ROAD TRAFFIC CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended 31 December 2011

2011

Prepared by the Centre for Road Safety, Transport for NSW

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Summary data for 2011

			Compared with 2010	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	336	*0.8*	-29	*-7.9*
Injury crashes	19,905	*46.3*	+934	*+4.9*
Non-casualty crashes	22,712	*52.9*	-251	*-1.1*
Total recorded crashes	42,953	*100.0*	+654	*+1.5*
CASUALTIES				
Killed	364	*1.4*	-41	*-10.1*
Injured	26,366	*98.6*	+1,743	*+7.1*
Total casualties	26,730	*100.0*	+1,702	*+6.8*
VEHICLES ON REGISTER[1]	4,743,400		+110,300	*+2.4*
Fatalities per 10,000 vehicles	**0.77**			***-12.2***
LICENCE HOLDERS[2]	4,893,700		+102,200	*+2.1*
Fatalities per 10,000 licence holders	**0.74**			***-12.0***
POPULATION OF STATE[3]	7,211,500		+66,500	*+0.9*
Fatalities per 100,000 persons	**5.05**			***-11.0***

[1] As at 30 June 2011. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

[2] As at 30 June 2011. Previously, the number of licences on issue was reported. See also note on Table 33.

[3] Estimated resident population are preliminary rebased estimates based upon 2011 Census data. Estimate for 30 June 2011, as published in September 2012. Source - Australian Bureau of Statistics.

Main points for 2011

- The number of persons killed per 100,000 population was 5.0. This is the lowest since records were first compiled in 1908.
- There were 42,953 recorded road crashes in New South Wales during 2011. Of these, 20,241 were casualty crashes. There were 364 persons killed and 26,366 injured.
- The estimated cost to the community of these road crashes using the Willingness to Pay methodology was around $5,370 million.
- The number of persons killed was down by 41 (10%) on the previous year and was the lowest annual fatality total since 1926. The 2011 fatality result represents the eighth annual decrease out of the last nine years since 2002.
- The number of persons injured in 2011 was up by 1,743 (7%) on the previous year and was the highest annual injury total since 2003.
- The number of drivers killed was the lowest since 1957.
- The number of pedestrians killed was the equal lowest since records began in 1928 and the number of pedestrians injured was the lowest since 1945.
- Country roads accounted for 35% of all crashes, but 71% of fatal crashes.
- At least 16% of motor vehicle occupants killed were not wearing available seat belts.
- Four of the ten pedal cyclists killed and at least 14% of those injured failed to wear a helmet.
- Forty-seven 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 56% of fatal crashes on Thursday, Friday and Saturday nights, 23% of all fatal crashes, 6% of injury crashes and 5% of all crashes.
- At least 4% 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 41% of fatal crashes and 17% of all crashes.
- Twenty-one 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.
- Thirty per cent of all speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only five 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 19% of fatal crashes.
- Whilst there was an 8% decrease in fatal crashes during 2011, compared with 2010, there were several crash characteristics which decreased by more than the overall decrease. In particular, fatal crashes in the Sydney metropolitan area (down by 20%), fatal crashes on the Pacific Highway from North Sydney to the Queensland border (down by 33%) and fatal crashes occurring between 3am and 9am (down by 33%). However, there have been increases in fatal crashes involving fatigue (up by 20%) and vehicle occupant fatalities not wearing an available restraint (up by 29%).

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 34 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 15.

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 2,547. 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 2,499 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 2012.

Criteria for reporting crashes in 2011

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 Forensic and Analytical Science Service. 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.

In 2011 the NSW Police Force improved their data export procedures to ensure a more consistent supply of crash data, with a resultant improvement in the identification of injuries from reported crashes.

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

Animal rider	A person sitting on/riding a horse or other animal.
Articulated truck	Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.
Bicycle rider	See *Pedal cycle rider*.
Bus	Includes 'State Transit Authority' bus and long distance/tourist coach.
Car	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.
Carriageway	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.
Casualty	Any person killed or injured as a result of a crash.
Controller	A person occupying the controlling position of a road vehicle.
Crash	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.
Driver	A controller of a motor vehicle other than a motorcycle.
Emergency vehicle	Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck.
Fatal crash	A crash for which there is at least one fatality.
Fatality	A person who dies within 30 days of a crash as a result of injuries received in that crash.
Footpath	That part of the road which is ordinarily reserved for pedestrian movement as a matter of right or custom.
Heavy truck	Comprised of heavy rigid truck and articulated truck.
Heavy rigid truck	Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tonnes.
Injured	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.
Injury crash	A non-fatal crash for which at least one person is injured.
Intersection crash	A crash for which the first impact occurs at or within 10 metres of an intersection.
Killed	See Fatality.
Light truck	Includes panel van (not based on car design), utility (not based on car design) and mobile vending vehicle.
Motor vehicle	Any road vehicle which is mechanically or electrically powered but not operated on rails.
Motorcycle	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').
Motorcycle passenger	A person on but not controlling a motorcycle.
Motorcycle rider	A person occupying the controlling position of a motorcycle.
Newcastle Metropolitan Area	Comprised of the following local government areas: Newcastle and Lake Macquarie cities.
Non-casualty crash	A crash for which at least one vehicle is towed away but there is no fatality or person injured.
Passenger	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.
Pedal cycle	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.
Pedal cycle passenger	A person on but not controlling a pedal cycle.

Pedal cycle rider	A person occupying the controlling position of a pedal cycle.
Pedestrian	Any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.
Pedestrian Conveyance	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.
Road	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.
Road vehicle	Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.
Sydney Metropolitan Area	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.
Wollongong Metropolitan Area	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 1: Trends in New South Wales 1950, 1955, 1960, 1965, 1970-2011

Year	Killed	Injured	Fatal crashes	Total crashes	Vehicles on register[1] ('000)	Licence holders[2] ('000)	Population[3] ('000)	Total vehicle kilometres travelled[4] ('000,000)	Fatalities per 10,000 vehicles	Fatalities per 10,000 licences	Fatalities per 100,000 population	Fatalities per 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[3]	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[5]	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[1]	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[4]	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[1]	3,714	5,899	47,443	2.17	1.79	11.2	1.40
1992	649	25,920	576	50,505	3,208	e3,793	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[2]	6,277	-	1.69	1.46	9.2	-
1998	556	26,415	491	52,575	3,493	4,030	6,339	52,607[4]	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[4]**	**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**	**45,395**	**4,311**	**4,577**	**6,885**	**62,732**	**1.01**	**0.95**	**6.3**	**0.69**
2008	**374**	**24,048**	**353**	**42,833**	**4,420**	**4,642**	**6,976**	**65,798**	**0.85**	**0.81**	**5.4**	**0.57**
2009	**453**	**24,106**	**408**	**42,952**	**4,516**	**4,721**	**7,070**	**-**	**1.00**	**0.96**	**6.4**	**-**
2010	**405**	**24,623**	**365**	**42,299**	**4,633**	**4,791**	**7,145**	**66,581**	**0.87**	**0.85**	**5.7**	**0.61**
2011	**364**	**26,366**	**336**	**42,953**	**4,743**	**4,894**	**p7,211**	**-**	**0.77**	**0.74**	**5.0**	**-**

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.

