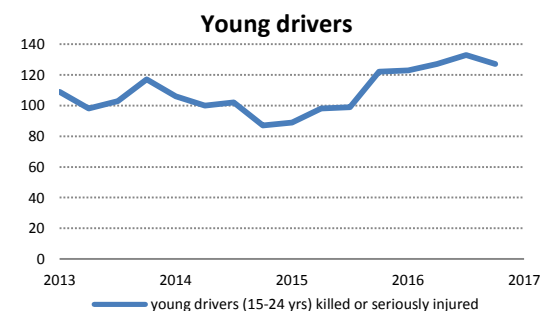
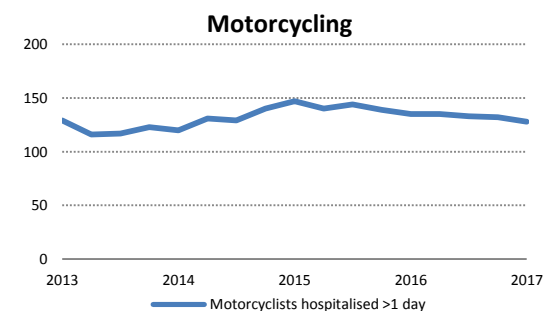
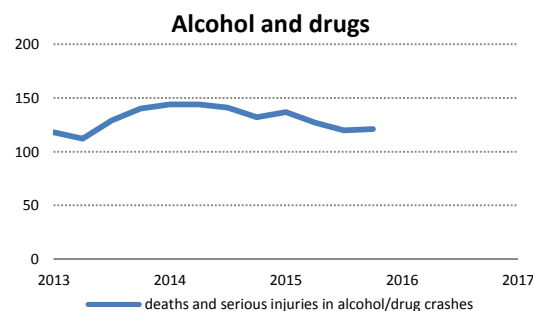
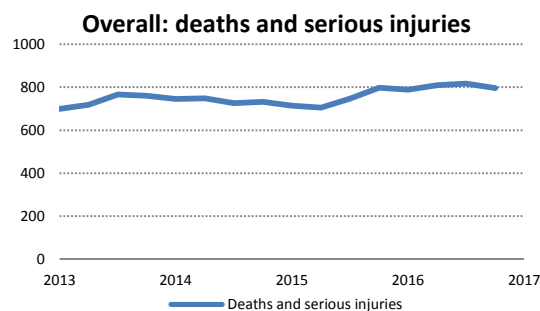
## REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

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)

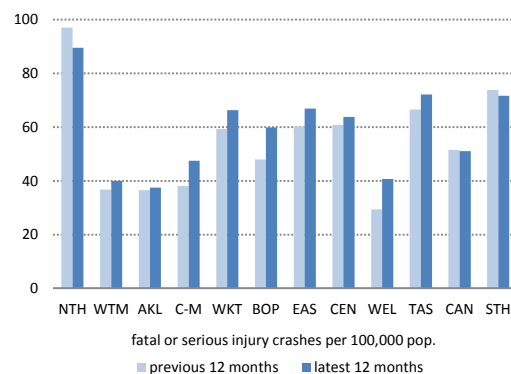
Road safety outcome measures for the four Transport Agency regions are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented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



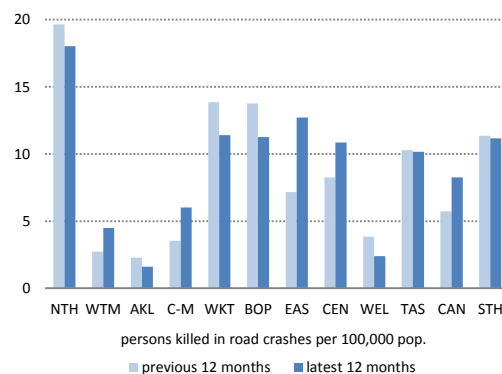
## COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. 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.

