



Transport  
for NSW

# ROAD TRAFFIC CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended  
31 December 2010

2010



**Prepared by the Centre for Road Safety, Transport for NSW**

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# Summary data for 2010

	Number	Percentage	Compared with 2009	
			Number change	Percentage change
<b>CRASHES</b>				
Fatal crashes	365	0.9	-43	-10.5
Injury crashes	18,971	44.8	+159	+0.8
Non-casualty crashes	22,963	54.3	-769	-3.2
<b>Total recorded crashes</b>	<b>42,299</b>	<b>100.0</b>	<b>-653</b>	<b>-1.5</b>
<b>CASUALTIES</b>				
Killed	405	1.6	-48	-10.6
Injured	24,623	98.4	+517	+2.1
<b>Total casualties</b>	<b>25,028</b>	<b>100.0</b>	<b>+469</b>	<b>+1.9</b>
<b>VEHICLES ON REGISTER<sup>1</sup></b>	<b>4,633,100</b>		<b>+116,700</b>	<b>+2.6</b>
<b>Fatalities per 10,000 vehicles</b>	<b>0.87</b>			<b>-12.8</b>
<b>LICENCE HOLDERS<sup>2</sup></b>	<b>4,791,500</b>		<b>+70,500</b>	<b>+1.5</b>
<b>Fatalities per 10,000 licence holders</b>	<b>0.85</b>			<b>-11.9</b>
<b>POPULATION OF STATE<sup>3</sup></b>	<b>7,221,500</b>		<b>+94,300</b>	<b>+1.3</b>
<b>Fatalities per 100,000 persons</b>	<b>5.61</b>			<b>-11.8</b>

<sup>1</sup> As at 30 June 2010. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

<sup>2</sup> As at 30 June 2010. Previously, the number of licences on issue was reported. See also note on Table 33.

<sup>3</sup> Estimated resident population. Estimate for 30 June 2010, as published in September 2011. Source - Australian Bureau of Statistics.

# Main points for 2010

- The number of persons killed per 100,000 population was 5.6. This is the second lowest since records were first compiled in 1908.
- There were 42,299 recorded road crashes in New South Wales during 2010. Of these, 19,336 were casualty crashes. There were 405 persons killed and 24,623 injured.
- The estimated cost to the community of these road crashes using the Willingness to Pay methodology was around \$5,110 million.
- The number of persons killed was down by 48 (11%) on the previous year and was the second lowest annual fatality total since 1944. The 2010 fatality result represents the seventh annual decrease out of the last eight years since 2002.
- The number of persons injured in 2010 was up by 517 (2%) on the previous year but was still the fourth lowest annual injury total since 1962.
- The number of drivers killed was the lowest since 1957.
- The number of pedestrians killed was the equal second lowest since records began in 1928 and the number of pedestrians injured was the lowest since 1945.
- Country roads accounted for 34% of all crashes, but 68% of fatal crashes.
- At least 11% of motor vehicle occupants killed were not wearing available seat belts.
- One of the eleven pedal cyclists killed and at least 13% of those injured failed to wear a helmet.
- Thirty-one per cent of the pedestrians killed were aged 60 or more, although only 20% of the population is represented by people of this age.
- Amongst those crashes in which the alcohol involvement was known, alcohol was a contributing factor in 51% of fatal crashes on Thursday, Friday and Saturday nights, 19% of all fatal crashes, 7% of injury crashes and 5% of all crashes.
- At least 5% of all motor vehicle drivers and motorcycle riders who were killed or injured had an illegal blood alcohol concentration. Forty-four per cent of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 40% of fatal crashes and 17% of all crashes.
- Twenty-two per cent of all drivers and motorcycle riders involved in fatal crashes were young persons aged 17-25, but this age group accounted for only 14% per cent of licence holders.
- Twenty-nine per cent of all speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only seven per cent of speeding drivers and motorcycle riders involved in fatal crashes were females in that age group.
- Fatigue was assessed as being involved in at least 15% of fatal crashes.
- Whilst there was an 11% decrease in fatal crashes during 2010, compared with 2009, there were several crash characteristics which decreased by more than the overall decrease. In particular, alcohol-related fatal crashes (down by 32%), fatigue-related fatal crashes (down by 26%), single vehicle fatal crashes (down by 24%), weekdays between 3 pm and 9 pm (down by 24%) and speeding-related fatal crashes (down by 20%). However, fatal crashes on wet roads increased by 19%.

# Interpreting tables correctly

It is essential to understand which particular data items are being counted in a table in order to avoid mistakes in interpreting them.

## Convention for table headings

The first word(s) in the title of a table indicates the data items being counted. For example, Table 5 gives counts of casualties, Table 13 gives counts of crashes and Table 29 gives counts of motor vehicle controller casualties. Remaining words in the table titles indicate the classification variables.

### EXAMPLE 1

Suppose you wish to know the number of car drivers aged 17-20 years who were killed. If you looked at Table 16a, on page 34, saw the word fatal in the heading and assumed that the table was counting persons killed, you would deduce that 46 car drivers aged 17-20 were killed. That is not the correct answer. Table 16a is counting motor vehicle controllers involved in fatal crashes regardless of whether those controllers were themselves killed.

To determine the number of car drivers aged 17-20 who were killed you would need to use Table 27a, on page 74. This table is counting casualties and the degree of casualty is the category *killed*. The correct answer to the above question, as indicated in this table, is 26.

### EXAMPLE 2

Suppose you wish to know how many injury crashes involved at least one motorcycle. If you looked at Table 11, on page 30, and did not note that the table is counting motor vehicles involved in crashes, you might be tempted to assume that the answer to your question was 2,448. That is not the correct answer.

There can be more than one motorcycle involved in a particular crash so to answer this question you need to look at a table which is counting crashes, **not** motor vehicles involved in crashes.

The correct answer of 2,413 is to be found from Table 10, on page 29, which is counting crashes and casualties for particular types of crashes.

### EXAMPLE 3

Don't make assumptions about the nature of persons killed or injured that are not justified by the information presented. Table 10 tells us the numbers of casualties from different types of crashes but does not imply anything about the road user classes of those casualties.

For example, when considering casualties from pedal cycle crashes you cannot assume that all casualties were pedal cycle riders or pedal cycle passengers. Some may be pedestrians or even truck drivers. A little lateral thinking is necessary to understand all the implications.



# Preface

## Scope of crash statistics

### Crash statistics included in this Statistical Statement

The crash statistics recorded by Transport for NSW and included in this Statistical Statement are confined to those crashes which conform to the national guidelines for reporting and classifying road vehicle crashes and are based on the following criteria:

- 1 The crash was reported to the police
- 2 The crash occurred on a road open to the public
- 3 The crash involved at least one moving road vehicle
- 4 The crash involved at least one person being killed or injured or at least one motor vehicle being towed away.

Reports for some crashes are not received until well into the following year and after the annual crash database has been finalised. These amount to fewer than 1% of recorded crashes and are counted in the following year's statistics.

Crash data reported in this Statistical Statement were finalised and released in September 2011.

### Criteria for reporting crashes in 2010

Prior to 2000, Section 8 (3) of the *Traffic Act 1909* required a road crash in New South Wales to be reported to the police when any person was killed or injured or property damage over \$500 was sustained.

On 1 December 1999, the *Traffic Act* was repealed and replaced by new traffic legislation including the adoption of the Australian Road Rules. The new traffic legislation is found in the *Road Transport (General) Act 1999* and the *Road Transport (Safety and Traffic Management) Act 1999* and the regulations made under those Acts.

Rule 287 (3) of the *Road Rules* requires a crash to be reported to police when any person is killed or injured; when drivers involved in the crash do not exchange particulars; or when a vehicle involved in the crash is towed away.

## How crash data are processed

The processing of crash data in New South Wales directly involves three organisations: the NSW Police Force, Spinal Cord Injuries Australia (SCI) and Transport for NSW. Within Transport for NSW, the Centre for Road Safety (CRS) is the office responsible for the collation and dissemination of road crash data.

From July 1997, as part of a police initiative, the practice of recording a road crash on a P4 report was abandoned. It was replaced by a system whereby information related to a road crash is entered directly into COPS (Computerised Operational Policing System) by a police officer, using details in the officer's notebook. This has come to be known as the paperless system.

A sketch of the crash site, a component of the original P4 report, has been retained and is completed for casualty crashes where a police officer attended the crash scene. It is referred to as the site diagram. The site diagram is sent to a central office of the NSW Police Force for scanning and logging.

Under the paperless system, completed and verified data are transferred from COPS, on a weekly basis, and electronically forwarded to the CRS. They are loaded into the CRS's Traffic Accident Database System (TADS) for enhancement and validation. This system predominantly results in the data electronically captured and supplied by the NSW Police Force being reproduced on paper as a pseudo P4 (PP4), resembling the original P4.

The PP4s and site diagrams described above are forwarded to SCI, a business enterprise employing physically disabled people, contracted to the CRS to provide a coding and data entry service. Accurate location information is determined for each crash and the collision summary/narrative describing the crash and data items is interpreted and validated, then used to make additions to TADS via an on-line data entry system.

Each night a computer checking process is performed to identify inconsistencies and errors which may have occurred during the data entry and validation phases. Daily editing of the data is then undertaken until a 'clean' file is obtained for every crash. In addition, results of blood alcohol analyses are regularly obtained from the Sydney West Area Health Service's Division of Analytical Laboratories. A further checking process is undertaken each quarter to identify and correct any anomalies in the data prior to finalisation.

In the case of a fatal crash, police officers send a preliminary report, generated from COPS, by facsimile to the CRS. This provides initial information which is used to compile a preliminary database of fatal crashes. Hence, it is possible to monitor and analyse fatal crashes on a daily basis. A site diagram of the crash scene is usually supplied later, which enables location and crash details to be confirmed and updated if required. Final fatal crash data are captured upon receipt of the data electronically from the NSW Police Force.

The CRS crash reporting database, known as CrashLink, is used extensively within Transport for NSW for monitoring and research work, strategic planning and the production of routine reports and analyses. Members of the public and organisations such as the Federal Department of Infrastructure and Transport, NSW Police Force, National Roads and Motorist's Association, Australian Bureau of Statistics and Local Governments also regularly use road crash information.

## Special notes

### Comparing data with previous years

Due to the introduction by police of the paperless system described in **How crash data are processed**, there may be inconsistencies in the reporting of some data fields. In particular, the classification of injury data into serious injury or other injury was discontinued from 1998 as the police reported that 'admitted to hospital' data were no longer available. The assignment of an unknown value has increased in frequency for a number of fields and decreased for others.

The introduction of the Graduated Licensing System in 2000 resulted in an increase in the number of Provisional Licence holders.

In 2010 an improvement was made to the identification of contributing factors. This improvement is reflected mainly in tables 8 and 12.

Care should therefore be taken when making comparisons with data from previous years.

### Pedal cycle crashes

It is recognised that a substantial proportion of non-fatal pedal cycle crashes are not reported to police. As the NSW Police Force is the only source of crash notification used in this statement, statistics relating to pedal cycle crashes may not accurately reflect the situation.

### Zero alcohol limit

The *Road Transport (Safety and Traffic Management) Act 1999*, prescribes a zero alcohol limit in NSW for novice licence holders commencing 3 May 2004. The zero alcohol limit means learner, provisional P1 and provisional P2 licence holders may not consume any alcohol before driving. Relevant tables in this statement incorporate the zero alcohol limit (novice range prescribed concentration of alcohol (PCA) and special range PCA offences).

### Local Government Areas

The Local Government Areas used in this statement represent the boundaries in force in 2003. There have been some boundary changes since then.

### Speed criteria change

The criteria for determining whether or not a crash can be considered to have involved speeding, as a contributing factor, have been improved. Commencing 1 January 2010 the criteria assess whether or not the vehicle was travelling in excess of that permitted, based on licence class or vehicle weight. Refer to *Speeding* on page 14.

## Definitions and explanatory notes

<i>Animal rider</i>	A person sitting on/riding a horse or other animal.
<i>Articulated truck</i>	Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.
<i>Bicycle rider</i>	See <i>Pedal cycle rider</i> .
<i>Bus</i>	Includes 'State Transit Authority' bus and long distance/tourist coach.
<i>Car</i>	Includes sedan, station wagon, utility (based on car design), panel van (based on car design), coupe, hatchback, sports car, passenger van and four wheel drive passenger vehicle.
<i>Carriageway</i>	That part of the road improved or designed and/or ordinarily used for vehicular movement. When a road has two or more of these portions, divided by a median strip or other physical separation, each of these is a separate carriageway.
<i>Casualty</i>	Any person killed or injured as a result of a crash.
<i>Controller</i>	A person occupying the controlling position of a road vehicle.
<i>Crash</i>	Any apparently unpremeditated event reported to the police and resulting in death, injury or property damage attributable to the movement of a road vehicle on a road.
<i>Driver</i>	A controller of a motor vehicle other than a motorcycle.
<i>Emergency vehicle</i>	Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck.
<i>Fatal crash</i>	A crash for which there is at least one fatality.
<i>Fatality</i>	A person who dies within 30 days of a crash as a result of injuries received in that crash.
<i>Footpath</i>	That part of the road which is ordinarily reserved for pedestrian movement as a matter of right or custom.
<i>Heavy truck</i>	Comprised of heavy rigid truck and articulated truck.
<i>Heavy rigid truck</i>	Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tonnes.
<i>Injured</i>	A person who is injured as a result of a crash, and who does not die as a result of those injuries within 30 days of the crash.
<i>Injury crash</i>	A non-fatal crash for which at least one person is injured.
<i>Intersection crash</i>	A crash for which the first impact occurs at or within 10 metres of an intersection.
<i>Killed</i>	See <i>Fatality</i> .
<i>Light truck</i>	Includes panel van ( <u>not</u> based on car design), utility ( <u>not</u> based on car design) and mobile vending vehicle.
<i>Motor vehicle</i>	Any road vehicle which is mechanically or electrically powered but not operated on rails.
<i>Motorcycle</i>	Any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorised 'pedal cycle').
<i>Motorcycle passenger</i>	A person on but not controlling a motorcycle.
<i>Motorcycle rider</i>	A person occupying the controlling position of a motorcycle.
<i>Newcastle Metropolitan Area</i>	Comprised of the following local government areas: Newcastle and Lake Macquarie cities.
<i>Non-casualty crash</i>	A crash for which at least one vehicle is towed away but there is no fatality or person injured.
<i>Passenger</i>	Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash, provided a portion of the person is in/on the road vehicle.
<i>Pedal cycle</i>	Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached.
<i>Pedal cycle passenger</i>	A person on but not controlling a pedal cycle.

<i>Pedal cycle rider</i>	A person occupying the controlling position of a pedal cycle.
<i>Pedestrian</i>	Any person who is <u>not</u> in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.
<i>Pedestrian Conveyance</i>	Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorised scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorised go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorised wheelchair or any other toy device used as a means of mobility.
<i>Road</i>	The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island.
<i>Road vehicle</i>	Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.
<i>Sydney Metropolitan Area</i>	Comprised of the following local government areas: City of Sydney, Bankstown, Blacktown, Botany Bay, Campbelltown, Canada Bay, Canterbury, Fairfield, Holroyd, Hurstville, Liverpool, Parramatta, Penrith, Randwick, Rockdale, Ryde, South Sydney and Willoughby cities, Ashfield, Auburn, Baulkham Hills, Burwood, Camden, Hornsby, Hunters Hill, Kogarah, Ku-ring-gai, Lane Cove, Leichhardt, Manly, Marrickville, Mosman, North Sydney, Pittwater, Strathfield, Sutherland, Warringah, Waverley and Woollahra.
<i>Wollongong Metropolitan Area</i>	Comprised of the following local government areas: Wollongong and Shellharbour cities.

## Criteria for determining speeding and fatigue involvement

### Speeding

The identification of speeding (excessive speed for the prevailing conditions) as a contributing factor in road crashes cannot always be determined directly from police reports of those crashes. Certain circumstances, however, suggest the involvement of speeding. The Centre for Road Safety has therefore drawn up criteria for determining whether or not a crash is to be considered as having involved speeding as a contributing factor.

Speeding is considered to have been a contributing factor to a road crash if that crash involved at least one *speeding* motor vehicle.

A motor vehicle is assessed as having been *speeding* if it satisfies the conditions described below under (a) or (b) or both.

- (a) The vehicle's controller (driver or rider) was charged with a speeding offence; or  
the vehicle was described by police as travelling at excessive speed; or  
the stated speed of the vehicle was in excess of that permitted for the vehicle controller's licence class or the vehicle weight (introduced 1 January 2010); or  
the stated speed of the vehicle was in excess of the speed limit.
- (b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is:  
while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or  
the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

### Fatigue

The identification of fatigue as a contributing factor in road crashes similarly cannot always be determined directly from police reports of those crashes and the following criteria are used to assess its involvement. Fatigue is considered to have been involved as a contributing factor to a road crash if that crash involved at least one *fatigued* motor vehicle controller.

A motor vehicle controller is assessed as having been *fatigued* if the conditions described under (c) or (d) are satisfied together or separately.

- (c) The vehicle's controller was described by police as being asleep, drowsy or fatigued.
- (d) The vehicle performed a manoeuvre which suggested loss of concentration of the controller due to fatigue, that is  
the vehicle travelled onto the incorrect side of a straight road and was involved in a head-on collision (and was not overtaking another vehicle and no other relevant factor was identified); or  
the vehicle ran off a straight road or off the road to the outside of a curve and the vehicle was not directly identified as travelling at excessive speed and there was no other relevant factor identified for the manoeuvre.