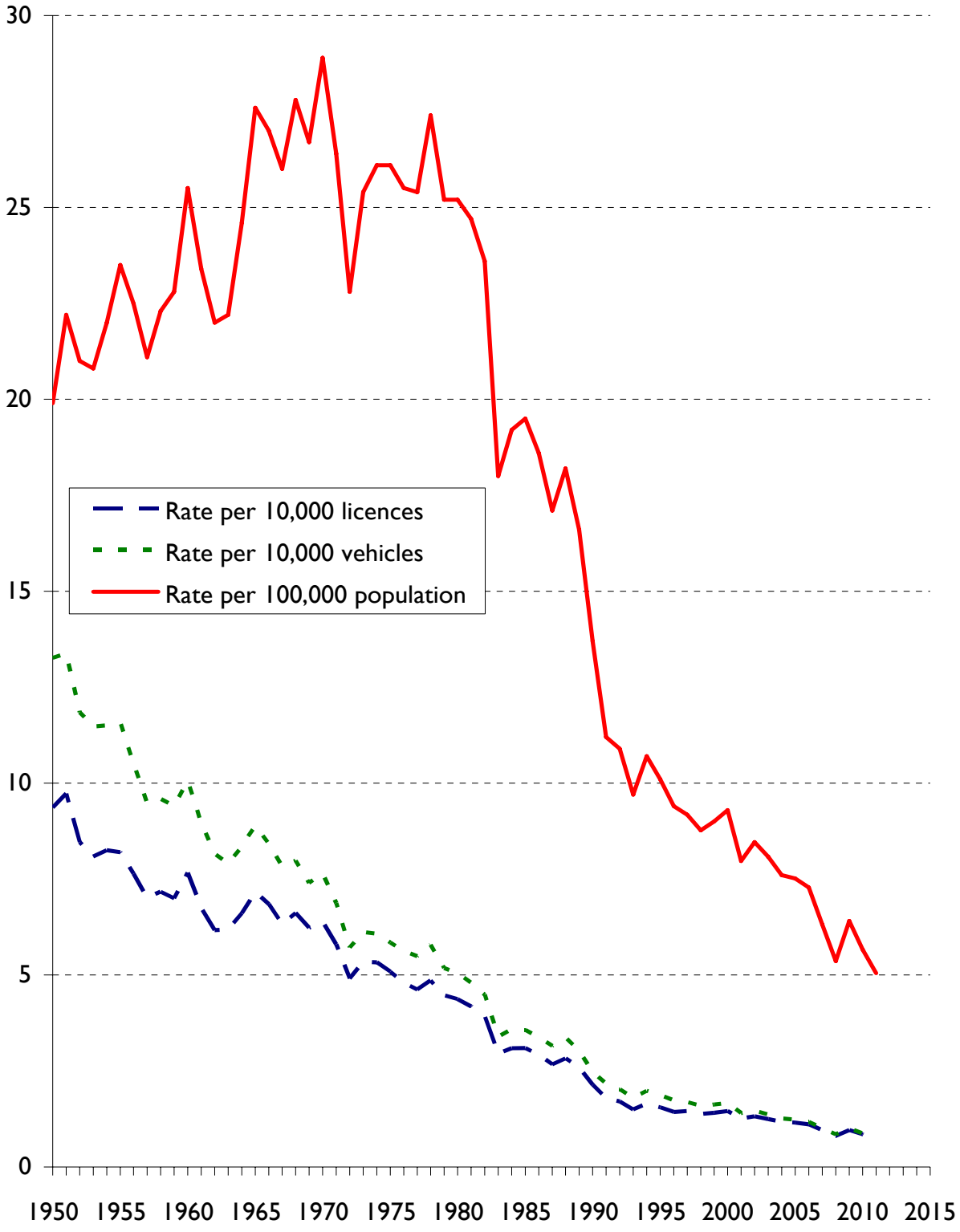
3 Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population. Population data from 2007 are preliminary as published in September 2012.

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 2011 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[1] and other countries[2]

	Killed	Vehicles[3] ('000)	Population[4] ('000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	**364**	**4,743**	**7,211**	**0.8**	**5.0**
Victoria	287	4,198	5,535	0.7	5.2
Queensland	269	3,402	4,474	0.8	6.0
Western Australia	180	1,913	2,352	0.9	7.7
South Australia	103	1,262	1,638	0.8	6.3
Tasmania	24	419	511	0.6	4.7
Australian Capital Territory	6	259	368	0.2	1.6
Northern Territory	44	137	231	3.2	19.0
AUSTRALIA	**1,277**	**16,333**	**22,324**	**0.8**	**5.7**
CANADA	2,227[(10)]	21,850[(10)]	34,127[(10)]	1.0	6.5
DENMARK	220	2,891[(10)]	5,561	0.8	4.0
FRANCE	3,970	39,026[(10)]	65,048	1.0	6.1
GERMANY	4,002	50,184[(10)]	81,752	0.8	4.9
JAPAN	5,449	82,770[(10)]	127,799	0.7	4.3
NETHERLANDS	661	9,340[(10)]	16,656	0.7	4.0
NEW ZEALAND	284	3,234	4,405	0.9	6.4
NORWAY	168	3,326[(10)]	4,920	0.5	3.4
SWEDEN	314	5,453[(10)]	9,416	0.6	3.3
UNITED KINGDOM	1,960	35,278[(10)]	62,499	0.6	3.1
UNITED STATES OF AMERICA	32,310	252,962[(10)]	311,592	1.3	10.4

1 Australian data based on information published by the Bureau of Infrastructure, Transport and Regional Economics for 2011.

2 Fatality data (2011) for most other countries based on Reported Road Casualties Great Britain Annual Report 2011, motor vehicle data (2010) from Bureau of Infrastructure, Transport and Regional Economics International Road Safety Comparisons Reports and other data from other European or National Statistical Reporting Authorities. In some circumstances, only 2010 data are available – see note (10).

3 Australian figures (except for New South Wales) are as at 31 January 2011 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 2011.