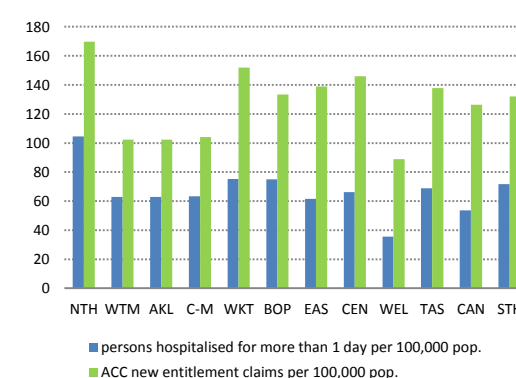
**Overall outcomes: crashes**



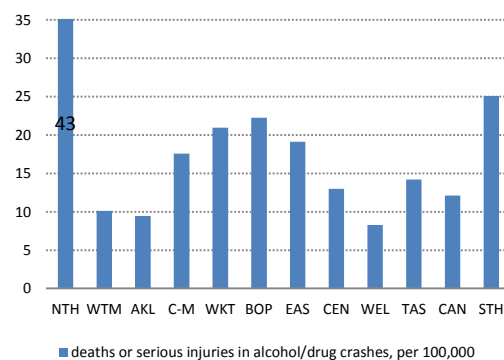
**Overall outcomes: fatalities**



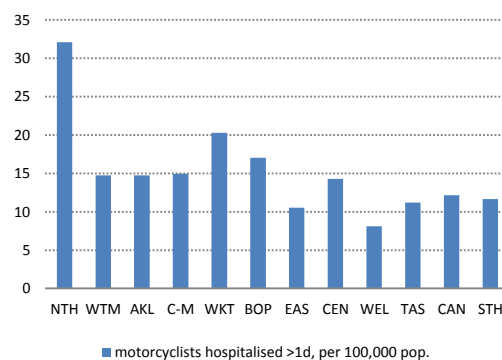
**Overall outcomes: injuries**



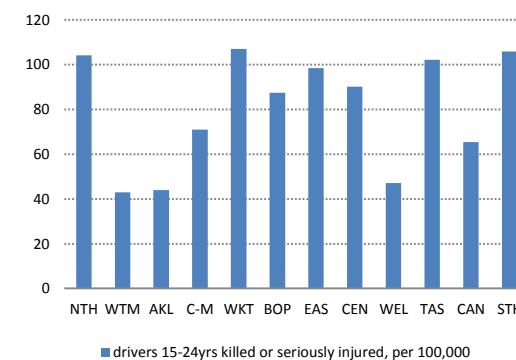
**Alcohol and drugs**

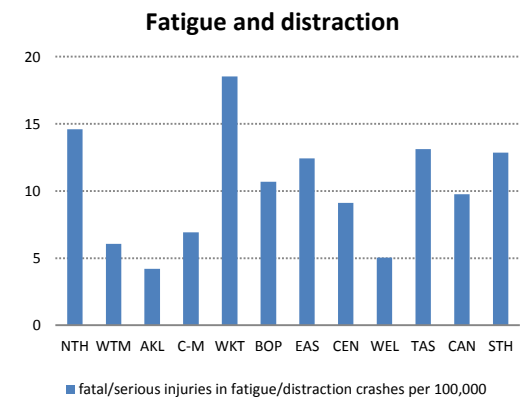
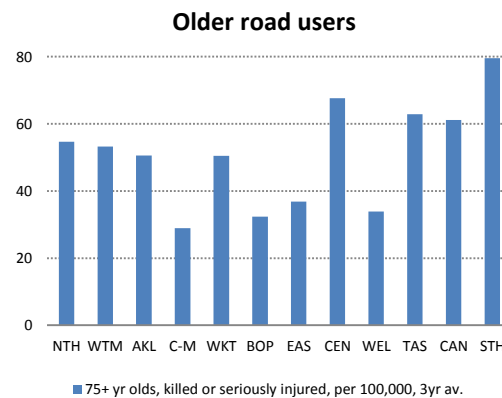
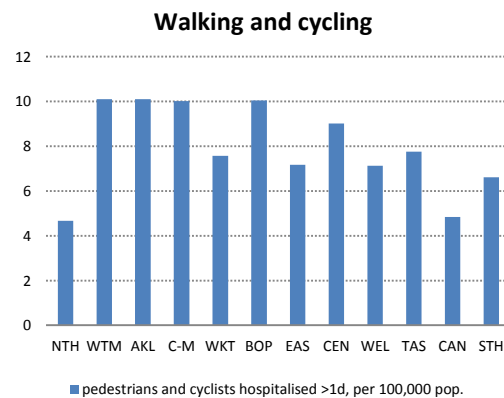
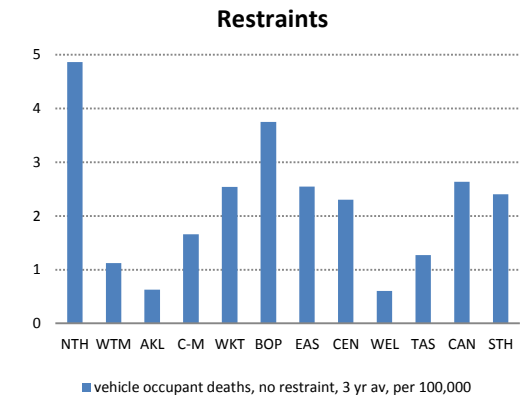
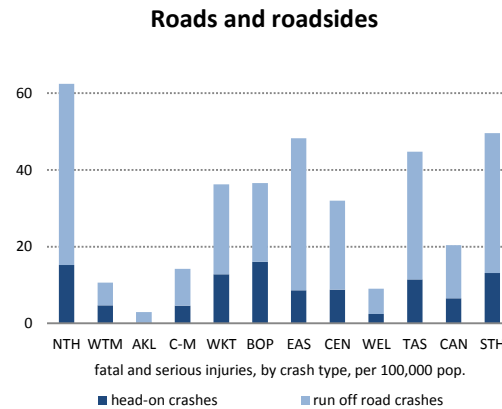
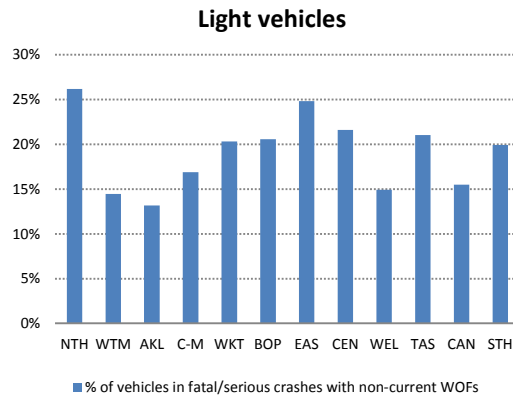
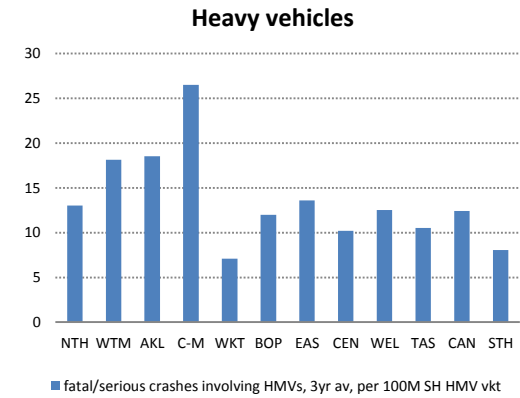
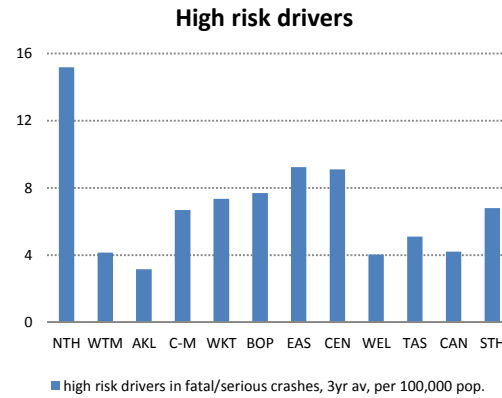
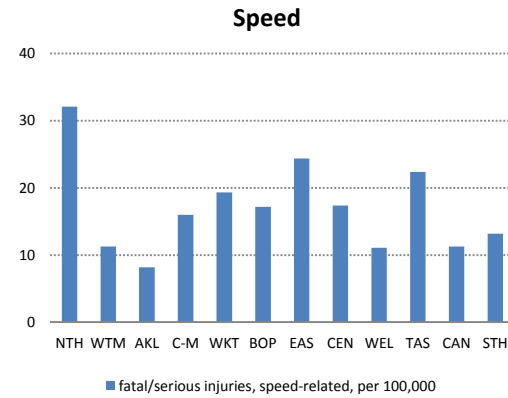