## Crash and casualty trends

- Historical data
- Fatality rates
- Interstate and international comparisons
- Causes of death

Table I: Trends in New South Wales 1950, 1955, 1960, 1965, 1970-2010

Year	Killed	Injured	Fatal crashes	Total crashes	Vehicles on register <sup>1</sup> (‘000)	Licence holders <sup>2</sup> (‘000)	Population <sup>3</sup> (‘000)	Total vehicle kilometres travelled <sup>4</sup> (‘000,000)	Fatalities per			
									10,000 vehicles	10,000 licences	100,000 population	100 million vehicle km
1950	634	11,096		18,232	478	677	3,193	-	13.26	9.36	19.9	-
1955	820	16,437		37,379	709	1,000	3,491	-	11.57	8.20	23.5	-
1960	978	22,655	910	51,316	972	1,275	3,833	-	10.06	7.67	25.5	-
1965	1,151	29,157	1,026	65,348	1,296	1,608	4,172	-	8.88	7.16	27.6	-
1970	1,309	34,886	1,135	92,998	1,712	2,049	4,522	-	7.65	6.39	28.9	-
1971	1,249	36,660	1,096	99,547	1,818	2,155	4,726 <sup>3</sup>	29,105	6.87	5.80	26.4	4.29
1972	1,092	36,814	981	113,375	1,909	2,223	4,795	-	5.72	4.91	22.8	-
1973	1,230	39,294	1,082	119,426	2,009	2,299	4,842	-	6.12	5.35	25.4	-
1974	1,275	40,429	1,121	128,842	2,098	2,391	4,894	-	6.08	5.33	26.1	-
1975	1,288	38,141	1,150	111,565	2,204	2,532	4,932	-	5.84	5.09	26.1	-
1976	1,264	37,327	1,119	69,204 <sup>5</sup>	2,251	2,634	4,960	34,188	5.62	4.80	25.5	3.70
1977	1,268	38,407	1,118	70,535	2,309	2,744	5,002	-	5.49	4.62	25.4	-
1978	1,384	40,875	1,222	76,127	2,389	2,849	5,054	-	5.79	4.86	27.4	-
1979	1,290	36,984	1,125	66,738	2,490	2,887	5,111	37,674	5.18	4.47	25.2	3.42
1980	1,303	38,816	1,152	66,770	2,587	2,980	5,172	-	5.04	4.37	25.2	-
1981	1,291	38,968	1,130	68,290	2,691	3,087	5,235	-	4.80	4.18	24.7	-
1982	1,253	34,553	1,115	64,056	2,788	3,198	5,308	43,751	4.49	3.92	23.6	2.86
1983	966	33,978	877	61,606	2,839	3,275	5,360	-	3.40	2.95	18.0	-
1984	1,037	36,271	910	65,203	2,891	3,358	5,412	-	3.59	3.09	19.2	-
1985	1,067	39,336	954	70,848	2,986	3,438	5,465	46,622	3.57	3.10	19.5	2.29
1986	1,029	38,230	908	68,664	3,043 <sup>1</sup>	3,521	5,532	-	3.38	2.92	18.6	-
1987	959	38,219	858	69,214	3,042	3,590	5,612	-	3.15	2.67	17.1	-
1988	1,037	36,616	912	64,012	3,081	3,662	5,702	51,454 <sup>4</sup>	3.37	2.83	18.2	2.02
1989	960	35,324	783	62,801	3,171	3,705	5,772	-	3.03	2.59	16.6	-
1990	797	32,153	702	59,407	3,224	3,721	5,827	-	2.47	2.14	13.7	-
1991	663	28,085	585	53,762	3,059 <sup>1</sup>	3,714	5,899	47,443	2.17	1.79	11.2	1.40
1992	649	25,920	576	50,505	e3,793	3,208	5,963	-	2.02	1.71	10.9	-
1993	581	26,368	518	50,718	3,235	3,871	6,005	-	1.80	1.50	9.7	-
1994	647	26,160	553	50,846	3,263	3,928	6,060	-	1.98	1.65	10.7	-
1995	620	25,963	563	52,120	3,315	3,998	6,127	50,692	1.87	1.55	10.1	1.22
1996	581	26,029	538	52,383	3,363	4,071	6,205	-	1.73	1.43	9.4	-
1997	576	24,454	525	50,120	3,417	3,954 <sup>2</sup>	6,277	-	1.69	1.46	9.2	-
1998	556	26,415	491	52,575	3,493	4,030	6,339	52,607 <sup>4</sup>	1.59	1.38	8.8	1.06
1999	577	26,748	506	52,866	3,545	4,086	6,411	55,572	1.63	1.41	9.0	1.04
2000	603	28,812	543	52,914	3,635	4,146	6,486	51,088 <sup>4</sup>	1.66	1.45	9.3	1.18
2001	524	29,913	486	51,814	3,737	4,157	6,575	58,553	1.40	1.26	8.0	0.89
2002	561	28,447	501	50,448	3,830	4,243	6,629	60,792	1.46	1.32	8.5	0.92
2003	539	27,208	483	49,266	3,939	4,317	6,673	62,125	1.37	1.25	8.1	0.87
2004	510	26,323	458	47,310	4,054	4,345	6,707	58,875	1.26	1.17	7.6	0.87
2005	508	25,209	459	45,554	4,125	4,397	6,756	63,717	1.23	1.16	7.5	0.80
2006	496	25,439	449	45,528	4,220	4,474	6,816	61,400	1.18	1.11	7.3	0.81
2007	435	25,845	405	45,528	4,311	4,577	6,905	62,732	1.01	0.95	6.3	0.69
2008	374	24,048	353	42,833	4,420	4,642	7,015	65,798	0.85	0.81	5.3	0.57
2009	453	24,106	408	42,952	4,516	4,721	7,127	-	1.00	0.96	6.4	-
2010	405	24,623	365	42,299	4,633	4,791	p7,222	66,581	0.87	0.85	5.6	0.61

1 At 30 June (16 May for 1993 data). Excludes caravans, trailers, tractors and traders plate registrations. From 1986 onwards plant and equipment were omitted. In 1991 the retention period for vehicles with expired registrations was reduced. Registration data from 2000 onwards have been revised as a result of changes to the Roads and Maritime Services vehicle categories. Data prior to 2000 may not necessarily be comparable.

2 At 30 June (16 May for 1993 data). Licences on issue prior to 1997.

3 Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population. 2009 data revised, 2010 data as published in September 2011.

4 From Australian Bureau of Statistics Survey of Motor Vehicle Use. Prior to 1988 travel by commercial buses was excluded. Prior to 1998 travel is for the 12 months ended 30 September. New methodology introduced for the years 1998 to 2007. Travel for 1998 is for the 12 months ended 31 July. Travel from 2000 onwards is for the 12 months ended 31 October. Changes to methodology introduced for 2008.

5 NSW criterion for recording crashes changed from 'casualty or at least \$50 damage' to 'casualty or at least one vehicle towed away' from 1 July 1975.

e – Estimated p – Preliminary



**Figure 1:** Fatality rate per 10,000 vehicles, 10,000 licence holders and 100,000 population for years 1950 to 2010 in NSW



Note: Fatality rate is expressed as the number of persons killed in road crashes per 10,000 vehicles on register, per 10,000 licence holders (licences on issue prior to 1997) and per 100,000 population.

**Table 2: Comparison with other Australian States<sup>1</sup> and other countries<sup>2</sup>**

	Killed	Vehicles <sup>3</sup> (‘000)	Population <sup>4</sup> (‘000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
<b>NEW SOUTH WALES</b>	<b>405</b>	<b>4,633</b>	<b>7,222</b>	<b>0.9</b>	<b>5.6</b>
Victoria	288	4,113	5,540	0.7	5.2
Queensland	249	3,358	4,506	0.7	5.5
Western Australia	193	1,870	2,291	1.0	8.4
South Australia	118	1,240	1,644	1.0	7.2
Tasmania	31	410	507	0.8	6.1
Australian Capital Territory	19	254	359	0.7	5.3
Northern Territory	49	135	229	3.6	21.4
<b>AUSTRALIA</b>	<b>1,352</b>	<b>16,013</b>	<b>22,300</b>	<b>0.8</b>	<b>6.1</b>
CANADA	2,209 <sup>(9)</sup>	21,387 <sup>(9)</sup>	33,508 <sup>(9)</sup>	1.0	6.6
DENMARK	265	2,885	5,535	0.9	4.8
FRANCE	3,992	38,386 <sup>(9)</sup>	62,793	1.0	6.4
GERMANY	3,651	50,184	81,802	0.7	4.5
JAPAN	5,745	82,770	127,380	0.7	4.5
NETHERLANDS	640	9,340	16,575	0.7	3.9
NEW ZEALAND	375	3,231	4,368	1.2	8.6
NORWAY	210	3,334	4,858	0.6	4.3
SWEDEN	287	5,453	9,341	0.5	3.1
UNITED KINGDOM	1,905	34,407	62,262	0.6	3.1
UNITED STATES OF AMERICA	32,788	258,958 <sup>(9)</sup>	308,746	1.3	10.6

1 Australian data based on information published by the Bureau of Infrastructure, Transport and Regional Economics for 2010.

2 Other data based on information from International Transport Forum Key Transport Statistics or individual National Road Crash Statistics Reporting Authorities for 2010. In some circumstances, only 2009 data are available – see note (9).

3 Australian figures (except for New South Wales) are as at 31 March 2010 and are from the Australian Bureau of Statistics Motor Vehicle Census Australia. These figures may not agree with registration statistics for individual States and Territories. Data for New South Wales are from Roads and Maritime Services and are as at 30 June 2010.

4 Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2010 as published in September 2011.

9 Data for 2009 – International Road Traffic and Accident Database, NHTSA 2009 and other national published statistical sources.

**Table 3: Deaths within NSW, causes of death, sex, age for 2009**

2009	Age (years)									TOTAL <sup>5</sup>
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
<b>Males</b>										
Deaths from all causes <sup>1</sup>	288	116	149	194	510	963	1,919	3,359	16,273	23,779
All accidental deaths <sup>1</sup>	24	36	np <sup>2</sup>	49	102	104	77	56	307	795
Road deaths <sup>3</sup>	11	34	45	37	60	40	41	18	41	327
as % of accidental deaths	46	94	na <sup>4</sup>	76	59	38	53	32	13	41
as % of all deaths	4	29	30	19	12	4	2	<1	<1	1
<b>Females</b>										
Deaths from all causes <sup>1</sup>	222	35	52	84	244	567	1,133	2,045	18,424	22,806
All accidental deaths <sup>1</sup>	14	np <sup>2</sup>	11	14	29	24	29	29	381	538
Road deaths <sup>3</sup>	12	10	10	12	12	13	20	15	22	126
as % of accidental deaths	86	na <sup>4</sup>	91	86	41	54	69	52	6	23
as % of all deaths	5	29	19	14	5	2	2	<1	<1	<1
<b>All persons</b>										
Deaths from all causes <sup>1</sup>	510	151	201	278	754	1,530	3,052	5,404	34,697	46,585
All accidental deaths <sup>1</sup>	38	np <sup>2</sup>	np <sup>2</sup>	63	131	128	106	85	688	1,333
Road deaths <sup>3</sup>	23	44	55	49	72	53	61	33	63	453
as % of accidental deaths	61	na <sup>4</sup>	na <sup>4</sup>	78	55	41	58	39	9	34
as % of all deaths	5	29	27	18	10	3	2	<1	<1	1

Note

1 Underlying Cause of Death Data supplied by Australian Bureau of Statistics. Deaths registered in NSW and cause of death based on ICD Codes – Deaths from all causes (A00 - Y99) and All accidental deaths (V01 - X59).

2 Not published.

3 Transport for NSW Crash Data.

4 Not available.

5 Includes several deaths where age unknown.

Table 4: Fatalities, year, month

Year	Month												TOTAL
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1945	21	31	26	26	42	35	35	41	30	28	35	61	411
1946	41	28	32	53	48	56	56	39	37	31	46	41	508
1947	35	31	49	49	48	45	41	44	47	34	50	36	509
1948	32	46	39	51	43	45	54	35	49	60	44	41	539
1949	40	37	38	57	60	49	39	50	42	32	44	47	535
1950	<b>51</b>	<b>36</b>	<b>54</b>	<b>59</b>	<b>50</b>	<b>57</b>	<b>63</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>68</b>	<b>53</b>	<b>634</b>
1951	53	40	72	64	66	77	55	59	63	68	50	61	728
1952	58	58	65	82	70	52	50	49	51	52	50	63	700
1953	54	51	59	63	61	60	60	68	61	64	35	68	704
1954	51	70	56	76	65	54	62	73	67	73	47	60	754
1955	79	57	70	90	64	56	66	65	48	73	72	80	820
1956	56	60	80	66	71	71	62	57	70	64	65	79	801
1957	52	53	63	61	82	66	60	76	53	48	76	75	765
1958	70	54	70	60	86	67	76	64	66	63	64	84	824
1959	79	34	63	66	80	94	75	78	66	66	79	79	859
1960	<b>79</b>	<b>82</b>	<b>73</b>	<b>94</b>	<b>81</b>	<b>87</b>	<b>110</b>	<b>89</b>	<b>62</b>	<b>79</b>	<b>59</b>	<b>83</b>	<b>978</b>
1961	63	55	83	70	79	102	92	79	93	52	63	87	918
1962	72	58	72	62	91	66	88	75	74	67	58	93	876
1963	70	46	79	73	86	85	78	93	72	81	43	94	900
1964	78	76	93	83	111	72	78	87	84	88	71	89	1,010
1965	79	89	94	101	96	129	99	71	83	112	88	110	1,151
1966	98	66	88	126	99	94	96	73	71	117	95	120	1,143
1967	87	79	94	82	93	89	106	100	94	98	92	103	1,117
1968	90	104	103	72	102	110	102	96	100	100	105	127	1,211
1969	86	77	80	119	103	111	107	103	91	97	98	116	1,188
1970	<b>105</b>	<b>89</b>	<b>118</b>	<b>136</b>	<b>116</b>	<b>91</b>	<b>92</b>	<b>115</b>	<b>94</b>	<b>129</b>	<b>107</b>	<b>117</b>	<b>1,309</b>
1971	85	93	99	101	124	108	109	118	102	115	92	103	1,249
1972	73	59	86	94	112	74	85	114	95	94	90	116	1,092
1973	98	85	88	113	107	96	88	112	126	80	107	130	1,230
1974	103	95	101	94	108	113	93	113	112	105	105	133	1,275
1975	106	111	115	94	116	108	88	111	121	100	109	109	1,288
1976	92	76	95	113	126	102	99	106	129	116	98	112	1,264
1977	92	106	109	121	104	87	98	111	89	121	109	121	1,268
1978	114	95	126	101	122	129	128	123	113	104	104	125	1,384
1979	73	75	134	121	120	92	108	109	122	107	103	126	1,290
1980	<b>99</b>	<b>62</b>	<b>97</b>	<b>128</b>	<b>112</b>	<b>103</b>	<b>134</b>	<b>128</b>	<b>92</b>	<b>118</b>	<b>124</b>	<b>106</b>	<b>1,303</b>
1981	112	93	85	125	107	85	112	94	104	116	124	134	1,291
1982	134	113	90	119	101	96	104	106	98	101	107	84	1,253
1983	70	57	91	91	79	79	81	79	86	77	83	93	966
1984	89	76	103	71	96	90	56	91	85	75	97	108	1,037
1985	74	85	77	84	92	71	82	81	97	98	94	132	1,067
1986	89	85	100	74	107	76	76	74	81	101	77	89	1,029
1987	86	58	82	84	69	83	77	63	84	112	74	87	959
1988	89	75	97	75	81	74	85	79	92	107	84	99	1,037
1989	56	82	82	45	77	97	75	64	93	96	69	124	960
1990	<b>52</b>	<b>52</b>	<b>87</b>	<b>57</b>	<b>59</b>	<b>70</b>	<b>83</b>	<b>66</b>	<b>80</b>	<b>62</b>	<b>55</b>	<b>74</b>	<b>797</b>
1991	61	47	52	59	55	52	61	55	59	57	49	56	663
1992	55	56	56	47	41	59	53	65	50	62	55	50	649
1993	44	31	56	51	37	42	42	59	42	59	55	63	581
1994	56	41	65	54	51	42	52	38	43	73	69	63	647
1995	38	50	61	46	48	57	51	53	41	60	59	56	620
1996	23	49	49	62	48	56	50	52	43	52	47	50	581
1997	69	44	39	42	58	38	53	47	35	47	62	42	576
1998	47	39	61	43	58	51	36	51	37	47	31	55	556
1999	52	41	61	47	60	40	39	44	52	43	48	50	577
2000	<b>50</b>	<b>52</b>	<b>48</b>	<b>55</b>	<b>53</b>	<b>48</b>	<b>58</b>	<b>33</b>	<b>50</b>	<b>39</b>	<b>49</b>	<b>68</b>	<b>603</b>
2001	38	39	42	42	56	35	44	51	35	46	46	50	524
2002	39	45	50	46	56	57	35	51	50	45	43	44	561
2003	42	40	49	47	42	32	35	51	40	57	52	52	539
2004	52	44	48	34	39	41	44	43	35	43	47	40	510
2005	35	38	37	45	56	40	50	40	44	40	37	46	508
2006	57	39	54	49	37	43	34	34	33	42	38	36	496
2007	34	30	42	47	31	41	41	30	32	33	37	37	435
2008	28	29	29	26	24	30	34	35	33	39	31	36	374
2009	26	34	39	55	36	34	27	49	42	45	30	36	453
2010	<b>43</b>	<b>34</b>	<b>26</b>	<b>43</b>	<b>37</b>	<b>33</b>	<b>23</b>	<b>27</b>	<b>37</b>	<b>39</b>	<b>38</b>	<b>25</b>	<b>405</b>

Table 5: Casualties, year, road user class, degree of casualty<sup>1</sup>

Year	Road user class							
	Vehicle occupant				Motorcyclist			
	Driver		Passenger		Rider		Passenger	
	K	I	K	I	K	I	K	I
1960	<b>273</b>	<b>7,029</b>	<b>248</b>	<b>8,801</b>	<b>39</b>	<b>1,409</b>	<b>9</b>	<b>241</b>
1961	272	7,360	252	8,475	41	1,159	4	151
1962	263	7,603	241	8,260	45	952	4	116
1963	282	8,835	262	9,826	18	877	4	111
1964	330	9,860	280	10,778	26	861	7	110
1965	411	11,225	373	11,714	28	901	4	95
1966	428	11,183	321	11,642	32	1,020	2	112
1967	405	11,609	301	11,406	54	1,337	4	122
1968	455	11,908	358	11,786	62	1,899	6	184
1969	436	12,515	358	12,053	75	2,562	4	266
1970	<b>494</b>	<b>13,710</b>	<b>387</b>	<b>12,719</b>	<b>93</b>	<b>2,967</b>	<b>17</b>	<b>311</b>
1971	465	14,671	395	12,620	106	3,783	16	437
1972	370	14,392	331	12,271	98	4,292	17	443
1973	426	15,754	358	12,904	130	4,852	22	533
1974	436	16,156	361	12,974	140	5,181	16	617
1975	475	14,469	368	13,384	142	4,483	19	609
1976	455	14,131	370	13,154	135	4,239	25	551
1977	489	14,744	347	13,619	125	4,055	15	508
1978	537	16,339	396	14,700	137	3,731	10	498
1979	515	14,821	362	12,623	127	3,783	22	506
1980	<b>487</b>	<b>15,390</b>	<b>359</b>	<b>12,940</b>	<b>152</b>	<b>4,366</b>	<b>21</b>	<b>610</b>
1981	504	15,538	325	12,883	146	4,643	26	655
1982	453	13,258	322	11,087	178	4,387	25	631
1983	339	12,684	232	10,381	143	4,817	10	590
1984	374	14,001	275	10,753	135	5,181	18	571
1985	412	15,861	264	11,779	122	5,220	21	573
1986	393	15,964	262	11,591	146	4,364	18	560
1987	356	16,117	262	11,447	119	4,053	19	455
1988	403	15,795	270	10,685	111	3,609	12	388
1989	356	15,627	303	10,535	98	3,064	11	307
1990	<b>310</b>	<b>14,469</b>	<b>200</b>	<b>9,082</b>	<b>84</b>	<b>2,537</b>	<b>6</b>	<b>240</b>
1991	304	12,563	172	8,160	54	2,220	4	212
1992	287	11,883	176	7,490	55	1,936	4	194
1993	274	12,197	135	7,577	41	1,884	5	164
1994	258	12,388	181	7,127	50	1,897	6	193
1995	281	12,228	139	7,375	57	1,848	2	174
1996	234	12,280	146	7,174	52	1,808	6	166
1997	263	11,705	137	6,713	43	1,707	1	142
1998	247	12,653	148	7,344	49	1,879	3	163
1999	263	13,348	139	7,289	51	1,770	4	149
2000	<b>278</b>	<b>15,270</b>	<b>146</b>	<b>7,308</b>	<b>60</b>	<b>1,894</b>	<b>2</b>	<b>138</b>
2001	219	16,270	133	7,468	68	2,007	2	151
2002	276	15,553	123	6,856	51	1,994	4	141
2003	239	15,125	137	6,549	56	1,826	3	110
2004	229	14,749	122	6,051	57	1,963	1	123
2005	235	13,887	100	5,808	61	1,976	3	123
2006	249	14,218	102	5,589	65	2,214	1	112
2007	215	14,558	77	5,728	57	2,144	4	130
2008	194	13,439	67	4,981	52	2,328	3	125
2009	210	13,461	102	4,931	66	2,505	3	120
2010	<b>185</b>	<b>14,091</b>	<b>89</b>	<b>5,103</b>	<b>57</b>	<b>2,375</b>	<b>4</b>	<b>105</b>

<sup>1</sup> K – Killed I – Injured.