4 Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2011 as published in September 2012.

10 Data for 2010 – based on information published by the Bureau of Infrastructure, Transport and Regional Economics and Transport Canada Collision Statistics and Statistics Canada.

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Table 3: Deaths within NSW, causes of death, sex, age for 2010

2010	Age (years)									TOTAL[5]
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
Males										
Deaths from all causes[1]	306	111	142	164	467	925	1,925	3,471	16,556	24,070
All accidental deaths[1]	23	40	57	49	92	104	99	84	336	884
Road deaths[3]	6	30	41	28	47	39	48	22	35	296
as % of accidental deaths	26	75	72	57	51	38	48	26	10	33
as % of all deaths	2	27	29	17	10	4	2	<1	<1	1
Females										
Deaths from all causes[1]	207	38	58	67	224	548	1,155	2,166	18,917	23,383
All accidental deaths[1]	11	np[2]	16	7	25	24	38	37	418	588
Road deaths[3]	6	12	14	6	11	6	14	13	26	109
as % of accidental deaths	55	na[4]	88	86	44	25	37	35	6	19
as % of all deaths	3	32	24	9	5	1	1	<1	<1	<1
All persons										
Deaths from all causes[1]	513	149	200	231	691	1,473	3,080	5,637	35,473	47,453
All accidental deaths[1]	34	np[2]	73	56	117	128	137	121	754	1,472
Road deaths[3]	12	42	55	34	58	45	62	35	61	405
as % of accidental deaths	35	na[4]	75	61	50	35	45	29	8	28
as % of all deaths	2	28	28	15	8	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	**51**	**36**	**54**	**59**	**50**	**57**	**63**	**46**	**51**	**46**	**68**	**53**	**634**
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	**79**	**82**	**73**	**94**	**81**	**87**	**110**	**89**	**62**	**79**	**59**	**83**	**978**
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	**105**	**89**	**118**	**136**	**116**	**91**	**92**	**115**	**94**	**129**	**107**	**117**	**1,309**
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	**99**	**62**	**97**	**128**	**112**	**103**	**134**	**128**	**92**	**118**	**124**	**106**	**1,303**
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	**52**	**52**	**87**	**57**	**59**	**70**	**83**	**66**	**80**	**62**	**55**	**74**	**797**
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	**50**	**52**	**48**	**55**	**53**	**48**	**58**	**33**	**50**	**39**	**49**	**68**	**603**
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	**43**	**34**	**26**	**43**	**37**	**33**	**23**	**27**	**37**	**39**	**38**	**25**	**405**
2011	**28**	**30**	**31**	**25**	**25**	**27**	**29**	**38**	**29**	**23**	**39**	**40**	**364**

Table 5: Casualties, year, road user class, degree of casualty[1]

Year	Road user class							
	Vehicle occupant				Motorcyclist			
	Driver		Passenger		Rider		Passenger	
	K	I	K	I	K	I	K	I
1960	**273**	**7,029**	**248**	**8,801**	**39**	**1,409**	**9**	**241**
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	**494**	**13,710**	**387**	**12,719**	**93**	**2,967**	**17**	**311**
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	**487**	**15,390**	**359**	**12,940**	**152**	**4,366**	**21**	**610**
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	**310**	**14,469**	**200**	**9,082**	**84**	**2,537**	**6**	**240**
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	**278**	**15,270**	**146**	**7,308**	**60**	**1,894**	**2**	**138**
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	**185**	**14,091**	**89**	**5,103**	**57**	**2,375**	**4**	**105**
2011	**181**	**15,348**	**73**	**5,602**	**47**	**2,456**	**4**	**100**

1 K – Killed I – Injured.

Table 5: Casualties, year, road user class, degree of casualty[1]

Year	Road user class							
	Pedestrian		Pedal cyclist[2]		Other[3]		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**
2011	**49**	**1,862**	**10**	**995**	**0**	**3**	**364**	**26,366**

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 2011

- 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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
New Year (1 January to 3 January) (3 days)	3	99	104	206	3	160	163
Australia Day (26 January) (1 day)	1	44	39	84	1	69	70
Easter (21 April to 25 April) (5 days)	5	231	273	509	5	326	331
Anzac Day (26 April) (1 day)	0	59	61	120	0	83	83
Queen's Birthday (10 June to 13 June) (4 days)	4	183	283	470	4	258	262
Labour Day (30 September to 3 October) (4 days)	3	164	200	367	5	221	226
Christmas (23 December to 31 December) (9 days)	13	310	387	710	14	457	471
SCHOOL HOLIDAYS							
January (1 January to 26 January) (26 days)	22	1,159	1,304	2,485	25	1,595	1,620
End Term 1 (9 April to 26 April) (18 days)	14	963	1,169	2,146	15	1,311	1,326
End Term 2 (2 July to 17 July) (16 days)	15	807	1,024	1,846	16	1,107	1,123
End Term 3 (24 September to 9 October) (16 days)	14	786	996	1,796	17	1,043	1,060
December (21 December to 31 December) (11 days)	15	437	543	995	17	625	642

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[1]	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	6	3	1	2	3	4	7	26
02:00 - 03:59	5	0	1	2	1	3	2	14
04:00 - 05:59	3	1	4	0	2	1	2	13
06:00 - 07:59	1	2	3	10	4	5	4	29
08:00 - 09:59	1	3	3	3	5	0	5	20
10:00 - 11:59	10	2	2	5	2	5	6	32
12:00 - 13:59	7	8	5	4	5	4	8	41
14:00 - 15:59	10	7	1	5	8	8	6	45
16:00 - 17:59	8	8	2	5	8	10	6	47
18:00 - 19:59	2	2	4	3	8	6	3	28
20:00 - 21:59	1	3	2	4	5	3	2	20
22:00 - Midnight	2	3	1	5	2	3	5	21
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**56**	**42**	**29**	**48**	**53**	**52**	**56**	**336**