**Motorcycling**



**Young drivers**



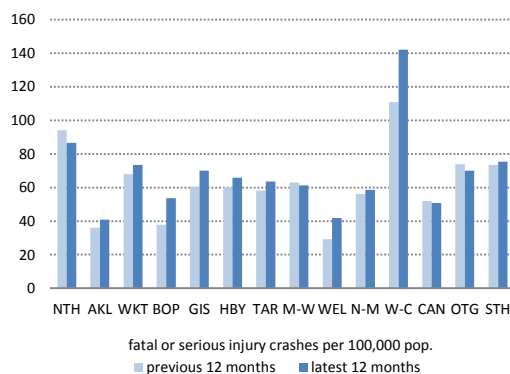




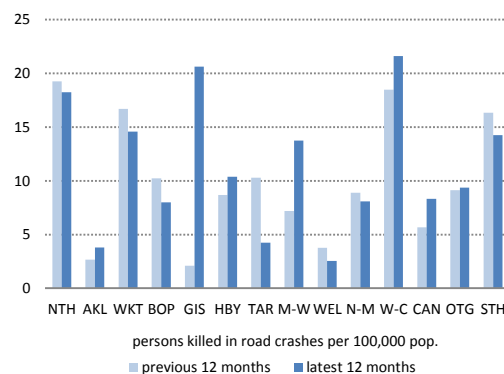
# COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

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.