Table 5: Casualties, year, road user class, degree of casualty<sup>1</sup>

Year	Road user class							
	Pedestrian		Pedal cyclist <sup>2</sup>		Other <sup>3</sup>		All road users	
	K	I	K	I	K	I	K	I
1960	367	4,022	42	1,128	0	25	978	22,655
1961	319	3,627	30	1,039	0	28	918	21,839
1962	296	3,548	24	961	3	28	876	21,468
1963	310	4,000	24	967	0	36	900	24,652
1964	328	4,012	38	974	1	36	1,010	26,631
1965	301	4,254	29	942	5	26	1,151	29,157
1966	341	4,111	16	869	3	44	1,143	28,981
1967	329	4,155	23	837	1	35	1,117	29,501
1968	292	4,175	37	935	1	32	1,211	30,919
1969	294	4,469	19	868	2	19	1,188	32,752
1970	291	4,346	26	792	1	41	1,309	34,886
1971	250	4,292	16	820	1	37	1,249	36,660
1972	256	4,586	19	788	1	42	1,092	36,814
1973	271	4,563	21	648	2	40	1,230	39,294
1974	296	4,719	25	738	1	44	1,275	40,429
1975	257	4,370	22	766	5	60	1,288	38,141
1976	259	4,335	19	857	1	60	1,264	37,327
1977	266	4,349	23	1,089	3	43	1,268	38,407
1978	281	4,571	22	1,020	1	16	1,384	40,875
1979	230	4,120	32	1,115	2	16	1,290	36,984
1980	252	4,161	31	1,326	1	23	1,303	38,816
1981	267	3,953	22	1,272	1	24	1,291	38,968
1982	256	3,788	19	1,390	0	12	1,253	34,553
1983	212	3,963	29	1,522	1	21	966	33,978
1984	211	4,116	23	1,624	1	25	1,037	36,271
1985	223	4,210	23	1,682	2	11	1,067	39,336
1986	191	3,989	19	1,747	0	15	1,029	38,230
1987	178	4,255	22	1,870	3	22	959	38,219
1988	205	4,177	34	1,949	2	13	1,037	36,616
1989	173	3,980	19	1,800	0	11	960	35,324
1990	177	3,944	20	1,860	0	21	797	32,153
1991	119	3,431	10	1,468	0	31	663	28,085
1992	121	3,104	6	1,300	0	13	649	25,920
1993	117	3,091	8	1,443	1	12	581	26,368
1994	129	3,220	23	1,320	0	15	647	26,160
1995	130	3,154	11	1,170	0	14	620	25,963
1996	130	3,234	13	1,346	0	21	581	26,029
1997	114	2,985	18	1,194	0	8	576	24,454
1998	102	3,150	7	1,223	0	3	556	26,415
1999	108	3,024	12	1,164	0	4	577	26,748
2000	110	2,979	6	1,218	1	5	603	28,812
2001	88	2,861	13	1,142	1	14	524	29,913
2002	94	2,607	13	1,292	0	4	561	28,447
2003	94	2,490	9	1,107	1	1	539	27,208
2004	85	2,301	16	1,116	0	20	510	26,323
2005	96	2,220	13	1,188	0	7	508	25,209
2006	72	2,126	7	1,179	0	1	496	25,439
2007	68	2,119	14	1,163	0	3	435	25,845
2008	49	2,085	8	1,090	1	0	374	24,048
2009	59	1,933	13	1,155	0	1	453	24,106
2010	59	1,871	11	1,077	0	1	405	24,623

1 K – Killed I – Injured.

2 Includes pedal cycle passengers.

3 Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

# Road crashes in 2010

- Time distribution
- Crash types
- Motor vehicle types
- Factors in crashes
- Controllers in crashes
- Location and distribution of crashes

**Table 6: Crashes, casualties, holiday periods, degree of crash, degree of casualty**

Period	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	I C	N	Total crashes	K	I	Total killed & injured
New Year (1 January to 3 January) (3 days)	2	95	135	232	2	124	126
Australia Day (26 January) (1 day)	1	33	54	88	1	47	48
Easter (1 April to 5 April) (5 days)	3	194	263	460	3	274	277
Anzac Day (23 April to 26 April) (4 days)	5	201	241	447	6	260	266
Queen's Birthday (11 June to 14 June) (4 days)	6	189	228	423	6	253	259
Labour Day (1 October to 4 October) (4 days)	5	223	282	510	8	320	328
Christmas (24 December to 31 December) (8 days)	5	327	405	737	5	447	452
<b>SCHOOL HOLIDAYS</b>							
January (1 January to 26 January) (26 days)	27	1,014	1,334	2,375	34	1,350	1,384
End Term 1 (1 April to 18 April) (18 days)	21	841	1,058	1,920	22	1,116	1,138
End Term 2 (3 July to 18 July) (16 days)	15	840	954	1,809	15	1,154	1,169
End Term 3 (25 September to 10 October) (16 days)	18	839	935	1,792	22	1,127	1,149
December (18 December to 31 December) (14 days)	9	667	783	1,459	9	889	898

1 F – Fatal crash; I C – Injury crash; N – Non-casualty crash.

2 K – Killed; I – Injured.



**Table 7a: Fatal crashes, time period, day of week**

Time period <sup>1</sup>	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	5	3	2	2	0	4	7	23
02:00 - 03:59	6	2	1	0	1	1	1	12
04:00 - 05:59	6	1	3	7	3	1	7	28
06:00 - 07:59	2	3	4	5	5	4	6	29
08:00 - 09:59	3	5	2	5	5	4	2	26
10:00 - 11:59	5	3	7	0	4	4	5	28
12:00 - 13:59	5	5	4	5	5	5	8	37
14:00 - 15:59	5	6	11	3	5	13	9	52
16:00 - 17:59	7	4	3	8	7	8	5	42
18:00 - 19:59	3	3	3	6	5	6	6	32
20:00 - 21:59	3	4	1	4	6	8	2	28
22:00 - Midnight	4	3	0	2	1	9	9	28
Unknown	0	0	0	0	0	0	0	0
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>54</b>	<b>42</b>	<b>41</b>	<b>47</b>	<b>47</b>	<b>67</b>	<b>67</b>	<b>365</b>

<sup>1</sup> In the case of a fatal crash reported with an unknown time, a time period is estimated.

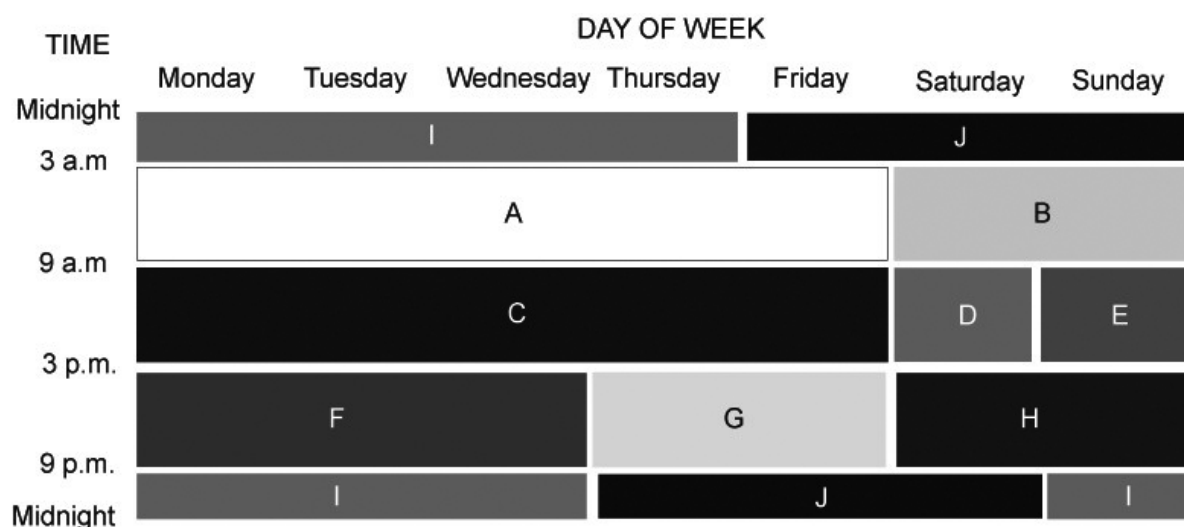
**Table 7b: Total crashes, time period, day of week**

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	307	114	104	98	120	142	335	1,220
02:00 - 03:59	224	70	70	62	85	102	217	830
04:00 - 05:59	180	138	154	173	151	163	174	1,133
06:00 - 07:59	244	512	586	572	519	460	307	3,200
08:00 - 09:59	364	696	893	894	827	756	472	4,902
10:00 - 11:59	578	600	618	587	601	609	819	4,412
12:00 - 13:59	698	623	629	591	670	729	852	4,792
14:00 - 15:59	699	807	828	873	944	978	735	5,864
16:00 - 17:59	615	942	1,035	1,091	1,088	1,095	736	6,602
18:00 - 19:59	493	567	643	701	729	856	599	4,588
20:00 - 21:59	366	314	357	392	389	475	399	2,692
22:00 - Midnight	263	204	200	269	286	446	396	2,064
Unknown	0	0	0	0	0	0	0	0
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>5,031</b>	<b>5,587</b>	<b>6,117</b>	<b>6,303</b>	<b>6,409</b>	<b>6,811</b>	<b>6,041</b>	<b>42,299</b>

**Table 7c: Crashes, time period, degree of crash**

Time period <sup>1</sup>	Degree of crash						Total crashes	
	Fatal crash		Injury crash		Non-casualty crash			
A	51	(0.9%)	2,675	(45.0%)	3,218	(54.1%)	5,944	(100.0%)
B	29	(1.9%)	599	(40.2%)	861	(57.8%)	1,489	(100.0%)
C	69	(0.7%)	4,541	(46.1%)	5,233	(53.2%)	9,843	(100.0%)
D	16	(0.7%)	1,044	(45.5%)	1,236	(53.8%)	2,296	(100.0%)
E	14	(0.8%)	897	(48.7%)	930	(50.5%)	1,841	(100.0%)
F	41	(0.6%)	3,187	(45.8%)	3,731	(53.6%)	6,959	(100.0%)
G	44	(0.8%)	2,381	(44.3%)	2,952	(54.9%)	5,377	(100.0%)
H	31	(0.9%)	1,587	(45.0%)	1,907	(54.1%)	3,525	(100.0%)
I	27	(1.2%)	870	(39.5%)	1,307	(59.3%)	2,204	(100.0%)
J	43	(1.5%)	1,190	(42.2%)	1,588	(56.3%)	2,821	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	0	(0.0%)	0	(100.0%)
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>365</b>	<b>(0.9%)</b>	<b>18,971</b>	<b>(44.8%)</b>	<b>22,963</b>	<b>(54.3%)</b>	<b>42,299</b>	<b>(100.0%)</b>

<sup>1</sup> Time periods A to J are as shown below. In the case of a fatal crash reported with an unknown time, a time period is estimated.



The above time periods were defined by A.J. McLean, O.T. Holubowycz and B.L. Sandow in their report *Alcohol and Crashes: Identification of Relevant Factors in this Association*, Department of Transport, Australia, 1980. The ten time periods, A to J, exhibit different characteristics of traffic conditions, driver/rider behaviour and trip purpose.

For example time period I is from 9 pm on Sunday, Monday, Tuesday and Wednesday nights to 3 am the following mornings.

Figure 2: Crashes, road user movement

(Number in each cell indicates number of crashes with a first impact of that type)

PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 801	 CROSS TRAFFIC 3,380	 HEAD ON (not overtaking) 1,327	 REAR END 8,095	 U TURN 647	 HEAD ON (incl. side swipe) 29	 PARKED 201	 OFF CARRIAGEWAY TO LEFT 565	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 493	 FELL IN/FROM VEHICLE 86
 EMERGING 149	 RIGHT FAR 439	 RIGHT THRU 3,608	 LEFT REAR 270	 U TURN INTO FIXED OBJECT PKD VEHICLE 87	 OUT OF CONTROL 65	 DOUBLE PARKED 3	 LEFT OF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 3,628	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 2,010	 LOAD OR MISSILE STRUCK VEHICLE 34
 FAR SIDE 483	 LEFT FAR 129	 LEFT THRU 2	 RIGHT REAR 1,210	 LEAVING PARKING 513	 PULLING OUT 2	 ACCIDENT OR BREAK DOWN 162	 OFF CARRIAGEWAY TO RIGHT 252	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 177	 STRUCK TRAIN / AEROPLANE 2
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 143	 RIGHT NEAR 1,706	 RIGHT/LEFT 28	 LANE SIDE SWIPE 472	 ENTERING PARKING 59	 OVERTAKE TURNING 169	 VEHICLE DOOR 229	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,632	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 759	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 108
 WALKING WITH TRAFFIC 47	 TWO R TURNING 47	 RIGHT/RIGHT 10	 LANE CHANGE RIGHT (not overtaking) 568	 PARKING VEHICLES ONLY 76	 CUTTING IN 18	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 5	 OUT OF CONTROL ON CARRIAGEWAY 497	 OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 238	 PARKED VEH RUN AWAY INTO VEHICLE 4
 FACING TRAFFIC 22	 RIGHT/LEFT FAR 27	 LEFT/LEFT 0	 LANE CHANGE LEFT 648	 REVERSING 79	 PULLING OUT REAR END 18	 TEMPORARY ROADWORKS 28	 OFF END OF ROAD/ T INTERSECTION 145	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 995	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 15
 ON FOOTPATH/ MEDIAN 44	 LEFT NEAR 333		 RIGHT TURN SIDE SWIPE 199	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 81		 STRUCK ON OBJECT ON CARRIAGEWAY 171		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 211	
 DRIVEWAY 75	 LEFT/RIGHT FAR 2		 LEFT TURN SIDE SWIPE 327	 EMERGING FROM DRIVEWAY 862		 ANIMAL (not ridden) 457		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 963	
	 TWO LEFT TURNING 5			 FROM FOOTPATH 134			 OUT OF CONTROL ON CARRIAGEWAY 429		
 OTHER PEDESTRIAN 26	 OTHER ADJACENT 22	 OTHER OPPOSING 15	 OTHER SAME DIRECTION 52	 OTHER MANOEUVRING 151	 OTHER OVERTAKING 2	 OTHER ON PATH 33	 OTHER STRAIGHT 24	 OTHER CURVE 16	 UNKNOWN 24

**Table 8: Crashes, object hit in first impact, degree of crash**

Object hit in first impact	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Bridge/wall	2	35	52	89
Fence/post	23	820	1,594	2,437
Pole	14	506	523	1,043
Embankment	7	398	477	882
Tree	55	983	1,055	2,093
Street furniture	5	201	413	619
Drain or culvert	9	133	183	325
Building	1	42	96	139
Other object	7	270	500	777
Stock	0	43	132	175
Kangaroo/wallaby	0	69	136	205
Other animal	0	43	35	78
Unknown	0	0	0	0
<b>Sub-total</b>	<b>123</b>	<b>3,543</b>	<b>5,196</b>	<b>8,862</b>
<b>No object hit</b>	<b>242</b>	<b>15,428</b>	<b>17,767</b>	<b>33,437</b>
<b>CRASHES: TOTAL</b>	<b>365</b>	<b>18,971</b>	<b>22,963</b>	<b>42,299</b>

**Table 9: Single motor vehicle crashes, vehicle type, degree of crash**

Vehicle type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Car	94	3,172	5,384	8,650
Light truck	14	470	696	1,180
Heavy rigid truck	1	59	66	126
Articulated truck	10	134	147	291
Bus	1	15	6	22
Other motor vehicle	2	59	41	102
Motorcycle	20	1,012	49	1,081
<b>SINGLE MOTOR CRASHES: TOTAL</b>	<b>142</b>	<b>4,921</b>	<b>6,389</b>	<b>11,452</b>

Note: Vehicles hitting pedestrians are not included in this table.

**Table 10: Crashes, casualties, type of crash, degree of crash, degree of casualty**

Type of crash <sup>1</sup>	Degree of crash <sup>2</sup>						Degree of casualty <sup>3</sup>				
	F		I C		N		Total crashes		K	I	Total killed & injured
Car crash	255	(1%)	15,797	(42%)	21,497	(57%)	37,549	(100%)	292	21,051	21,343
Light truck crash	67	(1%)	2,836	(41%)	3,937	(58%)	6,840	(100%)	74	3,780	3,854
Heavy truck crash	60	(3%)	887	(40%)	1,290	(58%)	2,237	(100%)	74	1,121	1,195
Heavy rigid truck crash	20	(2%)	460	(40%)	679	(59%)	1,159	(100%)	24	570	594
Articulated truck crash	41	(4%)	446	(40%)	626	(56%)	1,113	(100%)	51	581	632
Bus crash	9	(2%)	256	(46%)	290	(52%)	555	(100%)	9	429	438
Emergency vehicle crash	5	(2%)	108	(47%)	115	(50%)	228	(100%)	5	187	192
Motorcycle crash	59	(2%)	2,413	(89%)	254	(9%)	2,726	(100%)	61	2,590	2,651
Pedal cycle crash	11	(1%)	1,077	(99%)	5	(0%)	1,093	(100%)	11	1,123	1,134
Pedestrian crash	58	(3%)	1,796	(96%)	9	(0%)	1,863	(100%)	59	1,959	2,018
<b>All types of crashes</b>	<b>365</b>	<b>(1%)</b>	<b>18,971</b>	<b>(45%)</b>	<b>22,963</b>	<b>(54%)</b>	<b>42,299</b>	<b>(100%)</b>	<b>405</b>	<b>24,623</b>	<b>25,028</b>

Note: Percentages of all crashes involving those traffic unit types are shown in brackets.

1 Crash categories listed are those involving at least one traffic unit of that type.

2 F – Fatal crash; I C – Injury crash; N – Non-casualty crash.

3 K – Killed; I – Injured.

**IMPORTANT:** The 'Type of crash' categories in this table are not mutually exclusive and must therefore not be added together. For example, a crash involving both a car and a motorcycle will be included in both 'Car crash' and 'Motorcycle crash' categories.

**Table 11: Motor vehicles involved and involvement rate<sup>1</sup>, vehicle type, degree of crash**

Vehicle type	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		All crashes	
Passenger vehicle <sup>2</sup>	311	<i>0.9</i>	24,588	<i>68.7</i>	35,185	<i>98.3</i>	60,084	<i>167.9</i>
Rigid truck, van or utility	114	<i>1.3</i>	4,197	<i>49.6</i>	6,098	<i>72.1</i>	10,409	<i>123.0</i>
Articulated truck <sup>3</sup>	44	<i>20.2</i>	468	<i>214.8</i>	647	<i>297.0</i>	1,159	<i>532.0</i>
Bus	9	<i>6.0</i>	262	<i>174.1</i>	294	<i>195.4</i>	565	<i>375.5</i>
Motorcycle	62	<i>3.6</i>	2,448	<i>141.8</i>	258	<i>14.9</i>	2,768	<i>160.3</i>
<b>All motor vehicles on register<sup>4</sup></b>	<b>558</b>	<b><i>1.2</i></b>	<b>33,104</b>	<b><i>71.5</i></b>	<b>43,737</b>	<b><i>94.4</i></b>	<b>77,399</b>	<b><i>167.1</i></b>

Note: Involvement rates are calculated using registration data in which the vehicle categories differ slightly from those used in the crash database.

1 Rates (shown in italics) are expressed as the number of vehicles involved in crashes per 10,000 registered vehicles of that type using registration data as at 30 June 2010.

2 Comprised of sedan, station wagon, hatchback, taxi-cab, passenger van and four wheel drive passenger vehicle.

3 Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.

4 Includes other and unknown motor vehicle types.

**Table 12: Crashes, factors, degree of crash**

Factors possibly contributing to crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	All crashes
<b>Controller Disadvantaged</b>				
Chronic illness/physical infirmity	0	2	4	6
Sudden illness	7	371	209	587
Swerving to avoid animal	1	293	547	841
Using hand-held telephone	3	31	22	56
Distraction inside vehicle (not hand-held telephone)	1	448	761	1,210
Distraction outside vehicle	14	1,724	1,867	3,605
<b>Equipment failure/fault</b>				
Brakes	2	48	59	109
Steering	0	15	31	46
Tyres	3	138	213	354
Wheel, axle/suspension	0	21	41	62
Lights	1	3	3	7
Towing/coupling	0	8	32	40
Insecure load	0	28	28	56

**IMPORTANT:** The factor categories in this table are not mutually exclusive and must therefore not be added together. For example, a crash in which one driver suffered sudden illness and another vehicle's brakes failed would be counted once in each of the relevant categories.