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

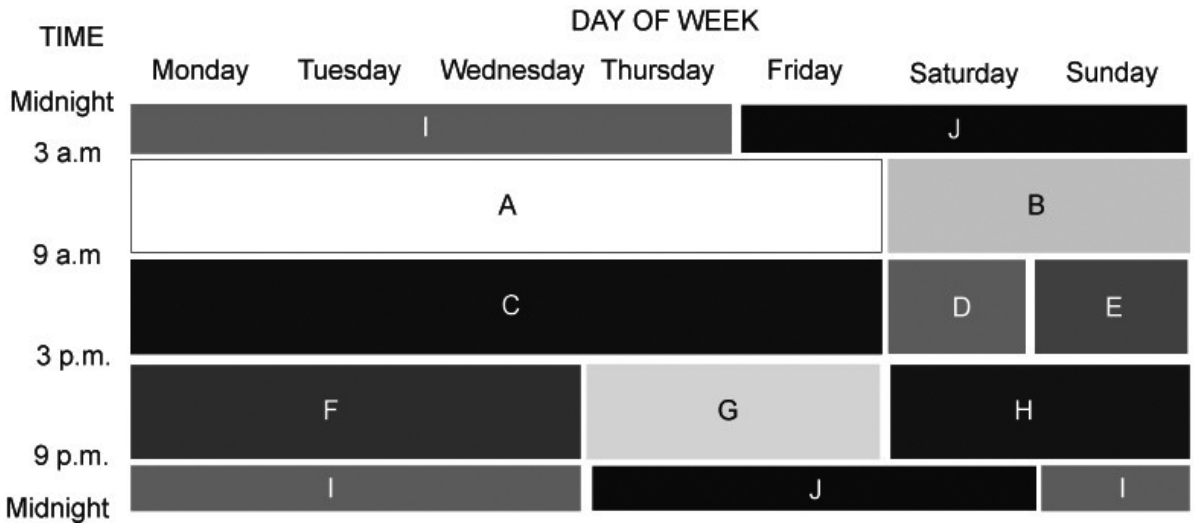
Table 7b: Total crashes, time period, day of week

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	317	114	114	92	146	147	314	1,244
02:00 - 03:59	250	72	63	71	97	103	223	879
04:00 – 05:59	181	154	146	140	153	160	191	1,125
06:00 - 07:59	199	566	566	544	595	563	275	3,308
08:00 - 09:59	353	803	810	822	888	749	519	4,944
10:00 - 11:59	633	614	584	559	669	639	830	4,528
12:00 - 13:59	707	687	620	585	666	739	877	4,881
14:00 - 15:59	707	771	846	902	920	1,013	759	5,918
16:00 - 17:59	625	928	1,007	1,117	1,109	1,104	749	6,639
18:00 - 19:59	469	545	662	738	681	861	634	4,590
20:00 - 21:59	331	319	354	391	430	472	445	2,742
22:00 - Midnight	246	223	245	272	306	445	418	2,155
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**5,018**	**5,796**	**6,017**	**6,233**	**6,660**	**6,995**	**6,234**	**42,953**

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

Time period[1]	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		Total crashes	
A	41	(0.7%)	2,823	(46.1%)	3,262	(53.2%)	6,126	(100.0%)
B	13	(0.9%)	667	(45.4%)	790	(53.7%)	1,470	(100.0%)
C	61	(0.6%)	4,760	(47.7%)	5,167	(51.7%)	9,988	(100.0%)
D	22	(0.9%)	1,133	(47.8%)	1,217	(51.3%)	2,372	(100.0%)
E	21	(1.1%)	976	(51.5%)	899	(47.4%)	1,896	(100.0%)
F	34	(0.5%)	3,300	(47.4%)	3,622	(52.1%)	6,956	(100.0%)
G	50	(0.9%)	2,428	(45.3%)	2,876	(53.7%)	5,354	(100.0%)
H	28	(0.8%)	1,672	(46.7%)	1,883	(52.6%)	3,583	(100.0%)
I	29	(1.3%)	941	(41.0%)	1,324	(57.7%)	2,294	(100.0%)
J	37	(1.3%)	1,205	(41.4%)	1,672	(57.4%)	2,914	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	0	(0.0%)	0	(100.0%)
CRASHES:								
TOTAL	336	(0.8%)	19,905	(46.3%)	22,712	(52.9%)	42,953	(100.0%)

1 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)

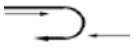
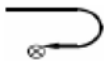
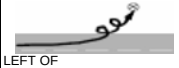
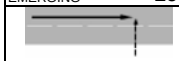
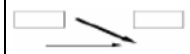
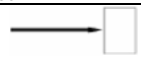
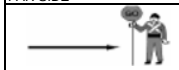
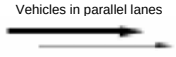
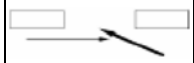
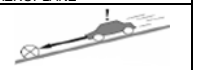
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 731	 CROSS TRAFFIC 3,383	HEAD ON (not overtaking) 1,380	Vehicles in same lane REAR END 8,092	 U TURN 654	 HEAD ON (incl. side swipe) 28	 PARKED 184	 OFF CARRIAGEWAY TO LEFT 511	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 474	 FELL IN/FROM VEHICLE 73
 EMERGING 169	 RIGHT FAR 395	 RIGHT THRU 3,481	 LEFT REAR 251	 U TURN INTO FIXED OBJECT PKD VEHICLE 96	 OUT OF CONTROL 55	 DOUBLE PARKED 4	 LEFT OF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 3,911	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 2,074	 LOAD OR MISSILE STRUCK VEHICLE 31
 FAR SIDE 535	 LEFT FAR 96	 LEFT THRU 1	 RIGHT REAR 1,166	 LEAVING PARKING 483	 PULLING OUT 5	 ACCIDENT OR BREAK DOWN 159	 OFF CARRIAGEWAY TO RIGHT 312	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 209	 STRUCK TRAIN / AEROPLANE 7
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 138	 RIGHT NEAR 1,820	 RIGHT/LEFT 27	Vehicles in parallel lanes  LANE SIDE SWIPE 403	 ENTERING PARKING 57	 OVERTAKE TURNING 187	 VEHICLE DOOR 233	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,646	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 782	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 92
WALKING WITH TRAFFIC 49	TWO R TURNING 59	RIGHT/RIGHT 7	LANE CHANGE RIGHT (not overtaking) 634	PARKING VEHICLES ONLY 95	CUTTING IN 18	PERMANENT OBSTRUCTION ON CARRIAGEWAY 10	OUT OF CONTROL ON CARRIAGEWAY 544	OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 229	PARKED VEH RUN AWAY INTO VEHICLE 9
FACING TRAFFIC 17	RIGHT/LEFT FAR 26	LEFT/LEFT 0	LANE CHANGE LEFT 671	REVERSING 77	PULLING OUT REAR END 35	TEMPORARY ROADWORKS 38	OFF END OF ROAD/ 'T' INTERSECTION 154	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 1,097	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 19
ON FOOTPATH/ MEDIAN 35	LEFT NEAR 337		RIGHT TURN SIDE SWIPE 209	REVERSING INTO FIXED OBJECT/ PKD VEHICLE 81		STRUCK OBJECT ON CARRIAGEWAY 179		OFF CARRIAGEWAY TO LEFT ON LEFT BEND 230	
DRIVEWAY 78	LEFT/RIGHT FAR 1		LEFT TURN SIDE SWIPE 328	EMERGING FROM DRIVEWAY 897		ANIMAL (not ridden) 468		OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 1,050	
	TWO LEFT TURNING 4			FROM FOOTPATH 127				OUT OF CONTROL ON CARRIAGEWAY 431	OTHER 1
OTHER PEDESTRIAN 21	OTHER ADJACENT 13	OTHER OPPOSING 8	OTHER SAME DIRECTION 63	OTHER MANOEUVRING 177	OTHER OVERTAKING 6	OTHER ON PATH 48	OTHER STRAIGHT 22	OTHER CURVE 9	? UNKNOWN 7