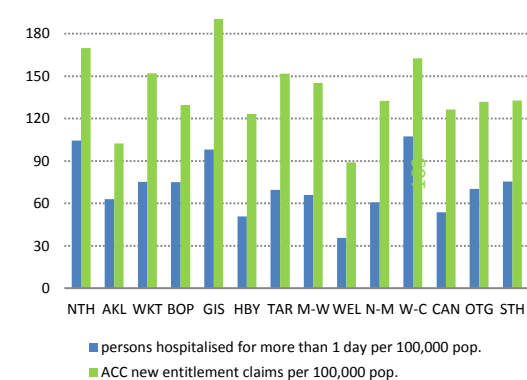
### Overall outcomes: crashes



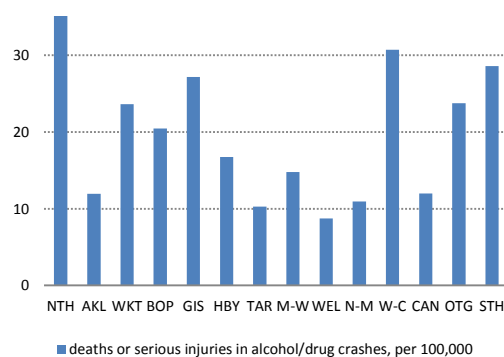
### Overall outcomes: fatalities



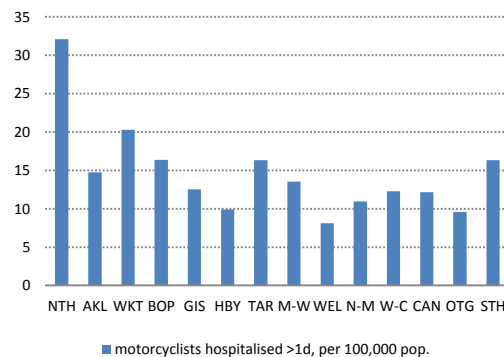
### Overall outcomes: injuries



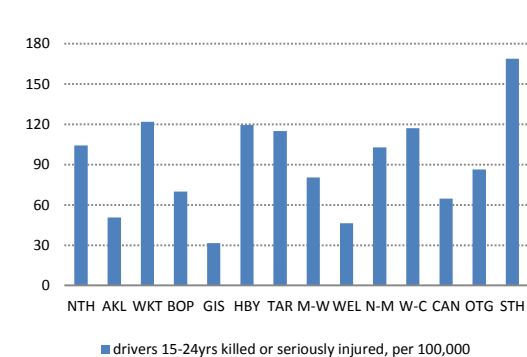
### Alcohol and drugs

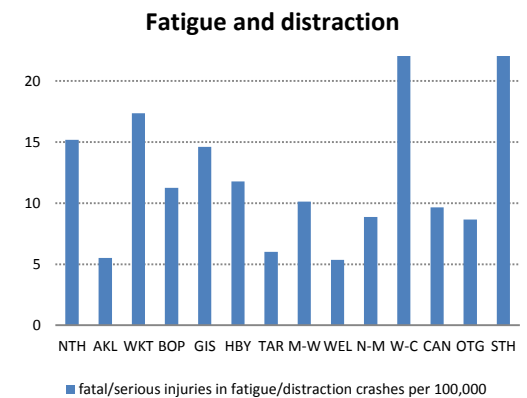