**Table 13: Crashes, degree of crash, alcohol involvement, time period**

Degree of crash	Alcohol involved	Time Period <sup>1</sup>										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
Fatal	Yes	2	7	2	2	1	8	5	5	6	20	0	58
	No	40	15	58	12	9	29	31	24	16	19	0	253
	Unknown	9	7	9	2	4	4	8	2	5	4	0	54
	<b>Sub-total</b>	<b>51</b>	<b>29</b>	<b>69</b>	<b>16</b>	<b>14</b>	<b>41</b>	<b>44</b>	<b>31</b>	<b>27</b>	<b>43</b>	<b>0</b>	<b>365</b>
Injury	Yes	38	84	43	20	19	88	79	103	130	254	0	858
	No	1,767	384	3,079	748	670	1,982	1,543	1,008	536	617	0	12,334
	Unknown	870	131	1,419	276	208	1,117	759	476	204	319	0	5,779
	<b>Sub-total</b>	<b>2,675</b>	<b>599</b>	<b>4,541</b>	<b>1,044</b>	<b>897</b>	<b>3,187</b>	<b>2,381</b>	<b>1,587</b>	<b>870</b>	<b>1,190</b>	<b>0</b>	<b>18,971</b>
Non-casualty	Yes	38	72	24	12	8	76	55	77	123	196	0	681
	No	2,278	503	3,972	945	727	2,652	2,072	1,354	777	846	0	16,126
	Unknown	902	286	1,237	279	195	1,003	825	476	407	546	0	6,156
	<b>Sub-total</b>	<b>3,218</b>	<b>861</b>	<b>5,233</b>	<b>1,236</b>	<b>930</b>	<b>3,731</b>	<b>2,952</b>	<b>1,907</b>	<b>1,307</b>	<b>1,588</b>	<b>0</b>	<b>22,963</b>
Total crashes	Yes	78	163	69	34	28	172	139	185	259	470	0	1,597
	No	4,085	902	7,109	1,705	1,406	4,663	3,646	2,386	1,329	1,482	0	28,713
	Unknown	1,781	424	2,665	557	407	2,124	1,592	954	616	869	0	11,989
	<b>TOTAL</b>	<b>5,944</b>	<b>1,489</b>	<b>9,843</b>	<b>2,296</b>	<b>1,841</b>	<b>6,959</b>	<b>5,377</b>	<b>3,525</b>	<b>2,204</b>	<b>2,821</b>	<b>0</b>	<b>42,299</b>

Note: Assessment of alcohol involvement in a crash is based on the blood alcohol concentration (BAC) readings of the motor vehicle controllers involved in the crash as follows:

Yes – at least one motor vehicle controller was over the legal limit.

No – (1) BAC levels for all motor vehicle controllers are known and were under the legal limit; or  
– (2) no motor vehicle controllers were involved in the crash.

Unknown – at least one motor vehicle controller had unknown BAC and all known BAC levels were under the legal limit.

<sup>1</sup> Time periods A to J are as defined on page 26. In the case of a fatal crash reported with an unknown time, a time period is estimated.

**Table 14: Crashes, degree of crash, alcohol involvement, urbanisation**

Degree of crash	Alcohol involved	Urbanisation						Total
		Metropolitan <sup>1</sup>			Country <sup>2</sup>			
		Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	
Fatal	Yes	10	3	0	13	32	0	58
	No	69	6	6	65	106	1	253
	Unknown	14	3	4	10	23	0	54
	<b>Sub-total</b>	<b>93</b>	<b>12</b>	<b>10</b>	<b>88</b>	<b>161</b>	<b>1</b>	<b>365</b>
Injury	Yes	302	52	27	328	147	2	858
	No	6,620	608	442	2,929	1,725	10	12,334
	Unknown	3,818	288	181	1,056	431	5	5,779
	<b>Sub-total</b>	<b>10,740</b>	<b>948</b>	<b>650</b>	<b>4,313</b>	<b>2,303</b>	<b>17</b>	<b>18,971</b>
Non-casualty	Yes	289	52	35	268	37	0	681
	No	9,394	827	528	3,669	1,703	5	16,126
	Unknown	3,835	255	143	1,271	646	6	6,156
	<b>Sub-total</b>	<b>13,518</b>	<b>1,134</b>	<b>706</b>	<b>5,208</b>	<b>2,386</b>	<b>11</b>	<b>22,963</b>
Total crashes	Yes	601	107	62	609	216	2	1,597
	No	16,083	1,441	976	6,663	3,534	16	28,713
	Unknown	7,667	546	328	2,337	1,100	11	11,989
	<b>TOTAL</b>	<b>24,351</b>	<b>2,094</b>	<b>1,366</b>	<b>9,609</b>	<b>4,850</b>	<b>29</b>	<b>42,299</b>

<sup>1</sup> The Sydney, Newcastle and Wollongong Metropolitan Areas are defined in the Definitions on pages 12 and 13.

<sup>2</sup> Country areas are sub-divided by speed limits as follows:

Urban: Speed limit up to and including 80 km/h.

Non-urban: Speed limit over 80 km/h.

Unknown: Speed limit is unknown.



**Table 15a: Crashes, alcohol involvement, degree of crash**

Alcohol involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	58	858	681	1,597
No	253	12,334	16,126	28,713
Unknown	54	5,779	6,156	11,989
<b>Crashes: Total</b>	<b>365</b>	<b>18,971</b>	<b>22,963</b>	<b>42,299</b>

**Table 15b: Crashes, speeding involvement, degree of crash**

Speeding involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	146	3,127	3,852	7,125
No or unknown	219	15,844	19,111	35,174
<b>Crashes: Total</b>	<b>365</b>	<b>18,971</b>	<b>22,963</b>	<b>42,299</b>

**Table 15c: Crashes, fatigue involvement, degree of crash**

Fatigue involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	54	1,429	1,762	3,245
No or Unknown	311	17,542	21,201	39,054
<b>Crashes: Total</b>	<b>365</b>	<b>18,971</b>	<b>22,963</b>	<b>42,299</b>

The identification of speeding and fatigue involvement cannot always be determined from police reports of road crashes. The Centre for Road Safety has therefore established criteria for determining if a crash is likely to have involved these factors. The criteria used for this purpose are shown on page 14.

**Table 16a: Motor vehicle controllers involved, degree of crash, road user class, sex, age**  
**DEGREE OF CRASH: FATAL**

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	2	34	35	16	40	31	25	16	29	0	228
	F	0	0	12	11	3	13	14	20	7	11	0	91
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>46</b>	<b>19</b>	<b>53</b>	<b>45</b>	<b>45</b>	<b>23</b>	<b>40</b>	<b>0</b>	<b>319</b>
Light truck driver	M	0	1	4	5	6	9	12	14	6	5	0	62
	F	0	0	0	0	1	1	4	1	1	0	0	8
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>10</b>	<b>16</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>70</b>
Heavy rigid truck driver	M	0	0	0	1	1	1	4	8	4	1	0	20
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>
Articulated truck driver	M	0	0	0	1	0	12	12	13	6	0	0	44
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>44</b>
Bus driver	M	0	0	0	0	1	1	3	3	1	0	0	9
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
Motorcycle rider	M	0	0	4	9	5	13	14	10	3	2	0	60
	F	0	0	0	0	0	0	0	2	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>5</b>	<b>13</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>62</b>
Other motor vehicle driver	M	0	0	1	0	1	4	3	1	1	3	0	14
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>17</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>51</b>	<b>30</b>	<b>80</b>	<b>79</b>	<b>74</b>	<b>37</b>	<b>40</b>	<b>0</b>	<b>437</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>14</b>	<b>18</b>	<b>23</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>101</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>62</b>	<b>34</b>	<b>94</b>	<b>97</b>	<b>97</b>	<b>45</b>	<b>51</b>	<b>3</b>	<b>541</b>

<sup>1</sup> Unknown sex included.

**Table 16b: Motor vehicle controllers involved, degree of crash, road user class, sex, age**  
**DEGREE OF CRASH: INJURY**

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	48	1,599	1,736	1,142	2,351	1,968	1,616	1,100	1,004	308	12,872
	F	0	33	1,423	1,447	1,004	2,221	2,010	1,451	747	565	210	11,111
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>81</b>	<b>3,023</b>	<b>3,186</b>	<b>2,146</b>	<b>4,576</b>	<b>3,983</b>	<b>3,068</b>	<b>1,847</b>	<b>1,569</b>	<b>884</b>	<b>24,363</b>
Light truck driver	M	0	9	252	302	233	586	549	344	190	71	44	2,580
	F	0	2	28	30	20	58	52	50	15	7	5	267
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>11</b>	<b>280</b>	<b>332</b>	<b>253</b>	<b>644</b>	<b>601</b>	<b>394</b>	<b>205</b>	<b>78</b>	<b>95</b>	<b>2,893</b>
Heavy rigid truck driver	M	0	0	3	32	35	110	124	87	42	0	6	439
	F	0	0	0	0	0	1	4	0	0	0	0	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>35</b>	<b>111</b>	<b>128</b>	<b>87</b>	<b>42</b>	<b>0</b>	<b>14</b>	<b>452</b>
Articulated truck driver	M	0	0	1	16	25	108	144	104	33	3	6	440
	F	0	0	0	0	1	0	1	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>26</b>	<b>108</b>	<b>145</b>	<b>104</b>	<b>33</b>	<b>3</b>	<b>18</b>	<b>454</b>
Bus driver	M	0	0	3	5	7	46	50	67	41	10	3	232
	F	0	0	0	0	1	1	3	6	1	1	0	13
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>47</b>	<b>54</b>	<b>73</b>	<b>42</b>	<b>11</b>	<b>15</b>	<b>258</b>
Motorcycle rider	M	0	46	257	335	241	490	414	299	78	13	34	2,207
	F	0	5	22	40	32	54	46	23	2	1	4	229
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>51</b>	<b>279</b>	<b>375</b>	<b>273</b>	<b>544</b>	<b>460</b>	<b>322</b>	<b>80</b>	<b>14</b>	<b>48</b>	<b>2,446</b>
Other motor vehicle driver	M	0	2	1	30	59	149	167	123	55	16	59	661
	F	0	1	1	1	2	13	9	5	4	9	18	63
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>31</b>	<b>61</b>	<b>163</b>	<b>176</b>	<b>128</b>	<b>59</b>	<b>25</b>	<b>464</b>	<b>1,112</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>105</b>	<b>2,116</b>	<b>2,456</b>	<b>1,742</b>	<b>3,840</b>	<b>3,416</b>	<b>2,640</b>	<b>1,539</b>	<b>1,117</b>	<b>460</b>	<b>19,431</b>
	<b>F</b>	<b>0</b>	<b>41</b>	<b>1,474</b>	<b>1,518</b>	<b>1,060</b>	<b>2,348</b>	<b>2,125</b>	<b>1,535</b>	<b>769</b>	<b>583</b>	<b>237</b>	<b>11,690</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>146</b>	<b>3,591</b>	<b>3,977</b>	<b>2,802</b>	<b>6,193</b>	<b>5,547</b>	<b>4,176</b>	<b>2,308</b>	<b>1,700</b>	<b>1,538</b>	<b>31,978</b>

<sup>1</sup> Unknown sex included.

**Table 16c: Motor vehicle controllers involved, degree of crash, road user class, sex, age**  
**DEGREE OF CRASH: NON-CASUALTY**

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	64	3,093	3,066	1,854	3,684	2,848	2,065	1,370	1,064	486	19,594
	F	0	46	1,821	1,992	1,241	2,713	2,389	1,567	878	650	237	13,534
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>110</b>	<b>4,915</b>	<b>5,061</b>	<b>3,098</b>	<b>6,406</b>	<b>5,250</b>	<b>3,641</b>	<b>2,253</b>	<b>1,715</b>	<b>1,442</b>	<b>33,891</b>
Light truck driver	M	0	5	376	506	366	849	676	465	250	79	78	3,650
	F	0	2	26	39	21	58	58	44	9	3	7	267
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>402</b>	<b>547</b>	<b>388</b>	<b>907</b>	<b>734</b>	<b>509</b>	<b>259</b>	<b>82</b>	<b>161</b>	<b>3,996</b>
Heavy rigid truck driver	M	0	0	4	45	60	152	183	126	57	5	11	643
	F	0	0	0	1	0	1	2	0	0	0	1	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>60</b>	<b>153</b>	<b>185</b>	<b>126</b>	<b>57</b>	<b>5</b>	<b>30</b>	<b>666</b>
Articulated truck driver	M	0	0	1	18	31	166	172	150	54	4	14	610
	F	0	0	0	0	0	0	3	0	0	0	0	3
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>31</b>	<b>166</b>	<b>175</b>	<b>150</b>	<b>54</b>	<b>4</b>	<b>34</b>	<b>633</b>
Bus driver	M	0	0	0	4	13	38	62	75	46	5	9	252
	F	0	0	0	0	1	6	10	1	4	0	0	22
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>14</b>	<b>44</b>	<b>72</b>	<b>77</b>	<b>50</b>	<b>5</b>	<b>17</b>	<b>283</b>
Motorcycle rider	M	0	1	23	41	32	43	33	20	4	2	10	209
	F	0	0	2	4	5	4	3	1	0	0	0	19
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>45</b>	<b>37</b>	<b>47</b>	<b>36</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>16</b>	<b>234</b>
Other motor vehicle driver	M	0	0	3	35	53	173	187	138	71	12	49	721
	F	0	0	2	1	4	5	7	3	1	0	11	34
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>36</b>	<b>58</b>	<b>178</b>	<b>195</b>	<b>141</b>	<b>72</b>	<b>12</b>	<b>513</b>	<b>1,210</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>70</b>	<b>3,500</b>	<b>3,715</b>	<b>2,409</b>	<b>5,105</b>	<b>4,161</b>	<b>3,039</b>	<b>1,852</b>	<b>1,171</b>	<b>657</b>	<b>25,679</b>
	<b>F</b>	<b>0</b>	<b>48</b>	<b>1,851</b>	<b>2,037</b>	<b>1,272</b>	<b>2,787</b>	<b>2,472</b>	<b>1,616</b>	<b>892</b>	<b>653</b>	<b>256</b>	<b>13,884</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>118</b>	<b>5,352</b>	<b>5,757</b>	<b>3,686</b>	<b>7,901</b>	<b>6,647</b>	<b>4,665</b>	<b>2,749</b>	<b>1,825</b>	<b>2,213</b>	<b>40,913</b>

<sup>1</sup> Unknown sex included.

**Table 16d: Motor vehicle controllers involved, degree of crash, road user class, sex, age**  
**DEGREE OF CRASH: ALL CRASHES**

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	114	4,726	4,837	3,012	6,075	4,847	3,706	2,486	2,097	794	32,694
	F	0	79	3,256	3,450	2,248	4,947	4,413	3,038	1,632	1,226	447	24,736
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>193</b>	<b>7,984</b>	<b>8,293</b>	<b>5,263</b>	<b>11,035</b>	<b>9,278</b>	<b>6,754</b>	<b>4,123</b>	<b>3,324</b>	<b>2,326</b>	<b>58,573</b>
Light truck driver	M	0	15	632	813	605	1,444	1,237	823	446	155	122	6,292
	F	0	4	54	69	42	117	114	95	25	10	12	542
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>19</b>	<b>686</b>	<b>884</b>	<b>648</b>	<b>1,561</b>	<b>1,351</b>	<b>918</b>	<b>471</b>	<b>165</b>	<b>256</b>	<b>6,959</b>
Heavy rigid truck driver	M	0	0	7	78	96	263	311	221	103	6	17	1,102
	F	0	0	0	1	0	2	6	0	0	0	1	10
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>96</b>	<b>265</b>	<b>317</b>	<b>221</b>	<b>103</b>	<b>6</b>	<b>44</b>	<b>1,138</b>
Articulated truck driver	M	0	0	2	35	56	286	328	267	93	7	20	1,094
	F	0	0	0	0	1	0	4	0	0	0	0	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>57</b>	<b>286</b>	<b>332</b>	<b>267</b>	<b>93</b>	<b>7</b>	<b>52</b>	<b>1,131</b>
Bus driver	M	0	0	3	9	21	85	115	145	88	15	12	493
	F	0	0	0	0	2	7	13	7	5	1	0	35
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>23</b>	<b>92</b>	<b>129</b>	<b>153</b>	<b>93</b>	<b>16</b>	<b>32</b>	<b>550</b>
Motorcycle rider	M	0	47	284	385	278	546	461	329	85	17	44	2,476
	F	0	5	24	44	37	58	49	26	2	1	4	250
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>52</b>	<b>308</b>	<b>429</b>	<b>315</b>	<b>604</b>	<b>510</b>	<b>355</b>	<b>87</b>	<b>18</b>	<b>64</b>	<b>2,742</b>
Other motor vehicle driver	M	0	2	5	65	113	326	357	262	127	31	108	1,396
	F	0	1	3	2	6	18	16	8	5	9	29	97
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>67</b>	<b>120</b>	<b>345</b>	<b>374</b>	<b>270</b>	<b>132</b>	<b>40</b>	<b>980</b>	<b>2,339</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>178</b>	<b>5,659</b>	<b>6,222</b>	<b>4,181</b>	<b>9,025</b>	<b>7,656</b>	<b>5,753</b>	<b>3,428</b>	<b>2,328</b>	<b>1,117</b>	<b>45,547</b>
	<b>F</b>	<b>0</b>	<b>89</b>	<b>3,337</b>	<b>3,566</b>	<b>2,336</b>	<b>5,149</b>	<b>4,615</b>	<b>3,174</b>	<b>1,669</b>	<b>1,247</b>	<b>493</b>	<b>25,675</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>267</b>	<b>8,998</b>	<b>9,796</b>	<b>6,522</b>	<b>14,188</b>	<b>12,291</b>	<b>8,938</b>	<b>5,102</b>	<b>3,576</b>	<b>3,754</b>	<b>73,432</b>

<sup>1</sup> Unknown sex included.

**Table 17: Motor vehicle controllers involved, road user class, licence status, degree of crash**

Road user class	Licence status	Degree of crash			All crashes
		Fatal crash	Injury crash	Non-casualty crash	
Car driver	Learner	6	231	370	607
	Provisional <sup>2</sup>	60	4,263	6,680	11,003
	Standard	221	16,517	22,596	39,334
	Unlicensed <sup>1</sup>	27	560	663	1,250
	Unknown <sup>2</sup>	5	2,792	3,582	6,379
	<b>Sub-total</b>		<b>319</b>	<b>24,363</b>	<b>33,891</b>
Light truck driver	Learner	2	15	13	30
	Provisional <sup>2</sup>	4	341	523	868
	Standard	61	2,141	2,973	5,175
	Unlicensed <sup>1</sup>	3	68	89	160
	Unknown <sup>2</sup>	0	328	398	726
	<b>Sub-total</b>		<b>70</b>	<b>2,893</b>	<b>3,996</b>
Heavy rigid truck driver	Provisional <sup>2</sup>	0	8	8	16
	Standard	20	395	581	996
	Unlicensed <sup>1</sup>	0	2	10	12
	Unknown <sup>2</sup>	0	47	67	114
	<b>Sub-total</b>		<b>20</b>	<b>452</b>	<b>666</b>
Articulated truck driver	Standard	42	342	484	868
	Unlicensed <sup>1</sup>	1	6	4	11
	Unknown <sup>2</sup>	1	106	145	252
	<b>Sub-total</b>		<b>44</b>	<b>454</b>	<b>633</b>
Bus driver	Learner	0	0	0	0
	Provisional <sup>2</sup>	0	3	0	3
	Standard	9	228	254	491
	Unlicensed <sup>1</sup>	0	1	2	3
	Unknown <sup>2</sup>	0	26	27	53
	<b>Sub-total</b>		<b>9</b>	<b>258</b>	<b>283</b>
Motorcycle rider	Learner	5	364	31	400
	Provisional <sup>2</sup>	3	219	21	243
	Standard	46	1,322	145	1,513
	Unlicensed <sup>1</sup>	7	185	7	199
	Unknown <sup>2</sup>	1	356	30	387
	<b>Sub-total</b>		<b>62</b>	<b>2,446</b>	<b>234</b>
Other motor vehicle driver	Learner	0	0	0	0
	Provisional <sup>2</sup>	1	5	3	9
	Standard	11	591	669	1,271
	Unlicensed <sup>1</sup>	0	10	5	15
	Unknown <sup>2</sup>	5	506	533	1,044
	<b>Sub-total</b>		<b>17</b>	<b>1,112</b>	<b>1,210</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>TOTAL</b>	<b>541</b>	<b>31,978</b>	<b>40,913</b>	<b>73,432</b>

<sup>1</sup> Includes persons driving whilst disqualified or suspended.