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

Object hit in first impact	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Bridge/wall	3	51	60	114
Fence/post	15	887	1,633	2,535
Pole	8	524	538	1,070
Embankment	7	459	465	931
Tree	60	1,095	1,075	2,230
Street furniture	4	223	414	641
Drain or culvert	4	176	182	362
Building	1	38	60	99
Other object	9	304	499	812
Stock	0	43	111	154
Kangaroo/wallaby	3	81	164	248
Other animal	0	23	44	67
Unknown	0	1	0	1
Sub-total	**114**	**3,905**	**5,245**	**9,264**
No object hit	**222**	**16,000**	**17,467**	**33,689**
CRASHES: TOTAL	**336**	**19,905**	**22,712**	**42,953**

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

Vehicle type	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Car	92	3,554	5,355	9,001
Light truck	20	497	628	1,145
Heavy rigid truck	2	64	84	150
Articulated truck	5	162	130	297
Bus	0	19	6	25
Other motor vehicle	0	68	58	126
Motorcycle	20	1,069	43	1,132
SINGLE MOTOR CRASHES: TOTAL	**139**	**5,433**	**6,304**	**11,876**

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[1]	Degree of crash[2]								Degree of casualty[3]		
	F		I C		N		Total crashes		K	I	Total killed & injured
Car crash	234	(1%)	16,567	(43%)	21,292	(56%)	38,093	(100%)	260	22,563	22,823
Light truck crash	68	(1%)	2,924	(42%)	3,901	(57%)	6,893	(100%)	69	4,056	4,125
Heavy truck crash	57	(2%)	1,013	(42%)	1,349	(56%)	2,419	(100%)	63	1,347	1,410
Heavy rigid truck crash	15	(1%)	499	(40%)	728	(59%)	1,242	(100%)	17	676	693
Articulated truck crash	43	(4%)	533	(44%)	639	(53%)	1,215	(100%)	47	704	751
Bus crash	11	(2%)	284	(49%)	290	(50%)	585	(100%)	11	423	434
Emergency vehicle crash	2	(1%)	128	(50%)	126	(49%)	256	(100%)	2	221	223
Motorcycle crash	51	(2%)	2,499	(89%)	248	(9%)	2,798	(100%)	53	2,694	2,747
Pedal cycle crash	10	(1%)	1,003	(99%)	0	(0%)	1,013	(100%)	10	1,042	1,052
Pedestrian crash	49	(3%)	1,797	(97%)	4	(0%)	1,850	(100%)	49	1,951	2,000
All types of crashes	**336**	**(1%)**	**19,905**	**(46%)**	**22,712**	**(53%)**	**42,953**	**(100%)**	**364**	**26,366**	**26,730**

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[1], vehicle type, degree of crash

Vehicle type	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		All crashes	
Passenger vehicle[2]	299	*0.8*	25,668	*65.8*	34,968	*89.7*	60,935	*156.3*
Rigid truck, van or utility	95	*1.5*	4,285	*68.3*	6,053	*96.5*	10,433	*166.3*
Articulated truck[3]	45	*19.5*	558	*241.4*	655	*283.3*	1,258	*544.2*
Bus	11	*7.2*	289	*190.0*	291	*191.4*	591	*388.6*
Motorcycle	56	*3.1*	2,547	*142.6*	262	*14.7*	2,865	*160.4*
All motor vehicles on register[4]	**519**	***1.1***	**34,502**	***72.7***	**43,385**	***91.5***	**78,406**	***165.3***

Note: Involvement rates are calculated using registration data in which the vehicle categories differ slightly from those used in the crash database. As a result of a reclassification of types in the registration database, the 2011 involvement rates for the passenger vehicle and rigid truck, van or utility categories are not comparable with those for previous years.

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 2011.

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**
Controller Disadvantaged				
Chronic illness/physical infirmity	2	5	3	10
Sudden illness	6	519	233	758
Swerving to avoid animal	1	387	515	903
Using hand-held telephone	0	25	25	50
Distraction inside vehicle (not hand-held telephone)	1	674	910	1,585
Distraction outside vehicle	12	2,111	2,296	4,419
Equipment failure/fault				
Brakes	1	58	73	132
Steering	0	20	46	66
Tyres	8	199	280	487
Wheel, axle/suspension	0	24	55	79
Lights	2	9	3	14
Towing/coupling	2	15	22	39
Insecure load	3	39	27	69

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[1] A	B	C	D	E	F	G	H	I	J	Unknown	Total
Fatal	Yes	7	5	2	2	2	3	6	7	11	18	0	63
	No	30	8	50	12	16	25	31	15	16	14	0	217
	Unknown	4	0	9	8	3	6	13	6	2	5	0	56
	Sub-total	**41**	**13**	**61**	**22**	**21**	**34**	**50**	**28**	**29**	**37**	**0**	**336**
Injury	Yes	37	87	51	11	13	104	72	98	121	262	0	856
	No	1,890	417	3,294	802	690	2,121	1,568	1,096	581	626	0	13,085
	Unknown	896	163	1,415	320	273	1,075	788	478	239	317	0	5,964
	Sub-total	**2,823**	**667**	**4,760**	**1,133**	**976**	**3,300**	**2,428**	**1,672**	**941**	**1,205**	**0**	**19,905**
Non-casualty	Yes	35	80	36	12	12	74	69	69	93	217	0	697
	No	2,400	465	3,990	927	702	2,623	2,048	1,343	779	904	0	16,181
	Unknown	827	245	1,141	278	185	925	759	471	452	551	0	5,834
	Sub-total	**3,262**	**790**	**5,167**	**1,217**	**899**	**3,622**	**2,876**	**1,883**	**1,324**	**1,672**	**0**	**22,712**
Total crashes	Yes	79	172	89	25	27	181	147	174	225	497	0	1,616
	No	4,320	890	7,334	1,741	1,408	4,769	3,647	2,454	1,376	1,544	0	29,483
	Unknown	1,727	408	2,565	606	461	2,006	1,560	955	693	873	0	11,854
	TOTAL	**6,126**	**1,470**	**9,988**	**2,372**	**1,896**	**6,956**	**5,354**	**3,583**	**2,294**	**2,914**	**0**	**42,953**

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.