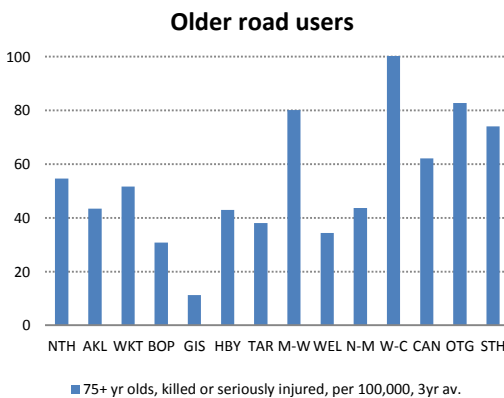
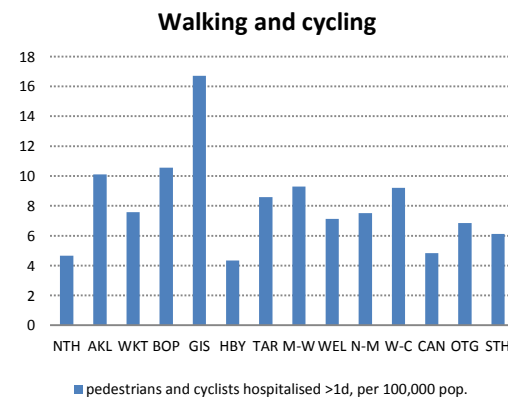
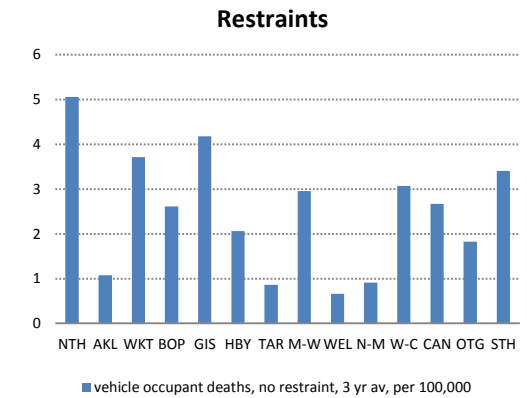
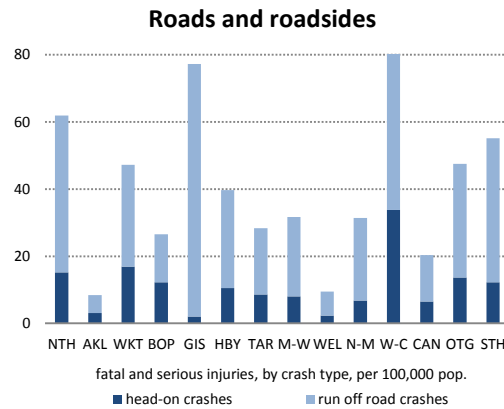
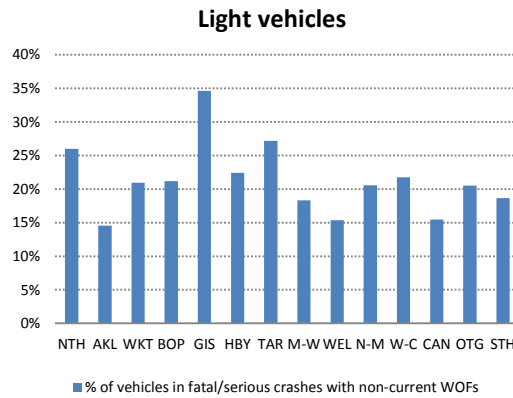
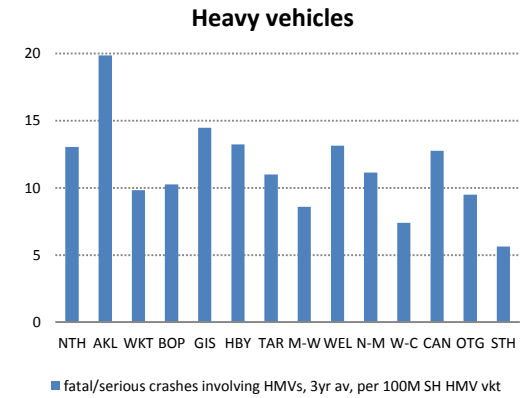
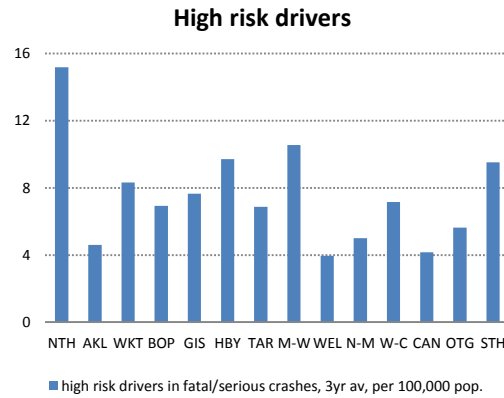
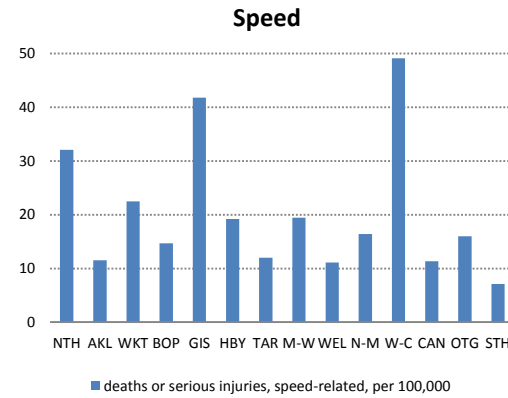