<sup>2</sup> Includes P1 and P2 licence types

**Table 18a: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age  
DEGREE OF CRASH: FATAL**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	1	33	34	22	67	60	58	36	35	0	346
	F	0	0	8	10	3	13	10	16	7	10	0	77
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>44</b>	<b>25</b>	<b>80</b>	<b>70</b>	<b>74</b>	<b>43</b>	<b>45</b>	<b>0</b>	<b>423</b>
.001 – .019 <sup>3</sup>	M	0	0	0	1	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
.020 – .049 <sup>4</sup>	M	0	0	1	2	0	0	1	0	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
.050 – .079	M	0	0	1	2	0	2	0	1	0	0	0	6
	F	0	0	1	0	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
.080 – .149	M	0	0	2	3	3	1	3	0	0	1	0	13
	F	0	0	1	0	0	0	1	2	0	0	0	4
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>
≥ .150	M	0	0	2	6	2	3	7	4	0	0	0	24
	F	0	0	1	1	0	0	2	0	0	1	0	5
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>29</b>
Unknown	M	0	2	4	3	3	7	8	11	1	4	0	43
	F	0	0	1	0	1	1	5	5	1	0	0	14
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>13</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>60</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>51</b>	<b>30</b>	<b>80</b>	<b>79</b>	<b>74</b>	<b>37</b>	<b>40</b>	<b>0</b>	<b>437</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>14</b>	<b>18</b>	<b>23</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>101</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>62</b>	<b>34</b>	<b>94</b>	<b>97</b>	<b>97</b>	<b>45</b>	<b>51</b>	<b>3</b>	<b>541</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 18b: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age  
DEGREE OF CRASH: INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	69	1,630	1,774	1,289	2,810	2,484	2,024	1,206	874	182	14,342
	F	0	25	1,162	1,136	751	1,662	1,557	1,164	599	459	104	8,619
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>94</b>	<b>2,793</b>	<b>2,912</b>	<b>2,040</b>	<b>4,474</b>	<b>4,046</b>	<b>3,188</b>	<b>1,805</b>	<b>1,333</b>	<b>293</b>	<b>22,978</b>
.001 – .019 <sup>3</sup>	M	0	0	7	3	1	1	0	0	0	0	0	12
	F	0	0	1	1	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
.020 – .049 <sup>4</sup>	M	0	2	9	7	2	3	2	1	0	0	0	26
	F	0	0	6	0	1	1	0	0	0	0	0	8
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
.050 – .079	M	0	1	17	20	9	19	10	10	3	2	1	92
	F	0	0	4	5	3	5	6	4	1	0	0	28
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>25</b>	<b>12</b>	<b>24</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>120</b>
.080 – .149	M	0	2	54	67	30	52	33	18	9	5	3	273
	F	0	0	19	10	9	15	9	8	1	2	2	75
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>77</b>	<b>39</b>	<b>67</b>	<b>42</b>	<b>26</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>348</b>
≥ .150	M	0	0	19	50	27	71	65	25	10	2	1	270
	F	0	2	3	11	10	25	12	9	2	0	1	75
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>61</b>	<b>37</b>	<b>96</b>	<b>77</b>	<b>34</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>345</b>
Unknown	M	0	31	380	535	384	884	822	562	311	234	273	4,416
	F	0	14	279	355	286	640	541	350	166	122	130	2,883
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>45</b>	<b>659</b>	<b>891</b>	<b>670</b>	<b>1,527</b>	<b>1,364</b>	<b>913</b>	<b>477</b>	<b>356</b>	<b>1,237</b>	<b>8,139</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>105</b>	<b>2,116</b>	<b>2,456</b>	<b>1,742</b>	<b>3,840</b>	<b>3,416</b>	<b>2,640</b>	<b>1,539</b>	<b>1,117</b>	<b>460</b>	<b>19,431</b>
	<b>F</b>	<b>0</b>	<b>41</b>	<b>1,474</b>	<b>1,518</b>	<b>1,060</b>	<b>2,348</b>	<b>2,125</b>	<b>1,535</b>	<b>769</b>	<b>583</b>	<b>237</b>	<b>11,690</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>146</b>	<b>3,591</b>	<b>3,977</b>	<b>2,802</b>	<b>6,193</b>	<b>5,547</b>	<b>4,176</b>	<b>2,308</b>	<b>1,700</b>	<b>1,538</b>	<b>31,978</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.



**Table 18c: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age  
DEGREE OF CRASH: NON-CASUALTY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	39	2,819	2,947	1,889	3,980	3,307	2,392	1,500	960	299	20,132
	F	0	39	1,532	1,669	1,008	2,249	1,981	1,337	746	550	136	11,247
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>78</b>	<b>4,351</b>	<b>4,620</b>	<b>2,900</b>	<b>6,236</b>	<b>5,301</b>	<b>3,737</b>	<b>2,251</b>	<b>1,511</b>	<b>450</b>	<b>31,435</b>
.001 – .019 <sup>3</sup>	M	0	0	5	3	0	0	0	0	0	0	0	8
	F	0	0	2	1	0	1	0	0	0	0	0	4
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
.020 – .049 <sup>4</sup>	M	0	0	11	2	2	1	2	0	1	0	0	19
	F	0	1	0	1	1	0	1	0	0	0	0	4
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>23</b>
.050 – .079	M	0	0	17	12	11	7	9	3	0	0	0	59
	F	0	2	6	5	4	3	3	2	1	0	0	26
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>85</b>
.080 – .149	M	0	4	52	53	35	65	28	21	11	1	3	273
	F	0	0	11	9	3	7	4	3	1	2	1	41
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>62</b>	<b>38</b>	<b>72</b>	<b>32</b>	<b>24</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>314</b>
≥ .150	M	0	0	26	33	23	49	42	18	6	1	3	201
	F	0	0	5	5	4	14	10	8	0	0	0	46
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>38</b>	<b>27</b>	<b>63</b>	<b>52</b>	<b>26</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>247</b>
Unknown	M	0	27	570	665	449	1,003	773	605	334	209	352	4,987
	F	0	6	295	347	252	513	473	266	144	101	119	2,516
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>33</b>	<b>866</b>	<b>1,013</b>	<b>703</b>	<b>1,518</b>	<b>1,247</b>	<b>873</b>	<b>478</b>	<b>310</b>	<b>1,756</b>	<b>8,797</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>70</b>	<b>3,500</b>	<b>3,715</b>	<b>2,409</b>	<b>5,105</b>	<b>4,161</b>	<b>3,039</b>	<b>1,852</b>	<b>1,171</b>	<b>657</b>	<b>25,679</b>
	<b>F</b>	<b>0</b>	<b>48</b>	<b>1,851</b>	<b>2,037</b>	<b>1,272</b>	<b>2,787</b>	<b>2,472</b>	<b>1,616</b>	<b>892</b>	<b>653</b>	<b>256</b>	<b>13,884</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>118</b>	<b>5,352</b>	<b>5,757</b>	<b>3,686</b>	<b>7,901</b>	<b>6,647</b>	<b>4,665</b>	<b>2,749</b>	<b>1,825</b>	<b>2,213</b>	<b>40,913</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 18d: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age**

**DEGREE OF CRASH: ALL CRASHES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	109	4,482	4,755	3,200	6,857	5,851	4,474	2,742	1,869	481	34,820
	F	0	64	2,702	2,815	1,762	3,924	3,548	2,517	1,352	1,019	240	19,943
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>173</b>	<b>7,185</b>	<b>7,576</b>	<b>4,965</b>	<b>10,790</b>	<b>9,417</b>	<b>6,999</b>	<b>4,099</b>	<b>2,889</b>	<b>743</b>	<b>54,836</b>
.001 – .019 <sup>3</sup>	M	0	0	12	7	1	1	0	0	0	0	0	21
	F	0	0	3	2	0	1	0	0	0	0	0	6
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
.020 – .049 <sup>4</sup>	M	0	2	21	11	4	4	5	1	1	0	0	49
	F	0	1	6	1	2	1	1	0	0	0	0	12
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>61</b>
.050 – .079	M	0	1	35	34	20	28	19	14	3	2	1	157
	F	0	2	11	10	7	8	9	6	2	0	0	55
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>44</b>	<b>27</b>	<b>36</b>	<b>28</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>212</b>
.080 – .149	M	0	6	108	123	68	118	64	39	20	7	6	559
	F	0	0	31	19	12	22	14	13	2	4	3	120
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>6</b>	<b>139</b>	<b>142</b>	<b>80</b>	<b>140</b>	<b>78</b>	<b>52</b>	<b>22</b>	<b>11</b>	<b>9</b>	<b>679</b>
≥ .150	M	0	0	47	89	52	123	114	47	16	3	4	495
	F	0	2	9	17	14	39	24	17	2	1	1	126
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>106</b>	<b>66</b>	<b>162</b>	<b>138</b>	<b>64</b>	<b>18</b>	<b>4</b>	<b>5</b>	<b>621</b>
Unknown	M	0	60	954	1,203	836	1,894	1,603	1,178	646	447	625	9,446
	F	0	20	575	702	539	1,154	1,019	621	311	223	249	5,413
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>80</b>	<b>1,530</b>	<b>1,907</b>	<b>1,377</b>	<b>3,053</b>	<b>2,624</b>	<b>1,802</b>	<b>957</b>	<b>670</b>	<b>2,996</b>	<b>16,996</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>178</b>	<b>5,659</b>	<b>6,222</b>	<b>4,181</b>	<b>9,025</b>	<b>7,656</b>	<b>5,753</b>	<b>3,428</b>	<b>2,328</b>	<b>1,117</b>	<b>45,547</b>
	<b>F</b>	<b>0</b>	<b>89</b>	<b>3,337</b>	<b>3,566</b>	<b>2,336</b>	<b>5,149</b>	<b>4,615</b>	<b>3,174</b>	<b>1,669</b>	<b>1,247</b>	<b>493</b>	<b>25,675</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>267</b>	<b>8,998</b>	<b>9,796</b>	<b>6,522</b>	<b>14,188</b>	<b>12,291</b>	<b>8,938</b>	<b>5,102</b>	<b>3,576</b>	<b>3,754</b>	<b>73,432</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 19: Speeding motor vehicle controllers involved, degree of crash, sex, age**

Degree of crash	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Fatal	M	0	2	21	22	10	24	18	17	8	7	0	129
	F	0	0	6	4	0	2	3	3	2	0	0	20
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>26</b>	<b>10</b>	<b>26</b>	<b>21</b>	<b>20</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>149</b>
Injury	M	0	32	441	341	185	410	363	212	95	83	32	2,194
	F	0	7	228	151	60	164	129	105	42	37	8	931
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>39</b>	<b>669</b>	<b>492</b>	<b>245</b>	<b>574</b>	<b>492</b>	<b>317</b>	<b>137</b>	<b>120</b>	<b>65</b>	<b>3,150</b>
Non-casualty	M	0	22	728	478	232	399	305	200	100	70	74	2,608
	F	0	14	256	174	100	175	160	97	49	40	13	1,078
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>36</b>	<b>984</b>	<b>652</b>	<b>332</b>	<b>574</b>	<b>465</b>	<b>297</b>	<b>149</b>	<b>110</b>	<b>272</b>	<b>3,871</b>
<b>SPEEDING</b>													
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>56</b>	<b>1,190</b>	<b>841</b>	<b>427</b>	<b>833</b>	<b>686</b>	<b>429</b>	<b>203</b>	<b>160</b>	<b>160</b>	<b>4,931</b>
	<b>F</b>	<b>0</b>	<b>21</b>	<b>490</b>	<b>329</b>	<b>160</b>	<b>341</b>	<b>292</b>	<b>205</b>	<b>93</b>	<b>77</b>	<b>21</b>	<b>2,029</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>77</b>	<b>1,680</b>	<b>1,170</b>	<b>587</b>	<b>1,174</b>	<b>978</b>	<b>634</b>	<b>296</b>	<b>237</b>	<b>337</b>	<b>7,170</b>

<sup>1</sup> Unknown sex included.

The identification of speeding involvement cannot always be determined from police reports of road crashes. The Centre for Road Safety has therefore established criteria for determining if a crash is likely to have involved this factor. The criteria used for this purpose are shown on page 14.

**Table 20: Fatigued motor vehicle controllers involved, degree of crash, sex, age**

Degree of crash	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Fatal	M	0	0	3	4	2	8	8	5	7	9	0	46
	F	0	0	2	1	0	0	0	1	2	2	0	8
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>54</b>
Injury	M	0	5	144	148	66	200	161	91	57	93	13	978
	F	0	0	72	60	22	52	66	70	42	46	4	434
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>5</b>	<b>216</b>	<b>208</b>	<b>88</b>	<b>252</b>	<b>227</b>	<b>161</b>	<b>99</b>	<b>139</b>	<b>34</b>	<b>1,429</b>
Non-casualty	M	0	9	188	207	89	210	135	103	47	59	52	1,099
	F	0	2	48	53	27	63	43	55	35	31	14	371
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>11</b>	<b>236</b>	<b>260</b>	<b>116</b>	<b>273</b>	<b>178</b>	<b>159</b>	<b>82</b>	<b>90</b>	<b>357</b>	<b>1,762</b>
<b>FATIGUED</b>													
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>14</b>	<b>335</b>	<b>359</b>	<b>157</b>	<b>418</b>	<b>304</b>	<b>199</b>	<b>111</b>	<b>161</b>	<b>65</b>	<b>2,123</b>
	<b>F</b>	<b>0</b>	<b>2</b>	<b>122</b>	<b>114</b>	<b>49</b>	<b>115</b>	<b>109</b>	<b>126</b>	<b>79</b>	<b>79</b>	<b>18</b>	<b>813</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>16</b>	<b>457</b>	<b>473</b>	<b>206</b>	<b>533</b>	<b>413</b>	<b>326</b>	<b>190</b>	<b>240</b>	<b>391</b>	<b>3,245</b>

<sup>1</sup> Unknown sex included.

The identification of fatigue involvement cannot always be determined from police reports of road crashes. The Centre for Road Safety has therefore established criteria for determining if a crash is likely to have involved this factor. The criteria used for this purpose are shown on page 14.

**Table 21a: Crashes, location type, degree of crash**

Location type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
<b>INTERSECTION</b>				
Cross	30	3,256	3,658	6,944
'T'	42	4,798	5,674	10,514
'Y'	1	21	23	45
Multiple	1	31	41	73
Roundabout	2	798	1,013	1,813
<b>Sub-total</b>	<b>76</b>	<b>8,904</b>	<b>10,409</b>	<b>19,389</b>
<b>NON-INTERSECTION</b>				
One-way	0	73	71	144
2-way undivided	243	6,976	8,044	15,263
Dual carriageway (non-freeway)	35	2,100	2,984	5,119
Dual carriageway (freeway)	9	679	1,164	1,852
Other limited access	0	22	17	39
Other	2	217	274	493
Unknown	0	0	0	0
<b>Sub-total</b>	<b>289</b>	<b>10,067</b>	<b>12,554</b>	<b>22,910</b>
<b>CRASHES: TOTAL</b>	<b>365</b>	<b>18,971</b>	<b>22,963</b>	<b>42,299</b>

**Table 21b: Crashes, feature of location, degree of crash**

Feature of location	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Bridge	3	288	436	727
Causeway	1	6	8	15
Railway crossing	0	18	17	35
Entrance/driveway	10	1,248	1,476	2,734
Hazardous road surface	13	638	545	1,196
Roadworks/detour/diversion	7	244	244	495
Previous crash	0	43	115	158

**IMPORTANT:** The feature categories in this table are not mutually exclusive and must therefore not be added together. For example, a crash at roadworks on a bridge would be counted once in each of the relevant categories.

**Table 22: Crashes, area, speed limit, degree of crash**

Area <sup>1</sup> /speed limit	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
<b>METROPOLITAN</b>				
30 km/h or less	0	32	18	50
40 km/h	0	179	169	348
50 km/h	24	4,637	5,516	10,177
60 km/h	40	4,881	5,998	10,919
70 km/h	12	1,318	1,814	3,144
80 km/h	23	752	991	1,766
90 km/h	5	167	266	438
100 km/h	8	196	324	528
110 km/h	3	146	244	393
Unknown	0	30	18	48
<b>Sub-total</b>	<b>115</b>	<b>12,338</b>	<b>15,358</b>	<b>27,811</b>
<b>COUNTRY</b>				
30 km/h or less	0	6	7	13
40 km/h	1	80	60	141
50 km/h	18	1,900	2,302	4,220
60 km/h	26	1,197	1,482	2,705
70 km/h	7	236	323	566
80 km/h	36	894	1,034	1,964
90 km/h	13	141	131	285
100 km/h	138	1,838	1,730	3,706
110 km/h	10	324	525	859
Unknown	1	17	11	29
<b>Sub-total</b>	<b>250</b>	<b>6,633</b>	<b>7,605</b>	<b>14,488</b>
<b>CRASHES: TOTAL</b>	<b>365</b>	<b>18,971</b>	<b>22,963</b>	<b>42,299</b>

<sup>1</sup> 'Metropolitan' is comprised of the Sydney, Newcastle and Wollongong Metropolitan Areas.  
'Country' is comprised of all other areas of the State.

**Table 23: Crashes, alignment, surface condition, degree of crash**

Alignment/surface condition	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
<b>STRAIGHT</b>				
Wet	37	2,695	3,979	6,711
Dry	176	11,845	13,641	25,662
Snow or ice	0	7	16	23
Unknown	0	19	14	33
<b>Sub-total</b>	<b>213</b>	<b>14,566</b>	<b>17,650</b>	<b>32,429</b>
<b>CURVE</b>				
Wet	50	1,234	2,120	3,404
Dry	102	3,141	3,166	6,409
Snow or ice	0	16	21	37
Unknown	0	10	3	13
<b>Sub-total</b>	<b>152</b>	<b>4,401</b>	<b>5,310</b>	<b>9,863</b>
<b>TOTAL CRASHES<sup>1</sup></b>				
Wet	87	3,929	6,100	10,116
Dry	278	14,988	16,808	32,074
Snow or ice	0	23	37	60
Unknown	0	31	18	49
<b>CRASHES: TOTAL</b>	<b>365</b>	<b>18,971</b>	<b>22,963</b>	<b>42,299</b>

<sup>1</sup> Includes cases of unknown alignment.