1 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[1]			Country[2]			
		Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	
Fatal	Yes	7	5	0	20	31	0	63
	No	50	6	9	55	97	0	217
	Unknown	17	2	0	11	26	0	56
	Sub-total	**74**	**13**	**9**	**86**	**154**	**0**	**336**
Injury	Yes	305	41	36	328	146	0	856
	No	7,022	581	442	3,148	1,876	16	13,085
	Unknown	3,865	291	161	1,141	504	2	5,964
	Sub-total	**11,192**	**913**	**639**	**4,617**	**2,526**	**18**	**19,905**
Non-casualty	Yes	333	36	28	245	55	0	697
	No	9,383	822	548	3,711	1,702	15	16,181
	Unknown	3,623	283	135	1,179	605	9	5,834
	Sub-total	**13,339**	**1,141**	**711**	**5,135**	**2,362**	**24**	**22,712**
Total crashes	Yes	645	82	64	593	232	0	1,616
	No	16,455	1,409	999	6,914	3,675	31	29,483
	Unknown	7,505	576	296	2,331	1,135	11	11,854
	TOTAL	**24,605**	**2,067**	**1,359**	**9,838**	**5,042**	**42**	**42,953**

1 The Sydney, Newcastle and Wollongong Metropolitan Areas are defined in the Definitions on pages 12 and 13.
2 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			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	63	856	697	1,616
No	217	13,085	16,181	29,483
Unknown	56	5,964	5,834	11,854
Crashes: Total	**336**	**19,905**	**22,712**	**42,953**

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

Speeding involved in crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	137	3,393	3,866	7,396
No or unknown	199	16,512	18,846	35,557
Crashes: Total	**336**	**19,905**	**22,712**	**42,953**

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

Fatigue involved in crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	65	1,456	1,808	3,329
No or Unknown	271	18,449	20,904	39,624
Crashes: Total	**336**	**19,905**	**22,712**	**42,953**

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**

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	2	25	28	16	36	30	21	18	28	0	204
	F	0	0	9	16	9	9	21	18	9	6	0	97
	Sub-total[1]	**0**	**2**	**34**	**44**	**25**	**45**	**51**	**39**	**27**	**34**	**0**	**301**
Light truck driver	M	0	0	3	6	10	8	12	12	8	4	0	63
	F	0	0	0	1	1	1	1	0	0	0	0	4
	Sub-total[1]	**0**	**0**	**3**	**7**	**11**	**9**	**13**	**12**	**8**	**4**	**0**	**67**
Heavy rigid truck	M	0	0	0	2	0	2	2	3	5	0	0	14
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**2**	**0**	**2**	**2**	**3**	**5**	**0**	**0**	**14**
Articulated truck	M	0	0	0	0	0	8	14	13	8	1	0	44
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**8**	**14**	**13**	**8**	**1**	**0**	**44**
Bus driver	M	0	0	0	1	0	1	1	4	4	0	0	11
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**4**	**4**	**0**	**0**	**11**
Motorcycle rider	M	0	1	7	6	2	11	15	8	2	1	0	53
	F	0	0	0	0	0	0	0	1	2	0	0	3
	Sub-total[1]	**0**	**1**	**7**	**6**	**2**	**11**	**15**	**9**	**4**	**1**	**0**	**56**
Other motor vehicle	M	0	0	0	3	1	2	0	2	0	1	0	9
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**3**	**1**	**2**	**0**	**2**	**0**	**1**	**1**	**10**
MOTOR VEHICLE	**M**	**0**	**3**	**35**	**46**	**29**	**68**	**74**	**63**	**45**	**35**	**0**	**398**
CONTROLLERS:	**F**	**0**	**0**	**9**	**17**	**10**	**10**	**22**	**19**	**11**	**6**	**0**	**104**
	TOTAL[1]	**0**	**3**	**44**	**63**	**39**	**78**	**96**	**82**	**56**	**41**	**1**	**503**

1 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) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Car driver	M	0	42	1,659	1,836	1,210	2,532	2,137	1,656	1,154	1,067	247	13,540
	F	0	44	1,404	1,498	1,045	2,292	2,120	1,475	848	686	142	11,554
	Sub-total[1]	**0**	**86**	**3,064**	**3,336**	**2,258**	**4,825**	**4,260**	**3,132**	**2,004**	**1,753**	**613**	**25,331**
Light truck driver	M	0	3	264	365	214	514	540	387	213	73	44	2,617
	F	0	1	33	29	29	57	57	48	17	5	2	278
	Sub-total[1]	**0**	**4**	**297**	**394**	**243**	**572**	**597**	**435**	**231**	**78**	**81**	**2,932**
Heavy rigid truck driver	M	0	0	4	37	35	128	140	94	41	5	9	493
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**4**	**37**	**35**	**128**	**141**	**94**	**41**	**5**	**12**	**497**
Articulated truck driver	M	0	0	1	22	33	136	151	123	57	4	7	534
	F	0	0	0	0	0	2	3	0	0	0	0	5
	Sub-total[1]	**0**	**0**	**1**	**22**	**33**	**138**	**154**	**123**	**57**	**4**	**17**	**549**
Bus driver	M	0	1	0	6	11	37	49	81	47	6	8	246
	F	0	0	1	1	2	4	4	5	2	0	2	21
	Sub-total[1]	**0**	**1**	**1**	**7**	**13**	**41**	**53**	**86**	**49**	**6**	**26**	**283**
Motorcycle rider	M	0	38	266	367	218	482	428	327	110	34	27	2,297
	F	0	1	21	33	33	53	61	26	3	0	0	231
	Sub-total[1]	**0**	**39**	**287**	**400**	**251**	**535**	**489**	**353**	**113**	**34**	**35**	**2,536**
Other motor vehicle driver	M	0	3	8	36	53	153	183	147	70	19	87	759
	F	0	0	1	4	7	4	11	3	0	5	26	61
	Sub-total[1]	**0**	**3**	**9**	**40**	**60**	**157**	**194**	**150**	**70**	**24**	**416**	**1,123**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**87**	**2,202**	**2,669**	**1,774**	**3,982**	**3,628**	**2,815**	**1,692**	**1,208**	**429**	**20,486**
	F	**0**	**46**	**1,460**	**1,565**	**1,116**	**2,412**	**2,256**	**1,557**	**870**	**696**	**172**	**12,150**
	TOTAL[1]	**0**	**133**	**3,663**	**4,236**	**2,893**	**6,396**	**5,888**	**4,373**	**2,565**	**1,904**	**1,200**	**33,251**