### Motorcycling



### 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.	90	40	39	49	43	68	61	68	65	41	74	52	72	55
	persons killed in road crashes, per 100,000 popn.	18	4	2	6	4	11	11	13	11	2	10	8	11	7.7
	persons hospitalised more than 1 day (>1d) , per 100000 popn.	104	63	63	63	63	75	75	62	66	36	69	54	72	63
	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	104	43	44	71	53	107	87	98	90	47	102	65	106	75
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	32	11	8	16	19	17	24	17	11	22	11	13	12	15
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	15	4	3	7	5	7	8	9	9	4	5	4	7	6
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	15	5	0	5	3	13	16	9	9	2	11	7	13	7
	deaths + serious injuries, run off road crashes, per 100,000 popn.	47	6	3	10	6	23	21	40	23	7	33	14	36	17
	deaths + serious injuries, intersection crashes, per 100,000 popn.	16	12	16	22	17	19	17	21	20	16	11	24	18	18
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	10	9	12	9	10	9	12	14	8	12	12	10	8	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	32	15	15	15	15	20	17	11	14	8	11	12	12	14
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	26%	14%	13%	17%	14%	20%	21%	25%	22%	15%	21%	15%	20%	18%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	15	6	4	7	6	19	11	12	9	5	13	10	13	9
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	13	18	19	26	21	7	12	14	10	13	11	12	8	12
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	5	10	10	10	10	8	10	7	9	7	8	5	7	8
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	55	53	51	29	44	50	32	37	68	34	63	61	79	57
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.9	1.1	0.6	1.7	1.2	2.5	3.8	2.5	2.3	0.6	1.3	2.6	2.4	2.0

REGIONAL ROAD SAFETY OUTCOMES		NTH	AKL	WKT	BOP	GIS	HBV	TAR	M-W	WEL	N-M	W-C	CAN	OTG	STH
Overall	fatal or serious injury crashes per 100,000 popn.	89	42	75	55	71	67	64	62	43	59	141	52	72	76
	persons killed in road crashes, per 100,000 popn.	19	4	15	8	21	11	4	14	3	8	21	8	10	14
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	104	63	75	75	98	51	69	66	36	61	107	54	70	76
	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	104	51	122	70	31	120	115	80	46	103	117	65	86	169
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	32	12	22	15	42	19	12	19	11	16	49	11	16	7
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	15	5	8	7	8	10	7	11	4	5	7	4	6	10
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	15	3	17	12	2	11	9	8	2	7	34	6	14	12
	deaths + serious injuries, run off road crashes, per 100,000 popn.	47	5	30	14	75	29	20	24	7	25	74	14	34	43
	deaths + serious injuries, intersection crashes, per 100,000 popn.	16	16	19	17	17	22	24	17	17	9	25	24	16	22
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	10	10	8	14	23	11	8	8	12	12	9	10	10	3
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	32	15	20	16	13	10	16	14	8	11	12	12	10	16
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	26%	15%	21%	21%	35%	22%	27%	18%	15%	21%	22%	15%	21%	19%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	15	6	17	11	15	12	6	10	5	9	34	10	9	22
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	13	20	10	10	14	13	11	9	13	11	7	13	9	6
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	5	10	8	11	17	4	9	9	7	8	9	5	7	6
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	55	43	52	31	11	43	38	80	34	44	141	62	83	74
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.1	1.1	3.7	2.6	4.2	2.1	0.9	3.0	0.7	0.9	3.1	2.7	1.8	3.4