**Table 24:** Crashes, casualties, region, local government area, degree of crash, degree of casualty

Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	I C	N	Total crashes	K	I	Total killed & injured
<b>SYDNEY REGION</b>							
<b>Sydney Metropolitan Area</b>							
Ashfield	2	118	130	250	2	149	151
Auburn	3	320	434	757	3	415	418
Bankstown City	4	722	762	1,488	4	935	939
Baulkham Hills	6	343	461	810	6	435	441
Blacktown City	6	751	1,020	1,777	6	940	946
Botany Bay City	1	151	236	388	1	203	204
Burwood	0	99	116	215	0	121	121
Camden	1	112	137	250	1	151	152
Campbelltown City	4	342	413	759	4	441	445
Canada Bay City	2	222	300	524	2	282	284
Canterbury City	2	423	457	882	2	540	542
City Of Sydney	3	694	498	1,195	3	773	776
Fairfield City	7	510	620	1,137	7	670	677
Holroyd City	1	337	459	797	1	464	465
Hornsby	2	303	502	807	3	384	387
Hunters Hill	1	22	38	61	1	25	26
Hurstville City	2	178	205	385	2	239	241
Kogarah	1	125	178	304	1	170	171
Ku-ring-gai	1	204	337	542	1	256	257
Lane Cove	1	59	98	158	2	63	65
Leichhardt	0	131	168	299	0	154	154
Liverpool City	4	543	595	1,142	4	685	689
Manly	0	88	85	173	0	103	103
Marrickville	0	265	288	553	0	330	330
Mosman	1	47	73	121	1	51	52

1. F – Fatal crash I C – Injury crash N – Non-casualty crash.

2. K – Killed I – Injured.



**Table 24:** Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>SYDNEY REGION (continued)</b>							
North Sydney	0	202	226	428	0	252	252
Parramatta City	2	515	726	1,243	2	657	659
Penrith City	9	463	624	1,096	12	609	621
Pittwater	1	78	143	222	1	100	101
Randwick City	5	321	289	615	5	389	394
Rockdale City	4	287	454	745	4	351	355
Ryde City	4	274	412	690	4	330	334
South Sydney City	4	340	358	702	4	405	409
Strathfield	1	144	201	346	1	178	179
Sutherland	6	360	538	904	7	458	465
Warringah	1	231	384	616	1	297	298
Waverley	1	141	114	256	1	162	163
Willoughby City	0	161	271	432	0	195	195
Woollahra	0	114	168	282	0	126	126
<b>Sydney Metropolitan</b>							
<b>Area Sub-total</b>	<b>93</b>	<b>10,740</b>	<b>13,518</b>	<b>24,351</b>	<b>99</b>	<b>13,488</b>	<b>13,587</b>
<b>Outer Sydney Area</b>							
Blue Mountains City	6	189	243	438	6	296	302
Gosford City	6	451	610	1,067	6	584	590
Hawkesbury City	9	195	273	477	12	264	276
Wollondilly	4	115	149	268	4	153	157
Wyong	7	323	411	741	7	421	428
<b>Outer Sydney Area</b>							
<b>Sub-total</b>	<b>32</b>	<b>1,273</b>	<b>1,686</b>	<b>2,991</b>	<b>35</b>	<b>1,718</b>	<b>1,753</b>
<b>TOTAL</b>	<b>125</b>	<b>12,013</b>	<b>15,204</b>	<b>27,342</b>	<b>134</b>	<b>15,206</b>	<b>15,340</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 24:** Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>HUNTER REGION</b>							
Cessnock City	7	166	166	339	9	212	221
Dungog	0	30	25	55	0	36	36
Gloucester	2	31	29	62	2	40	42
Great Lakes	1	94	111	206	1	125	126
Lake Macquarie City	9	422	452	883	12	574	586
Maitland City	3	137	182	322	3	180	183
Merriwa	1	10	5	16	1	18	19
Murrurundi	1	8	4	13	1	15	16
Muswellbrook	3	52	43	98	3	75	78
Newcastle City	3	526	682	1,211	3	672	675
Port Stephens	5	134	170	309	5	193	198
Scone	0	24	22	46	0	36	36
Singleton	3	84	83	170	3	115	118
<b>TOTAL</b>	<b>38</b>	<b>1,718</b>	<b>1,974</b>	<b>3,730</b>	<b>43</b>	<b>2,291</b>	<b>2,334</b>
<b>ILLAWARRA REGION</b>							
Kiama	2	49	40	91	2	66	68
Shellharbour City	2	146	158	306	2	194	196
Shoalhaven City	8	258	282	548	10	371	381
Wingecaribee	7	141	162	310	7	197	204
Wollongong City	8	504	548	1,060	8	640	648
<b>TOTAL</b>	<b>27</b>	<b>1,098</b>	<b>1,190</b>	<b>2,315</b>	<b>29</b>	<b>1,468</b>	<b>1,497</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 24:** Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>NORTH COAST REGION</b>							
Ballina	4	109	121	234	4	140	144
Bellingen	7	62	48	117	8	99	107
Byron	3	108	127	238	5	157	162
Coffs Harbour City	3	158	187	348	3	201	204
Copmanhurst	1	22	14	37	2	28	30
Grafton City	1	37	43	81	2	44	46
Greater Taree City	3	143	205	351	3	203	206
Hastings	4	181	189	374	4	229	233
Kempsey	7	90	93	190	7	118	125
Kyogle	1	42	40	83	1	51	52
Lismore City	2	136	171	309	2	171	173
Lord Howe Island	0	2	0	2	0	2	2
Maclean	2	39	40	81	2	57	59
Nambucca	4	39	33	76	4	47	51
Pristine Waters	7	54	61	122	7	80	87
Richmond Valley	2	55	83	140	3	74	77
Tweed	5	209	302	516	7	272	279
<b>TOTAL</b>	<b>56</b>	<b>1,486</b>	<b>1,757</b>	<b>3,299</b>	<b>64</b>	<b>1,973</b>	<b>2,037</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 24:** Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>NEW ENGLAND REGION</b>							
Armidale Dumaresq	0	63	61	124	0	82	82
Barraba	0	7	3	10	0	7	7
Bingara	0	3	3	6	0	3	3
Glen Innes	1	11	8	20	2	17	19
Gunnedah	1	24	16	41	1	31	32
Guyra	3	18	15	36	6	21	27
Inverell	2	52	22	76	2	71	73
Manilla	0	8	4	12	0	10	10
Moree Plains	3	34	21	58	4	55	59
Narrabri	1	35	24	60	1	45	46
Nundle	2	5	4	11	2	10	12
Parry	4	43	34	81	5	63	68
Quirindi	0	12	12	24	0	19	19
Severn	0	16	24	40	0	20	20
Tamworth City	1	95	99	195	1	109	110
Tenterfield	3	31	29	63	3	53	56
Uralla	0	15	17	32	0	19	19
Walcha	1	29	14	44	1	36	37
Yallaroi	0	11	3	14	0	14	14
<b>TOTAL</b>	<b>22</b>	<b>512</b>	<b>413</b>	<b>947</b>	<b>28</b>	<b>685</b>	<b>713</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 24:** Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>ORANA REGION</b>							
Bogan	1	10	4	15	1	11	12
Bourke	1	10	6	17	1	17	18
Brewarrina	0	1	1	2	0	1	1
Cobar	0	14	7	21	0	20	20
Coolah	2	11	7	20	2	20	22
Coonabarabran	0	35	22	57	0	49	49
Coonamble	1	9	6	16	1	12	13
Dubbo City	6	104	78	188	6	141	147
Gilgandra	1	17	17	35	1	24	25
Mudgee	4	52	68	124	4	66	70
Narromine	0	18	8	26	0	32	32
Walgett	0	23	12	35	0	31	31
Warren	0	4	0	4	0	6	6
Wellington	2	27	21	50	2	34	36
<b>TOTAL</b>	<b>18</b>	<b>335</b>	<b>257</b>	<b>610</b>	<b>18</b>	<b>464</b>	<b>482</b>
<b>CENTRAL WESTERN REGION</b>							
Bathurst City	4	62	106	172	5	74	79
Bland	2	20	10	32	2	27	29
Blayney	2	22	31	55	2	26	28
Cabonne	3	47	47	97	3	63	66
Cowra	0	23	35	58	0	32	32
Evans	4	30	47	81	5	58	63
Forbes	0	25	21	46	0	36	36
Lachlan	1	14	9	24	1	20	21
Lithgow City	2	91	125	218	2	127	129

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 24:** Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>CENTRAL WESTERN REGION (continued)</b>							
Oberon	0	22	21	43	0	33	33
Orange City	2	81	103	186	2	100	102
Parkes	0	31	34	65	0	50	50
Rylstone	2	22	13	37	2	27	29
Weddin	0	7	8	15	0	7	7
<b>TOTAL</b>	<b>22</b>	<b>497</b>	<b>610</b>	<b>1,129</b>	<b>24</b>	<b>680</b>	<b>704</b>
<b>SOUTH-EASTERN REGION</b>							
Bega Valley	4	97	103	204	4	123	127
Bombala	0	7	5	12	0	9	9
Boorowa	0	12	8	20	0	14	14
Cooma-Monaro	0	21	38	59	0	32	32
Crookwell	0	16	17	33	0	18	18
Eurobodalla	7	109	114	230	8	174	182
Goulburn City	2	42	39	83	2	53	55
Gunning	1	19	33	53	1	27	28
Harden	1	19	28	48	1	27	28
Mulwaree	0	57	89	146	0	68	68
Queanbeyan City	0	61	88	149	0	73	73
Snowy River	1	37	55	93	1	66	67
Tallaganda	4	23	46	73	4	31	35
Yarrowlumla	3	61	70	134	3	89	92
Yass	5	48	81	134	5	77	82
Young	0	32	25	57	0	49	49
<b>TOTAL</b>	<b>28</b>	<b>661</b>	<b>839</b>	<b>1,528</b>	<b>29</b>	<b>930</b>	<b>959</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 24:** Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>RIVERINA REGION</b>							
Carrathool	0	9	7	16	0	12	12
Coolamon	1	7	4	12	1	13	14
Cootamundra	0	16	17	33	0	21	21
Griffith City	2	46	46	94	2	60	62
Gundagai	1	19	28	48	1	24	25
Hay	0	10	7	17	0	11	11
Junee	0	11	11	22	0	15	15
Leeton	1	21	14	36	2	35	37
Lockhart	1	9	7	17	1	11	12
Murrumbidgee	1	10	4	15	1	22	23
Narrandera	2	17	17	36	4	25	29
Temora	0	10	8	18	0	26	26
Tumut	1	35	30	66	1	43	44
Wagga Wagga City	5	137	141	283	7	178	185
<b>TOTAL</b>	<b>15</b>	<b>357</b>	<b>341</b>	<b>713</b>	<b>20</b>	<b>496</b>	<b>516</b>
<b>MURRAY REGION</b>							
Albury City	2	93	183	278	2	129	131
Balranald	0	14	7	21	0	20	20
Berrigan	0	14	8	22	0	17	17
Conargo	1	6	3	10	1	12	13
Corowa	0	13	12	25	0	20	20
Culcairn	1	4	15	20	1	4	5
Deniliquin	1	4	11	16	1	7	8
Holbrook	1	16	25	42	2	20	22
Hume	1	19	25	45	1	24	25

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 24:** Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>MURRAY REGION (continued)</b>							
Jerilderie	1	5	5	11	1	7	8
Murray	0	15	17	32	0	20	20
Tumbarumba	0	11	10	21	0	16	16
Urana	0	1	4	5	0	2	2
Wakool	2	9	8	19	2	14	16
Wentworth	1	24	8	33	1	51	52
<b>TOTAL</b>	<b>11</b>	<b>248</b>	<b>341</b>	<b>600</b>	<b>12</b>	<b>363</b>	<b>375</b>
<b>FAR WESTERN REGION</b>							
Broken Hill City	0	28	28	56	0	35	35
Central Darling	3	8	4	15	4	16	20
Unincorporated Area	0	10	5	15	0	16	16
<b>TOTAL</b>	<b>3</b>	<b>46</b>	<b>37</b>	<b>86</b>	<b>4</b>	<b>67</b>	<b>71</b>
<b>METROPOLITAN<sup>3</sup>:</b>							
<b>TOTAL</b>	<b>115</b>	<b>12,338</b>	<b>15,358</b>	<b>27,811</b>	<b>124</b>	<b>15,568</b>	<b>15,692</b>
<b>COUNTRY<sup>3</sup>: TOTAL</b>							
	<b>250</b>	<b>6,633</b>	<b>7,605</b>	<b>14,488</b>	<b>281</b>	<b>9,055</b>	<b>9,336</b>
<b>NSW STATE</b>							
<b>TOTAL</b>	<b>365</b>	<b>18,971</b>	<b>22,963</b>	<b>42,299</b>	<b>405</b>	<b>24,623</b>	<b>25,028</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

3 'Metropolitan' is comprised of the Sydney, Newcastle and Wollongong Metropolitan Areas.

'Country' is comprised of all other areas of the State



**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty

Route/ Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>FREEWAYS AND MOTORWAYS</b>							
<b>M2 MOTORWAY (NORTH RYDE to BAULKHAM HILLS)</b>							
Ryde City	0	11	9	20	0	12	12
Hornsby	0	9	19	28	0	10	10
Baulkham Hills	0	14	20	34	0	15	15
<b>Sub-total</b>	<b>0</b>	<b>34</b>	<b>48</b>	<b>82</b>	<b>0</b>	<b>37</b>	<b>37</b>
<b>SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)</b>							
Ku-ring-gai	0	7	12	19	0	12	12
Hornsby	0	27	38	65	0	53	53
Gosford City	1	47	89	137	1	62	63
Wyong	0	22	60	82	0	35	35
Lake Macquarie City	0	31	53	84	0	41	41
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	4	6	10	0	4	4
<b>Sub-total</b>	<b>1</b>	<b>138</b>	<b>258</b>	<b>397</b>	<b>1</b>	<b>207</b>	<b>208</b>
<b>M4 MOTORWAY (CONCORD to LAPSTONE)</b>							
Canada Bay City	0	10	14	24	0	14	14
Strathfield	0	11	15	26	0	14	14
Auburn	1	38	82	121	1	48	49
Parramatta City	0	18	36	54	0	20	20
Holroyd City	0	55	87	142	0	67	67
Blacktown City	0	31	99	130	0	38	38
Penrith City	1	34	63	98	1	44	45
Blue Mountains City	0	1	2	3	0	3	3
<b>Sub-total</b>	<b>2</b>	<b>198</b>	<b>398</b>	<b>598</b>	<b>2</b>	<b>248</b>	<b>250</b>
<b>M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)</b>							
Rockdale City	0	13	23	36	0	15	15
Canterbury City	0	55	58	113	0	76	76
Hurstville City	0	0	1	1	0	0	0
Bankstown City	1	43	38	82	1	65	66
Liverpool City	0	40	61	101	0	54	54
<b>Sub-total</b>	<b>1</b>	<b>151</b>	<b>181</b>	<b>333</b>	<b>1</b>	<b>210</b>	<b>211</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/ Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	IC	N	Total crashes	K	I	Total killed & injured
<b>SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS &amp; NTH WOLLONGONG to YALLAH)</b>							
Wollongong City	2	34	51	87	2	49	51
<b>Sub-total</b>	<b>2</b>	<b>34</b>	<b>51</b>	<b>87</b>	<b>2</b>	<b>49</b>	<b>51</b>
<b>M7 WESTLINK (BAULKHAM HILLS to PRESTONS)</b>							
Baulkham Hills City	0	1	1	2	0	1	1
Blacktown City	2	25	40	67	2	29	31
Fairfield City	0	9	10	19	0	11	11
Liverpool City	0	9	16	25	0	11	11
<b>Sub-total</b>	<b>2</b>	<b>44</b>	<b>67</b>	<b>113</b>	<b>2</b>	<b>52</b>	<b>54</b>
<b>EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)</b>							
City of Sydney	0	6	9	15	0	9	9
South Sydney City	0	6	8	14	0	8	8
Randwick City	0	2	0	2	0	3	3
<b>Sub-total</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>31</b>	<b>0</b>	<b>20</b>	<b>20</b>
<b>CROSS CITY TUNNEL</b>							
City of Sydney	0	0	3	3	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FREEWAYS/MOTORWAYS: TOTAL</b>							
	<b>8</b>	<b>613</b>	<b>1,023</b>	<b>1,644</b>	<b>8</b>	<b>823</b>	<b>831</b>
<b>STATE HIGHWAYS</b>							
<b>PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)</b>							
City of Sydney	0	9	13	22	0	9	9
South Sydney City	0	16	12	28	0	17	17
Marrickville	0	45	55	100	0	56	56
Rockdale City	0	37	77	114	0	45	45
Kogarah	0	31	45	76	0	50	50
Sutherland	0	76	119	195	0	94	94
Wollongong City	1	98	110	209	1	128	129
Shellharbour City	0	28	42	70	0	34	34
Kiama	2	16	17	35	2	23	25

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN) (Continued)							
Shoalhaven City	2	84	104	190	2	116	118
Eurobodalla	4	44	31	79	5	72	77
Bega Valley	2	24	31	57	2	36	38
<b>Sub-total</b>	<b>11</b>	<b>508</b>	<b>656</b>	<b>1,175</b>	<b>12</b>	<b>680</b>	<b>692</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

#### HUME (SH 2) (ASHFIELD to ALBURY)

Ashfield	0	21	10	31	0	28	28
Burwood	0	10	10	20	0	13	13
Strathfield	0	17	26	43	0	21	21
Bankstown City	0	78	85	163	0	113	113
Fairfield City	1	20	24	45	1	36	37
Liverpool City	0	107	111	218	0	140	140
Campbelltown City	1	42	62	105	1	55	56
Wollondilly	0	13	29	42	0	16	16
Wingecaribee	2	29	44	75	2	56	58
Mulwaree	0	28	40	68	0	35	35
Goulburn City	1	4	0	5	1	5	6
Gunning	0	7	14	21	0	10	10
Yass	2	20	24	46	2	34	36
Harden	0	6	6	12	0	9	9
Gundagai	0	9	15	24	0	13	13
Wagga Wagga City	1	6	5	12	1	10	11
Holbrook	1	13	21	35	2	17	19
Hume	0	8	10	18	0	11	11
Albury City	0	10	17	27	0	19	19
<b>Sub-total</b>	<b>9</b>	<b>448</b>	<b>553</b>	<b>1,010</b>	<b>10</b>	<b>641</b>	<b>651</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)</b>							
Mulwaree	0	3	12	15	0	3	3
Gunning	0	4	8	12	0	7	7
Yarrowlumla	1	10	18	29	1	18	19
<b>Sub-total</b>	<b>1</b>	<b>17</b>	<b>38</b>	<b>56</b>	<b>1</b>	<b>28</b>	<b>29</b>
<b>SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)</b>							
Bega Valley	0	5	3	8	0	5	5
Cooma-Monaro	0	4	3	7	0	5	5
Snowy River	0	6	6	12	0	20	20
Tumut	0	9	14	23	0	9	9
Gundagai	0	0	1	1	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>24</b>	<b>27</b>	<b>51</b>	<b>0</b>	<b>39</b>	<b>39</b>
<b>GREAT WESTERN (SH 5) (SYDNEY to BATHURST)</b>							
City of Sydney	1	27	31	59	1	33	34
Leichhardt	0	18	16	34	0	24	24
Marrickville	0	21	13	34	0	26	26
Ashfield	0	21	26	47	0	24	24
Canada Bay City	0	24	41	65	0	29	29
Burwood	0	18	13	31	0	20	20
Strathfield	0	8	19	27	0	13	13
Auburn	0	30	44	74	0	40	40