1 Unknown sex included.

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

		Age (years)											
Road user class	Sex	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Car driver	M	0	65	2,965	3,075	1,980	3,699	2,870	2,202	1,347	1,134	404	19,741
	F	0	28	1,818	1,945	1,325	2,584	2,332	1,613	877	605	172	13,299
	Sub-total[1]	**0**	**93**	**4,785**	**5,023**	**3,311**	**6,292**	**5,207**	**3,819**	**2,228**	**1,740**	**991**	**33,489**
Light truck driver	M	0	2	386	480	391	773	650	501	244	88	50	3,565
	F	0	3	25	36	23	56	65	53	14	2	5	282
	Sub-total[1]	**0**	**5**	**411**	**516**	**414**	**830**	**715**	**554**	**258**	**90**	**120**	**3,913**
Heavy rigid truck driver	M	0	0	9	58	51	164	183	137	57	10	13	682
	F	0	0	0	1	1	4	2	1	1	0	0	10
	Sub-total[1]	**0**	**0**	**9**	**59**	**52**	**169**	**185**	**138**	**58**	**10**	**22**	**702**
Articulated truck driver	M	0	0	1	27	37	131	181	142	76	3	9	607
	F	0	0	0	0	0	1	0	1	0	0	0	2
	Sub-total[1]	**0**	**0**	**1**	**27**	**37**	**132**	**181**	**143**	**76**	**3**	**39**	**639**
Bus driver	M	0	0	2	5	8	32	71	70	48	9	6	251
	F	0	0	0	1	2	3	8	6	1	0	0	21
	Sub-total[1]	**0**	**0**	**2**	**6**	**10**	**35**	**79**	**76**	**49**	**9**	**14**	**280**
Motorcycle rider	M	0	2	22	34	28	41	47	15	4	0	4	197
	F	0	1	1	1	4	5	7	2	0	0	0	21
	Sub-total[1]	**0**	**3**	**23**	**35**	**33**	**46**	**54**	**17**	**4**	**0**	**6**	**221**
Other motor vehicle driver	M	0	0	5	37	62	146	181	163	56	10	56	716
	F	0	0	1	5	3	6	10	3	4	0	16	48
	Sub-total[1]	**0**	**0**	**6**	**42**	**65**	**152**	**191**	**166**	**60**	**10**	**420**	**1,112**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**69**	**3,390**	**3,716**	**2,557**	**4,986**	**4,183**	**3,230**	**1,832**	**1,254**	**542**	**25,759**
	F	**0**	**32**	**1,845**	**1,989**	**1,358**	**2,659**	**2,424**	**1,679**	**897**	**607**	**193**	**13,683**
	TOTAL[1]	**0**	**101**	**5,237**	**5,708**	**3,922**	**7,656**	**6,612**	**4,913**	**2,733**	**1,862**	**1,612**	**40,356**

1 Unknown sex included.

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

		Age (years)											
Road user class	Sex	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Car driver	M	0	109	4,649	4,939	3,206	6,267	5,037	3,879	2,519	2,229	651	33,485
	F	0	72	3,231	3,459	2,379	4,885	4,473	3,106	1,734	1,297	314	24,950
	Sub-total[1]	**0**	**181**	**7,883**	**8,403**	**5,594**	**11,162**	**9,518**	**6,990**	**4,259**	**3,527**	**1,604**	**59,121**
Light truck driver	M	0	5	653	851	615	1,295	1,202	900	465	165	94	6,245
	F	0	4	58	66	53	114	123	101	31	7	7	564
	Sub-total[1]	**0**	**9**	**711**	**917**	**668**	**1,411**	**1,325**	**1,001**	**497**	**172**	**201**	**6,912**
Heavy rigid truck	M	0	0	13	97	86	294	325	234	103	15	22	1,189
driver	F	0	0	0	1	1	4	2	1	1	0	0	10
	Sub-total[1]	**0**	**0**	**13**	**98**	**87**	**299**	**328**	**235**	**104**	**15**	**34**	**1,213**
Articulated truck	M	0	0	2	49	70	275	346	278	141	8	16	1,185
driver	F	0	0	0	0	0	3	3	1	0	0	0	7
	Sub-total[1]	**0**	**0**	**2**	**49**	**70**	**278**	**349**	**279**	**141**	**8**	**56**	**1,232**
Bus driver	M	0	1	2	12	19	70	121	155	99	15	14	508
	F	0	0	1	2	4	7	12	11	3	0	2	42
	Sub-total[1]	**0**	**1**	**3**	**14**	**23**	**77**	**133**	**166**	**102**	**15**	**40**	**574**
Motorcycle rider	M	0	41	295	407	248	534	490	350	116	35	31	2,547
	F	0	2	22	34	37	58	68	29	5	0	0	255
	Sub-total[1]	**0**	**43**	**317**	**441**	**286**	**592**	**558**	**379**	**121**	**35**	**41**	**2,813**
Other motor vehicle	M	0	3	13	76	116	301	364	312	126	30	143	1,484
driver	F	0	0	2	9	10	10	21	6	4	5	42	109
	Sub-total[1]	**0**	**3**	**15**	**85**	**126**	**311**	**385**	**318**	**130**	**35**	**837**	**2,245**
MOTOR VEHICLE	**M**	**0**	**159**	**5,627**	**6,431**	**4,360**	**9,036**	**7,885**	**6,108**	**3,569**	**2,497**	**971**	**46,643**
CONTROLLERS:	**F**	**0**	**78**	**3,314**	**3,571**	**2,484**	**5,081**	**4,702**	**3,255**	**1,778**	**1,309**	**365**	**25,937**
	TOTAL[1]	**0**	**237**	**8,944**	**10,007**	**6,854**	**14,130**	**12,596**	**9,368**	**5,354**	**3,807**	**2,813**	**74,110**