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>Great Western Highway (continued)</b>							
Parramatta City	0	25	38	63	0	33	33
Holroyd City	0	59	61	120	0	86	86
Blacktown City	0	60	67	127	0	94	94
Penrith City	3	60	83	146	5	83	88
Blue Mountains City	5	101	127	233	5	137	142
Lithgow City	1	27	28	56	1	37	38
Evans	0	1	9	10	0	3	3
Bathurst City	1	12	22	35	1	15	16
<b>Sub-total</b>	<b>11</b>	<b>512</b>	<b>638</b>	<b>1,161</b>	<b>13</b>	<b>697</b>	<b>710</b>
<b>MID WESTERN (SH 6) (BATHURST to HAY)</b>							
Bathurst City	0	1	2	3	0	1	1
Evans	0	1	3	4	0	1	1
Blayney	1	13	9	23	1	14	15
Cowra	0	3	7	10	0	3	3
Weddin	0	2	1	3	0	2	2
Bland	1	1	2	4	1	1	2
Carrathool	0	1	2	3	0	1	1
Hay	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>2</b>	<b>22</b>	<b>26</b>	<b>50</b>	<b>2</b>	<b>23</b>	<b>25</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/ Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	I C	N	Total crashes	K	I	Total killed & injured
<b>MITCHELL (SH 7) (BATHURST to BARRINGUN)</b>							
Bathurst City	1	1	7	9	2	4	6
Evans	1	7	10	18	1	21	22
Cabonne	1	10	10	21	1	12	13
Orange City	1	18	28	47	1	23	24
Wellington	1	4	7	12	1	7	8
Dubbo City	1	21	19	41	1	28	29
Narromine	0	3	1	4	0	5	5
Warren	0	0	0	0	0	0	0
Bogan	0	3	2	5	0	3	3
Bourke	1	1	3	5	1	4	5
<b>Sub-total</b>	<b>7</b>	<b>68</b>	<b>87</b>	<b>162</b>	<b>8</b>	<b>107</b>	<b>115</b>
<b>BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)</b>							
Bogan	0	1	2	3	0	1	1
Cobar	0	9	3	12	0	13	13
Central Darling	0	3	3	6	0	6	6
Unincorporated Area	0	4	1	5	0	6	6
Broken Hill City	0	6	5	11	0	9	9
<b>Sub-total</b>	<b>0</b>	<b>23</b>	<b>14</b>	<b>37</b>	<b>0</b>	<b>35</b>	<b>35</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)</b>							
Newcastle City	0	12	25	37	0	14	14
Maitland City	1	45	72	118	1	64	65
Cessnock City	0	7	6	13	0	7	7
Singleton	1	23	27	51	1	33	34
Muswellbrook	2	13	12	27	2	27	29
Scone	0	8	9	17	0	10	10
Murrumbidgee	1	5	3	9	1	12	13
Quirindi	0	1	3	4	0	1	1
Nundle	1	3	0	4	1	7	8
Parry	2	13	13	28	2	23	25
Tamworth City	0	9	8	17	0	10	10
Uralla	0	3	4	7	0	4	4
Armidale Dumaresq	0	7	4	11	0	9	9
Guyra	2	8	10	20	5	8	13
Severn	0	1	8	9	0	1	1
Glen Innes	1	5	2	8	2	11	13
Tenterfield	2	6	13	21	2	12	14
<b>Sub-total</b>	<b>13</b>	<b>169</b>	<b>219</b>	<b>401</b>	<b>17</b>	<b>253</b>	<b>270</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>PACIFIC (SH 10) (NTH SYDNEY to TWEED HEADS)</b>							
North Sydney	0	22	15	37	0	25	25
Lane Cove	0	9	18	27	0	9	9
Willoughby City	0	18	34	52	0	22	22
Ku-ring-gai	0	53	104	157	0	63	63
Hornsby	1	35	40	76	2	47	49
Gosford City	1	53	83	137	1	70	71
Wyong	1	74	87	162	1	93	94
Lake Macquarie City	2	53	59	114	2	73	75
Newcastle City	3	89	122	214	3	119	122
Port Stephens	0	23	29	52	0	35	35
Great Lakes	0	27	31	58	0	35	35
Greater Taree City	2	27	65	94	2	42	44
Hastings	2	23	31	56	2	40	42
Kempsey	3	36	44	83	3	50	53
Nambucca	1	16	14	31	1	21	22
Bellingen	3	18	15	36	4	31	35
Coffs Harbour City	2	66	64	132	2	91	93
Pristine Waters	3	13	21	37	3	18	21
Grafton City	0	8	8	16	0	13	13
Macleay	1	11	18	30	1	16	17
Richmond Valley	1	7	14	22	2	15	17
Ballina	2	34	39	75	2	37	39
Byron	2	18	28	48	4	33	37
Tweed	3	32	75	110	3	40	43
<b>Sub-total</b>	<b>33</b>	<b>765</b>	<b>1,058</b>	<b>1,856</b>	<b>38</b>	<b>1,038</b>	<b>1,076</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.



**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)</b>							
Hastings	0	34	16	50	0	41	41
Walcha	0	14	7	21	0	18	18
Parry	1	5	5	11	2	6	8
Tamworth City	0	13	19	32	0	16	16
Gunnedah	1	8	5	14	1	10	11
Coonabarabran	0	3	3	6	0	4	4
Gilgandra	0	0	2	2	0	0	0
Warren	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>2</b>	<b>77</b>	<b>57</b>	<b>136</b>	<b>3</b>	<b>95</b>	<b>98</b>
<b>GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)</b>							
Grafton City	0	2	4	6	0	2	2
Pristine Waters	2	5	7	14	2	7	9
Severn	0	7	13	20	0	8	8
Glen Innes	0	2	1	3	0	2	2
Inverell	1	13	4	18	1	23	24
Yallaroi	0	2	2	4	0	2	2
Moree Plains	0	7	4	11	0	7	7
Walgett	0	2	0	2	0	6	6
<b>Sub-total</b>	<b>3</b>	<b>40</b>	<b>35</b>	<b>78</b>	<b>3</b>	<b>57</b>	<b>60</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)</b>							
Liverpool City	0	9	11	20	0	10	10
Fairfield City	1	39	45	85	1	54	55
Holroyd City	0	38	50	88	0	53	53
Parramatta City	0	32	50	82	0	44	44
Baulkham Hills	0	14	16	30	0	16	16
Hornsby	0	51	119	170	0	63	63
<b>Sub-total</b>	<b>1</b>	<b>183</b>	<b>291</b>	<b>475</b>	<b>1</b>	<b>240</b>	<b>241</b>
<b>STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)</b>							
Wagga Wagga City	2	24	26	52	3	30	33
Narrandera	0	4	2	6	0	4	4
Murrumbidgee	1	7	2	10	1	17	18
Hay	0	2	4	6	0	2	2
Wakool	0	0	2	2	0	0	0
Balranald	0	9	5	14	0	13	13
Wentworth	1	5	3	9	1	12	13
<b>Sub-total</b>	<b>4</b>	<b>51</b>	<b>44</b>	<b>99</b>	<b>5</b>	<b>78</b>	<b>83</b>
<b>BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)</b>							
Yass	3	7	15	25	3	13	16
Yarrowlumla	1	1	2	4	1	2	3
<b>Sub-total</b>	<b>4</b>	<b>8</b>	<b>17</b>	<b>29</b>	<b>4</b>	<b>15</b>	<b>19</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)</b>							
Ballina	0	9	9	18	0	13	13
Lismore City	1	24	33	58	1	31	32
Richmond Valley	0	10	22	32	0	11	11
Kyogle	0	2	4	6	0	2	2
Tenterfield	1	8	8	17	1	17	18
Inverell	0	4	0	4	0	4	4
Yallaroi	0	0	0	0	0	0	0
Moree Plains	0	2	0	2	0	4	4
<b>Sub-total</b>	<b>2</b>	<b>59</b>	<b>76</b>	<b>137</b>	<b>2</b>	<b>82</b>	<b>84</b>
<b>NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)</b>							
Berrigan	0	0	0	0	0	0	0
Jerilderie	0	5	3	8	0	7	7
Urana	0	1	0	1	0	2	2
Narrandera	1	3	3	7	3	3	6
Coolamon	0	2	1	3	0	4	4
Bland	1	7	4	12	1	9	10
Weddin	0	1	3	4	0	1	1
Forbes	0	3	5	8	0	5	5
Parkes	0	7	6	13	0	9	9
Narromine	0	4	1	5	0	8	8
Dubbo City	4	16	8	28	4	22	26

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>Newell Highway (continued)</b>							
Gilgandra	0	8	5	13	0	10	10
Coonabarabran	0	11	9	20	0	15	15
Narrabri	1	10	6	17	1	15	16
Moree Plains	2	12	10	24	3	20	23
<b>Sub-total</b>	<b>9</b>	<b>90</b>	<b>64</b>	<b>163</b>	<b>12</b>	<b>130</b>	<b>142</b>
<b>CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)</b>							
Lithgow City	1	7	11	19	1	14	15
Rylstone	0	8	3	11	0	9	9
Mudgee	1	12	18	31	1	18	19
Coolah	0	4	1	5	0	6	6
Gilgandra	0	4	4	8	0	7	7
Coonamble	0	3	1	4	0	4	4
Walgett	0	4	3	7	0	6	6
Brewarrina	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>2</b>	<b>42</b>	<b>41</b>	<b>85</b>	<b>2</b>	<b>64</b>	<b>66</b>
<b>MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)</b>							
Yarrowlumla	0	4	5	9	0	8	8
Cooma-Monaro	0	7	19	26	0	14	14
Bombala	0	2	0	2	0	3	3
<b>Sub-total</b>	<b>0</b>	<b>13</b>	<b>24</b>	<b>37</b>	<b>0</b>	<b>25</b>	<b>25</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>RIVERINA (SH 20) (HUME WEIR to DENILIQVIN)</b>							
Hume	0	5	6	11	0	6	6
Albury City	0	7	36	43	0	10	10
Corowa	0	2	3	5	0	5	5
Berrigan	0	5	0	5	0	6	6
Conargo	0	1	0	1	0	1	1
Deniliquin	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>65</b>	<b>0</b>	<b>28</b>	<b>28</b>
<b>COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)</b>							
Murray	0	4	7	11	0	6	6
Deniliquin	0	1	3	4	0	3	3
Conargo	0	0	0	0	0	0	0
Hay	0	1	0	1	0	1	1
Carrathool	0	0	0	0	0	0	0
Central Darling	1	0	0	1	1	0	1
<b>Sub-total</b>	<b>1</b>	<b>6</b>	<b>10</b>	<b>17</b>	<b>1</b>	<b>10</b>	<b>11</b>
<b>SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)</b>							
Wentworth	0	7	4	11	0	13	13
Unincorporated Area	0	3	3	6	0	6	6
Broken Hill City	0	0	4	4	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>19</b>	<b>19</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)</b>							
Lake Macquarie City	0	7	8	15	0	7	7
Newcastle City	0	38	33	71	0	47	47
<b>Sub-total</b>	<b>0</b>	<b>45</b>	<b>41</b>	<b>86</b>	<b>0</b>	<b>54</b>	<b>54</b>
<b>ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)</b>							
Shellharbour City	0	18	16	34	0	27	27
Wingecaribee	1	13	8	22	1	21	22
<b>Sub-total</b>	<b>1</b>	<b>31</b>	<b>24</b>	<b>56</b>	<b>1</b>	<b>48</b>	<b>49</b>
<b>GOLDEN (SH 27) (SINGLETON to DUBBO)</b>							
Singleton	0	10	6	16	0	14	14
Muswellbrook	0	8	5	13	0	12	12
Merriwa	1	9	2	12	1	17	18
Coolah	1	1	4	6	1	6	7
Wellington	1	3	1	5	1	4	5
Dubbo City	0	6	7	13	0	7	7
<b>Sub-total</b>	<b>3</b>	<b>37</b>	<b>25</b>	<b>65</b>	<b>3</b>	<b>60</b>	<b>63</b>
<b>CARNARVON (SH 28) (MOREE to MUNGINDI)</b>							
Moree Plains	0	4	0	4	0	6	6
<b>Sub-total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>6</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

**Table 25:** Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/ Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>KAMILAROI (SH 29) (WILLOW TREE to BOURKE)</b>							
Murrurundi	0	1	0	1	0	1	1
Quirindi	0	3	2	5	0	6	6
Gunnedah	0	6	4	10	0	9	9
Narrabri	0	3	2	5	0	4	4
Walgett	0	1	1	2	0	1	1
Brewarrina	0	0	0	0	0	0	0
Bourke	0	3	0	3	0	4	4
<b>Sub-total</b>	<b>0</b>	<b>17</b>	<b>9</b>	<b>26</b>	<b>0</b>	<b>25</b>	<b>25</b>
<b>STATE HIGHWAYS:</b>							
<b>TOTAL</b>	<b>119</b>	<b>3,289</b>	<b>4,130</b>	<b>7,538</b>	<b>138</b>	<b>4,577</b>	<b>4,715</b>

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

# Casualties in 2010

- Road user class
- Age and sex distribution
- Safety devices
- Alcohol and controller casualties
- Alcohol, speeding and fatigue



**Table 26: Casualties, road user class, degree of casualty**

Road user class	Degree of casualty		Total killed & injured
	Killed	Injured	
<b>CONTROLLER</b>			
<b>Driver</b>			
Car	144	12,396	12,540
Light truck	24	1,131	1,155
Heavy rigid truck	2	110	112
Articulated truck	11	182	193
Bus	1	36	37
Other motor vehicle	3	236	239
<b>Sub-total</b>	<b>185</b>	<b>14,091</b>	<b>14,276</b>
<b>Motorcycle rider</b>	<b>57</b>	<b>2,375</b>	<b>2,432</b>
<b>Pedal cycle rider</b>	<b>11</b>	<b>1,072</b>	<b>1,083</b>
<b>Other/Unknown</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>CONTROLLER</b>			
<b>Sub-total</b>	<b>253</b>	<b>17,539</b>	<b>17,792</b>
<b>PASSENGER</b>			
Car	80	4,404	4,484
Light truck	7	366	373
Heavy rigid truck	0	15	15
Articulated truck	1	16	17
Bus	0	165	165
Other motor vehicle	1	137	138
<b>Sub-total</b>	<b>89</b>	<b>5,103</b>	<b>5,192</b>
<b>Motorcycle</b>	<b>4</b>	<b>105</b>	<b>109</b>
<b>Pedal cycle</b>	<b>0</b>	<b>5</b>	<b>5</b>
<b>Other/Unknown</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PASSENGER</b>			
<b>Sub-total</b>	<b>93</b>	<b>5,213</b>	<b>5,306</b>
<b>PEDESTRIAN</b>			
<b>Sub-total</b>	<b>59</b>	<b>1,871</b>	<b>1,930</b>
<b>CASUALTIES: TOTAL</b>	<b>405</b>	<b>24,623</b>	<b>25,028</b>

**Table 27a: Casualties, degree of casualty, road user class, sex, age**  
**DEGREE OF CASUALTY: KILLED**

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	0	16	17	5	13	14	13	9	16	0	103
	F	0	0	10	4	0	5	2	6	5	9	0	41
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>21</b>	<b>5</b>	<b>18</b>	<b>16</b>	<b>19</b>	<b>14</b>	<b>25</b>	<b>0</b>	<b>144</b>
Car passenger	M	1	6	8	5	3	5	3	5	0	3	0	39
	F	2	5	4	5	2	4	1	2	5	10	1	41
	<b>Sub-total<sup>1</sup></b>	<b>3</b>	<b>11</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>80</b>
Other motor vehicle driver	M	0	0	2	0	4	6	7	12	4	5	0	40
	F	0	0	0	0	0	0	1	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>41</b>
Other motor vehicle passenger	M	0	1	0	2	1	1	0	0	1	0	0	6
	F	0	0	0	1	0	0	0	0	0	2	0	3
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>
Motorcycle rider	M	0	0	4	8	5	13	12	8	3	2	0	55
	F	0	0	0	0	0	0	0	2	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>57</b>
Motorcycle passenger	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	1	1	0	0	2	0	0	0	4
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
Pedal cycle rider/passenger	M	0	0	0	0	1	1	0	4	2	1	0	9
	F	0	0	0	0	1	0	0	0	1	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>
Pedestrian	M	1	1	9	2	3	8	3	6	3	8	0	44
	F	0	0	0	2	0	2	2	2	2	5	0	15
	<b>Sub-total<sup>1</sup></b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>59</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>2</b>	<b>8</b>	<b>39</b>	<b>34</b>	<b>22</b>	<b>47</b>	<b>39</b>	<b>48</b>	<b>22</b>	<b>35</b>	<b>0</b>	<b>296</b>
	<b>F</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>13</b>	<b>4</b>	<b>11</b>	<b>6</b>	<b>14</b>	<b>13</b>	<b>26</b>	<b>1</b>	<b>109</b>
	<b>TOTAL<sup>1</sup></b>	<b>4</b>	<b>13</b>	<b>53</b>	<b>47</b>	<b>26</b>	<b>58</b>	<b>45</b>	<b>62</b>	<b>35</b>	<b>61</b>	<b>1</b>	<b>405</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

**Table 27b: Casualties, degree of casualty, road user class, sex, age**  
**DEGREE OF CASUALTY: INJURED**

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	31	799	745	474	1,043	847	678	461	531	64	5,673
	F	0	17	907	872	591	1,268	1,169	912	471	415	88	6,710
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>48</b>	<b>1,706</b>	<b>1,617</b>	<b>1,065</b>	<b>2,311</b>	<b>2,016</b>	<b>1,590</b>	<b>932</b>	<b>946</b>	<b>165</b>	<b>12,396</b>
Car passenger	M	101	338	234	148	92	124	72	63	42	62	176	1,452
	F	97	432	318	231	115	229	214	242	169	215	395	2,657
	<b>Sub-total<sup>1</sup></b>	<b>205</b>	<b>774</b>	<b>553</b>	<b>380</b>	<b>207</b>	<b>353</b>	<b>286</b>	<b>305</b>	<b>211</b>	<b>277</b>	<b>853</b>	<b>4,404</b>
Other motor vehicle driver	M	0	4	112	136	102	351	363	251	104	56	18	1,497
	F	0	1	19	18	9	45	34	40	14	12	2	194
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>5</b>	<b>131</b>	<b>154</b>	<b>111</b>	<b>396</b>	<b>397</b>	<b>291</b>	<b>118</b>	<b>68</b>	<b>24</b>	<b>1,695</b>
Other motor vehicle passenger	M	2	62	29	33	24	38	26	18	17	5	45	299
	F	6	71	24	24	19	39	38	35	20	21	53	350
	<b>Sub-total<sup>1</sup></b>	<b>8</b>	<b>133</b>	<b>53</b>	<b>57</b>	<b>43</b>	<b>77</b>	<b>64</b>	<b>53</b>	<b>37</b>	<b>26</b>	<b>148</b>	<b>699</b>
Motorcycle rider	M	0	46	250	332	235	476	398	294	76	13	30	2,150
	F	0	5	22	40	32	52	43	21	2	1	4	222
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>51</b>	<b>272</b>	<b>372</b>	<b>267</b>	<b>528</b>	<b>441</b>	<b>315</b>	<b>78</b>	<b>14</b>	<b>37</b>	<b>2,375</b>
Motorcycle passenger	M	0	5	5	3	2	3	1	0	1	0	2	22
	F	0	7	6	9	4	10	16	11	3	0	10	76
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>13</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>105</b>
Pedal cycle rider/passenger	M	0	112	57	89	71	210	190	98	45	23	24	919
	F	0	20	9	26	18	25	30	15	5	1	5	154
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>132</b>	<b>66</b>	<b>115</b>	<b>89</b>	<b>235</b>	<b>220</b>	<b>113</b>	<b>50</b>	<b>24</b>	<b>33</b>	<b>1,077</b>
Pedestrian	M	32	199	92	95	53	130	94	87	80	98	50	1,010
	F	25	93	80	94	65	106	83	79	78	112	42	857
	<b>Sub-total<sup>1</sup></b>	<b>57</b>	<b>292</b>	<b>172</b>	<b>189</b>	<b>118</b>	<b>236</b>	<b>177</b>	<b>166</b>	<b>158</b>	<b>210</b>	<b>96</b>	<b>1,871</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>135</b>	<b>797</b>	<b>1,578</b>	<b>1,581</b>	<b>1,053</b>	<b>2,375</b>	<b>1,991</b>	<b>1,489</b>	<b>826</b>	<b>788</b>	<b>409</b>	<b>13,022</b>
	<b>F</b>	<b>128</b>	<b>646</b>	<b>1,385</b>	<b>1,314</b>	<b>853</b>	<b>1,775</b>	<b>1,627</b>	<b>1,355</b>	<b>762</b>	<b>777</b>	<b>599</b>	<b>11,221</b>
	<b>TOTAL<sup>1</sup></b>	<b>270</b>	<b>1,447</b>	<b>2,964</b>	<b>2,896</b>	<b>1,906</b>	<b>4,150</b>	<b>3,618</b>	<b>2,844</b>	<b>1,588</b>	<b>1,565</b>	<b>1,375</b>	<b>24,623</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

**Table 27c: Casualties, degree of casualty, road user class, sex, age**  
**DEGREE OF CASUALTY: ALL CASUALTIES**

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	31	815	762	479	1,056	861	691	470	547	64	5,776
	F	0	17	917	876	591	1,273	1,171	918	476	424	88	6,751
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>48</b>	<b>1,732</b>	<b>1,638</b>	<b>1,070</b>	<b>2,329</b>	<b>2,032</b>	<b>1,609</b>	<b>946</b>	<b>971</b>	<b>165</b>	<b>12,540</b>
Car passenger	M	102	344	242	153	95	129	75	68	42	65	176	1,491
	F	99	437	322	236	117	233	215	244	174	225	396	2,698
	<b>Sub-total<sup>1</sup></b>	<b>208</b>	<b>785</b>	<b>565</b>	<b>390</b>	<b>212</b>	<b>362</b>	<b>290</b>	<b>312</b>	<b>216</b>	<b>290</b>	<b>854</b>	<b>4,484</b>
Other motor vehicle driver	M	0	4	114	136	106	357	370	263	108	61	18	1,537
	F	0	1	19	18	9	45	35	40	14	12	2	195
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>5</b>	<b>133</b>	<b>154</b>	<b>115</b>	<b>402</b>	<b>405</b>	<b>303</b>	<b>122</b>	<b>73</b>	<b>24</b>	<b>1,736</b>
Other motor vehicle passenger	M	2	63	29	35	25	39	26	18	18	5	45	305
	F	6	71	24	25	19	39	38	35	20	23	53	353
	<b>Sub-total<sup>1</sup></b>	<b>8</b>	<b>134</b>	<b>53</b>	<b>60</b>	<b>44</b>	<b>78</b>	<b>64</b>	<b>53</b>	<b>38</b>	<b>28</b>	<b>148</b>	<b>708</b>
Motorcycle rider	M	0	46	254	340	240	489	410	302	79	15	30	2,205
	F	0	5	22	40	32	52	43	23	2	1	4	224
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>51</b>	<b>276</b>	<b>380</b>	<b>272</b>	<b>541</b>	<b>453</b>	<b>325</b>	<b>81</b>	<b>16</b>	<b>37</b>	<b>2,432</b>
Motorcycle passenger	M	0	5	5	3	2	3	1	0	1	0	2	22
	F	0	7	6	10	5	10	16	13	3	0	10	80
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>109</b>
Pedal cycle rider/passenger	M	0	112	57	89	72	211	190	102	47	24	24	928
	F	0	20	9	26	19	25	30	15	6	1	5	156
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>132</b>	<b>66</b>	<b>115</b>	<b>91</b>	<b>236</b>	<b>220</b>	<b>117</b>	<b>53</b>	<b>25</b>	<b>33</b>	<b>1,088</b>
Pedestrian	M	33	200	101	97	56	138	97	93	83	106	50	1,054
	F	25	93	80	96	65	108	85	81	80	117	42	872
	<b>Sub-total<sup>1</sup></b>	<b>58</b>	<b>293</b>	<b>181</b>	<b>193</b>	<b>121</b>	<b>246</b>	<b>182</b>	<b>174</b>	<b>163</b>	<b>223</b>	<b>96</b>	<b>1,930</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>137</b>	<b>805</b>	<b>1,617</b>	<b>1,615</b>	<b>1,075</b>	<b>2,422</b>	<b>2,030</b>	<b>1,537</b>	<b>848</b>	<b>823</b>	<b>409</b>	<b>13,318</b>
	<b>F</b>	<b>130</b>	<b>651</b>	<b>1,399</b>	<b>1,327</b>	<b>857</b>	<b>1,786</b>	<b>1,633</b>	<b>1,369</b>	<b>775</b>	<b>803</b>	<b>600</b>	<b>11,330</b>
	<b>TOTAL<sup>1</sup></b>	<b>274</b>	<b>1,460</b>	<b>3,017</b>	<b>2,943</b>	<b>1,932</b>	<b>4,208</b>	<b>3,663</b>	<b>2,906</b>	<b>1,623</b>	<b>1,626</b>	<b>1,376</b>	<b>25,028</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

**Table 28:** Road vehicle casualties, road user class, safety device used, degree of casualty

Road user class/ safety device used <sup>1</sup>	Degree of casualty		Total killed & injured
	Killed	Injured	
<b>Driver</b>			
Adult belt worn	129	13,154	13,283
Fitted but not worn	19	184	203
No restraint fitted	2	30	32
Unknown	35	723	758
<b>Sub-total</b>	<b>185</b>	<b>14,091</b>	<b>14,276</b>
<b>Passenger</b>			
Adult belt worn	57	3,715	3,772
Child restraint worn	1	192	193
Fitted but not worn	12	105	117
No restraint fitted	0	107	107
Unknown	19	984	1,003
<b>Sub-total</b>	<b>89</b>	<b>5,103</b>	<b>5,192</b>
<b>Motorcycle rider/passenger</b>			
Open face (jet) helmet worn	11	319	330
Full face helmet worn	46	1,867	1,913
No helmet worn	0	60	60
Unknown	4	234	238
<b>Sub-total</b>	<b>61</b>	<b>2,480</b>	<b>2,541</b>
<b>Pedal cycle rider/passenger</b>			
Helmet worn	10	756	766
No helmet worn	1	138	139
Unknown	0	183	183
<b>Sub-total</b>	<b>11</b>	<b>1,077</b>	<b>1,088</b>
<b>Other/unknown</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>All road vehicle casualties</b>			
<b>Device worn</b>	<b>254</b>	<b>20,003</b>	<b>20,257</b>
<b>Device not worn</b>	<b>34</b>	<b>624</b>	<b>658</b>
<b>Unknown</b>	<b>58</b>	<b>2,125</b>	<b>2,183</b>
<b>ROAD VEHICLE CASUALTIES: TOTAL<sup>2</sup></b>	<b>346</b>	<b>22,752</b>	<b>23,098</b>

<sup>1</sup> Police reporting of safety device usage is often not based on direct observation by police officers and may be reliant upon statements by the casualties themselves or other involved parties.

<sup>2</sup> Includes not applicable safety device use.

**Table 29a: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CASUALTY: KILLED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	0	13	12	10	27	21	29	15	20	0	147
	F	0	0	6	3	0	5	1	7	4	8	0	34
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>32</b>	<b>22</b>	<b>36</b>	<b>19</b>	<b>28</b>	<b>0</b>	<b>181</b>
.001 – .019 <sup>3</sup>	M	0	0	0	1	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
.020 – .049 <sup>4</sup>	M	0	0	1	2	0	0	1	0	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
.050 – .079	M	0	0	1	1	0	1	0	0	0	0	0	3
	F	0	0	1	0	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
.080 – .149	M	0	0	2	3	2	1	2	0	0	1	0	11
	F	0	0	1	0	0	0	0	1	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>
≥ .150	M	0	0	2	5	2	2	6	4	0	0	0	21
	F	0	0	1	1	0	0	2	0	0	1	0	5
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>26</b>
Unknown	M	0	0	3	1	0	1	3	0	1	2	0	11
	F	0	0	1	0	0	0	0	0	1	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>25</b>	<b>14</b>	<b>32</b>	<b>33</b>	<b>33</b>	<b>16</b>	<b>23</b>	<b>0</b>	<b>198</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>44</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>14</b>	<b>37</b>	<b>36</b>	<b>41</b>	<b>21</b>	<b>32</b>	<b>0</b>	<b>242</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 29b: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CASUALTY: INJURED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	50	900	861	584	1,371	1,169	949	488	500	61	6,933
	F	0	14	754	700	447	951	906	731	392	336	55	5,286
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>64</b>	<b>1,654</b>	<b>1,561</b>	<b>1,031</b>	<b>2,322</b>	<b>2,075</b>	<b>1,680</b>	<b>880</b>	<b>836</b>	<b>118</b>	<b>12,221</b>
.001 – .019 <sup>3</sup>	M	0	0	4	3	1	1	0	0	0	0	0	9
	F	0	0	1	1	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
.020 – .049 <sup>4</sup>	M	0	2	8	4	2	3	2	1	0	0	0	22
	F	0	0	5	0	1	0	0	0	0	0	0	6
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
.050 – .079	M	0	1	14	17	6	10	6	9	1	2	1	67
	F	0	0	3	5	3	4	5	3	1	0	0	24
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>22</b>	<b>9</b>	<b>14</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>91</b>
.080 – .149	M	0	2	45	58	28	47	30	10	9	4	3	236
	F	0	0	16	10	9	11	7	7	1	2	2	65
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>68</b>	<b>37</b>	<b>58</b>	<b>37</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>301</b>
≥ .150	M	0	0	18	48	26	65	60	22	10	2	1	252
	F	0	2	3	11	9	24	12	8	2	0	1	72
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>59</b>	<b>35</b>	<b>89</b>	<b>72</b>	<b>30</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>324</b>
Unknown	M	0	26	172	222	164	373	341	232	133	92	46	1,801
	F	0	7	166	203	163	375	316	224	91	90	36	1,671
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>33</b>	<b>338</b>	<b>425</b>	<b>327</b>	<b>748</b>	<b>657</b>	<b>456</b>	<b>224</b>	<b>182</b>	<b>100</b>	<b>3,490</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>81</b>	<b>1,161</b>	<b>1,213</b>	<b>811</b>	<b>1,870</b>	<b>1,608</b>	<b>1,223</b>	<b>641</b>	<b>600</b>	<b>112</b>	<b>9,320</b>
	<b>F</b>	<b>0</b>	<b>23</b>	<b>948</b>	<b>930</b>	<b>632</b>	<b>1,365</b>	<b>1,246</b>	<b>973</b>	<b>487</b>	<b>428</b>	<b>94</b>	<b>7,126</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>104</b>	<b>2,109</b>	<b>2,143</b>	<b>1,443</b>	<b>3,235</b>	<b>2,854</b>	<b>2,196</b>	<b>1,128</b>	<b>1,028</b>	<b>226</b>	<b>16,466</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 29c: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CASUALTY: ALL CASUALTIES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	50	913	873	594	1,398	1,190	978	503	520	61	7,080
	F	0	14	760	703	447	956	907	738	396	344	55	5,320
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>64</b>	<b>1,673</b>	<b>1,576</b>	<b>1,041</b>	<b>2,354</b>	<b>2,097</b>	<b>1,716</b>	<b>899</b>	<b>864</b>	<b>118</b>	<b>12,402</b>
.001 – .019 <sup>3</sup>	M	0	0	4	4	1	1	0	0	0	0	0	10
	F	0	0	1	1	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
.020 – .049 <sup>4</sup>	M	0	2	9	6	2	3	3	1	0	0	0	26
	F	0	0	5	0	1	0	0	0	0	0	0	6
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
.050 – .079	M	0	1	15	18	6	11	6	9	1	2	1	70
	F	0	0	4	5	3	4	5	3	1	0	0	25
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>23</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>95</b>
.080 – .149	M	0	2	47	61	30	48	32	10	9	5	3	247
	F	0	0	17	10	9	11	7	8	1	2	2	67
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>71</b>	<b>39</b>	<b>59</b>	<b>39</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>314</b>
≥ .150	M	0	0	20	53	28	67	66	26	10	2	1	273
	F	0	2	4	12	9	24	14	8	2	1	1	77
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>65</b>	<b>37</b>	<b>91</b>	<b>80</b>	<b>34</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>350</b>
Unknown	M	0	26	175	223	164	374	344	232	134	94	46	1,812
	F	0	7	167	203	163	375	316	224	92	90	36	1,673
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>33</b>	<b>342</b>	<b>426</b>	<b>327</b>	<b>749</b>	<b>660</b>	<b>456</b>	<b>226</b>	<b>184</b>	<b>100</b>	<b>3,503</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>81</b>	<b>1,183</b>	<b>1,238</b>	<b>825</b>	<b>1,902</b>	<b>1,641</b>	<b>1,256</b>	<b>657</b>	<b>623</b>	<b>112</b>	<b>9,518</b>
	<b>F</b>	<b>0</b>	<b>23</b>	<b>958</b>	<b>934</b>	<b>632</b>	<b>1,370</b>	<b>1,249</b>	<b>981</b>	<b>492</b>	<b>437</b>	<b>94</b>	<b>7,170</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>104</b>	<b>2,141</b>	<b>2,172</b>	<b>1,457</b>	<b>3,272</b>	<b>2,890</b>	<b>2,237</b>	<b>1,149</b>	<b>1,060</b>	<b>226</b>	<b>16,708</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.



**Table 30a:** Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration  
**DEGREE OF CASUALTY: KILLED**

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	99	1	3	3	8	22	8	144
Light truck driver	19	0	0	0	2	3	0	24
Heavy rigid truck driver	2	0	0	0	0	0	0	2
Articulated truck driver	10	0	1	0	0	0	0	11
Bus driver	1	0	0	0	0	0	0	1
Motorcycle rider	48	0	0	1	3	1	4	57
Other motor vehicle driver	2	0	0	0	0	0	1	3
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>181</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>26</b>	<b>13</b>	<b>242</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 30b:** Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration  
**DEGREE OF CASUALTY: INJURED**

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	9,174	7	22	63	231	249	2,650	12,396
Light truck driver	851	3	0	12	28	35	202	1,131
Heavy rigid truck driver	94	0	0	0	1	0	15	110
Articulated truck driver	153	0	1	0	1	1	26	182
Bus driver	31	0	0	0	0	0	5	36
Motorcycle rider	1,739	1	4	16	40	39	536	2,375
Other motor vehicle driver	179	0	1	0	0	0	56	236
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>12,221</b>	<b>11</b>	<b>28</b>	<b>91</b>	<b>301</b>	<b>324</b>	<b>3,490</b>	<b>16,466</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 30c:** Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration  
**DEGREE OF CASUALTY: ALL CASUALTIES**

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	9,273	8	25	66	239	271	2,658	12,540
Light truck driver	870	3	0	12	30	38	202	1,155
Heavy rigid truck driver	96	0	0	0	1	0	15	112
Articulated truck driver	163	0	2	0	1	1	26	193
Bus driver	32	0	0	0	0	0	5	37
Motorcycle rider	1,787	1	4	17	43	40	540	2,432
Other motor vehicle driver	181	0	1	0	0	0	57	239
<b>MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL</b>	<b>12,402</b>	<b>12</b>	<b>32</b>	<b>95</b>	<b>314</b>	<b>350</b>	<b>3,503</b>	<b>16,708</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 31a: Casualties, alcohol involvement in crash, degree of casualty**

Alcohol involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	74	1,183	1,257
No	274	16,437	16,711
Unknown	57	7,003	7,060
<b>CASUALTIES: Total</b>	<b>405</b>	<b>24,623</b>	<b>25,028</b>

**Table 31b: Casualties, speeding involvement in crash, degree of casualty**

Speeding involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	161	4,264	4,425
No or unknown	244	20,359	20,603
<b>CASUALTIES: Total</b>	<b>405</b>	<b>24,623</b>	<b>25,028</b>

**Table 31c: Casualties, fatigue involvement in crash, degree of casualty**

Fatigue involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	58	1,861	1,919
No or unknown	347	22,762	23,109
<b>CASUALTIES: Total</b>	<b>405</b>	<b>24,623</b>	<b>25,028</b>

The identification of speeding and fatigue involvement cannot always be determined from police reports of road crashes. The Centre for Road Safety has therefore established criteria for determining if a crash is likely to have involved these factors. The criteria used for this purpose are shown on page 14.

## Reference information

- Population
- Licence
- Vehicles

**Table 32: New South Wales residents<sup>1</sup>, age, sex**

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	235,239	224,071	459,310
5 – 16	552,503	525,961	1,078,464
17 – 20	204,589	192,232	396,821
21 – 25	268,639	256,141	524,780
26 – 29	214,754	213,169	427,923
30 – 39	507,428	515,398	1,022,826
40 – 49	493,537	504,288	997,825
50 – 59	444,934	457,843	902,777
60 – 69	344,256	350,415	694,671
≥70	313,478	402,661	716,139
<b>NEW SOUTH WALES RESIDENTS:</b>			
<b>TOTAL</b>	<b>3,579,357</b>	<b>3,642,179</b>	<b>7,221,536</b>

Source – Australian Bureau of Statistics Australian Demographic Statistics.

<sup>1</sup> Preliminary estimated resident population for 30 June 2010 as published in September 2011.

**Table 33: Licence holders\* as at 30 June 2010**

Age (years)	Drivers only			Riders and combined drivers/riders			All licence holders		
	Male	Female	Total <sup>1</sup>	Male	Female	Total <sup>1</sup>	Male	Female	Total <sup>1</sup>
≤ 16	28,783	27,007	55,790	260	29	289	29,043	27,036	56,079
17 – 20	145,192	145,412	290,604	8,823	963	9,786	154,015	146,375	300,390
21 – 25	172,966	186,228	359,194	19,483	2,578	22,061	192,449	188,806	381,255
26 – 29	147,141	165,206	312,347	23,204	3,518	26,722	170,345	168,724	339,069
30 – 39	377,818	445,149	822,969	84,090	12,842	96,932	461,908	457,991	919,901
40 – 49	364,663	441,360	806,027	108,272	15,184	123,458	472,935	456,544	929,485
50 – 59	315,902	385,765	701,667	112,065	14,286	126,352	427,967	400,051	828,019
60 – 69	265,870	277,470	543,340	59,977	6,009	65,986	325,847	283,479	609,326
≥ 70	218,587	184,714	403,301	23,063	1,600	24,663	241,650	186,314	427,964
<b>LICENCE HOLDERS</b>									
<b>TOTAL<sup>2</sup></b>	<b>2,036,922</b>	<b>2,258,313</b>	<b>4,295,241</b>	<b>439,237</b>	<b>57,009</b>	<b>496,249</b>	<b>2,476,159</b>	<b>2,315,322</b>	<b>4,791,490</b>

Source – Roads and Maritime Services.

\* Including Learner Licence holders.

1 Includes cases in which the sex of the licence holder was not recorded.

2 Includes cases in which the age of the licence holder was not recorded.

Note: This table is counting the number of licence holders, whereas editions prior to 2000 counted the number of licences on issue. Learner Licence holders are now included.

**Table 34:** Vehicles on register, vehicle type

Vehicle type	Vehicles on register <sup>1</sup>
<b>MOTOR VEHICLES</b>	
Passenger vehicle <sup>2</sup>	3,577,570
Rigid truck, van or utility	846,051
Articulated truck	21,787
Bus	15,045
Motorcycle	172,691
<b>Sub-total</b>	<b>4,633,144</b>
<b>OTHER VEHICLES</b>	
Plant	10,572
Trailer	811,596
<b>Sub-total</b>	<b>822,168</b>
<b>VEHICLES ON REGISTER: TOTAL</b>	<b>5,455,312</b>

Source – Roads and Maritime Services.

1 As at 30 June 2010

2 Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.

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References in normal type are to page number, or range of pages, which are relevant to the entry. References in bold type are to the page number of figures.

An asterisk (\*) following a main entry indicates that the meaning of the word, as used in this statistical statement, appears in the definitions on pages 12-13.

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