1 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			
		Fatal crash	Injury crash	Non-casualty crash	All crashes
Car driver	Learner	6	265	390	661
	Provisional[2]	47	4,435	6,719	11,201
	Standard	226	17,593	22,422	40,241
	Unlicensed[1]	21	634	695	1,350
	Unknown[2]	1	2,404	3,263	5,668
	Sub-total	**301**	**25,331**	**33,489**	**59,121**
Light truck driver	Learner	2	11	6	19
	Provisional[2]	5	368	542	915
	Standard	54	2,179	2,907	5,140
	Unlicensed[1]	5	85	105	195
	Unknown[2]	1	289	353	643
	Sub-total	**67**	**2,932**	**3,913**	**6,912**
Heavy rigid truck driver	Provisional[2]	0	7	10	17
	Standard	14	433	633	1,080
	Unlicensed[1]	0	12	12	24
	Unknown[2]	0	45	47	92
	Sub-total	**14**	**497**	**702**	**1,213**
Articulated truck driver	Standard	43	396	493	932
	Unlicensed[1]	1	8	7	16
	Unknown[2]	0	145	139	284
	Sub-total	**44**	**549**	**639**	**1,232**
Bus driver	Learner	0	0	0	0
	Provisional[2]	0	5	3	8
	Standard	10	239	254	503
	Unlicensed[1]	1	2	1	4
	Unknown[2]	0	37	22	59
	Sub-total	**11**	**283**	**280**	**574**
Motorcycle rider	Learner	3	409	29	441
	Provisional[2]	3	276	30	309
	Standard	38	1,383	137	1,558
	Unlicensed[1]	12	188	9	209
	Unknown[2]	0	280	16	296
	Sub-total	**56**	**2,536**	**221**	**2,813**
Other motor vehicle driver	Learner	0	0	2	2
	Provisional[2]	0	4	5	9
	Standard	8	642	671	1,321
	Unlicensed[1]	0	12	6	18
	Unknown[2]	2	465	428	895
	Sub-total	**10**	**1,123**	**1,112**	**2,245**
MOTOR VEHICLE CONTROLLERS:	**TOTAL**	**503**	**33,251**	**40,356**	**74,110**

1 Includes persons driving whilst disqualified or suspended.
2 Includes P1 and P2 licence types

Table 18a: Motor vehicle controllers involved, degree of crash, BAC[1], 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	23	28	18	46	53	53	38	31	0	291
	F	0	0	9	11	9	8	17	16	8	5	0	83
	Sub-total[2]	**0**	**1**	**32**	**39**	**27**	**54**	**70**	**69**	**46**	**36**	**0**	**374**
.001 – .019[3]	M	0	0	1	1	1	0	1	0	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**4**
.020 – .049[4]	M	0	1	1	1	0	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.050 – .079	M	0	0	1	1	1	0	0	1	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**4**
.080 – .149	M	0	0	2	6	2	2	2	1	1	0	0	16
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**6**	**2**	**2**	**2**	**2**	**1**	**0**	**0**	**17**
≥ .150	M	0	1	2	4	4	10	9	2	2	0	0	34
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[2]	**0**	**1**	**2**	**4**	**4**	**10**	**10**	**2**	**2**	**0**	**0**	**35**
Unknown	M	0	0	5	5	3	10	9	6	4	4	0	46
	F	0	0	0	6	1	2	4	2	3	1	0	19
	Sub-total[2]	**0**	**0**	**5**	**11**	**4**	**12**	**13**	**8**	**7**	**5**	**1**	**66**
MOTOR VEHICLE	**M**	**0**	**3**	**35**	**46**	**29**	**68**	**74**	**63**	**45**	**35**	**0**	**398**
CONTROLLERS:	**F**	**0**	**0**	**9**	**17**	**10**	**10**	**22**	**19**	**11**	**6**	**0**	**104**
	TOTAL[2]	**0**	**3**	**44**	**63**	**39**	**78**	**96**	**82**	**56**	**41**	**1**	**503**

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[1], sex, age
DEGREE OF CRASH: **INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	39	1,700	1,980	1,272	2,876	2,668	2,133	1,329	980	107	15,084
	F	0	35	1,133	1,157	821	1,722	1,674	1,173	685	547	48	8,995
	Sub-total[2]	**0**	**74**	**2,834**	**3,138**	**2,093**	**4,599**	**4,345**	**3,306**	**2,015**	**1,527**	**160**	**24,091**
.001 – .019[3]	M	0	0	2	5	4	0	0	0	0	0	0	11
	F	0	0	2	2	0	0	0	0	0	0	0	4
	Sub-total[2]	**0**	**0**	**4**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
.020 – .049[4]	M	0	2	8	5	1	2	1	2	1	0	0	22
	F	0	0	2	2	0	1	0	0	0	0	0	5
	Sub-total[2]	**0**	**2**	**10**	**7**	**1**	**3**	**1**	**2**	**1**	**0**	**0**	**27**
.050 – .079	M	0	1	14	18	6	27	19	6	5	1	0	97
	F	0	0	5	5	1	3	4	0	0	0	0	18
	Sub-total[2]	**0**	**1**	**19**	**23**	**7**	**30**	**23**	**6**	**5**	**1**	**0**	**115**
.080 – .149	M	0	3	42	47	50	53	34	23	10	4	1	267
	F	0	1	12	11	5	21	6	6	8	1	2	73
	Sub-total[2]	**0**	**4**	**54**	**58**	**55**	**74**	**40**	**29**	**18**	**5**	**3**	**340**
≥ .150	M	0	1	26	60	38	60	39	29	11	6	2	272
	F	0	0	5	13	13	23	18	11	4	1	0	88
	Sub-total[2]	**0**	**1**	**31**	**73**	**51**	**83**	**57**	**40**	**15**	**7**	**2**	**360**
Unknown	M	0	41	410	554	403	964	867	622	336	217	319	4,733
	F	0	10	301	375	276	642	554	367	173	147	122	2,967
	Sub-total[2]	**0**	**51**	**711**	**930**	**682**	**1,607**	**1,422**	**990**	**511**	**364**	**1,035**	**8,303**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**87**	**2,202**	**2,669**	**1,774**	**3,982**	**3,628**	**2,815**	**1,692**	**1,208**	**429**	**20,486**
	F	**0**	**46**	**1,460**	**1,565**	**1,116**	**2,412**	**2,256**	**1,557**	**870**	**696**	**172**	**12,150**
	TOTAL[2]	**0**	**133**	**3,663**	**4,236**	**2,893**	**6,396**	**5,888**	**4,373**	**2,565**	**1,904**	**1,200**	**33,251**

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[1], sex, age
DEGREE OF CRASH: **NON-CASUALTY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	40	2,719	2,932	1,997	3,899	3,224	2,613	1,495	1,041	150	20,110
	F	0	23	1,544	1,627	1,084	2,139	1,943	1,383	754	507	83	11,087
	Sub-total[2]	**0**	**63**	**4,265**	**4,561**	**3,083**	**6,045**	**5,170**	**3,998**	**2,252**	**1,549**	**241**	**31,227**
.001 – .019[3]	M	0	0	4	1	0	0	0	0	0	0	0	5
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
.020 – .049[4]	M	0	1	10	7	0	0	0	2	0	0	0	20
	F	0	0	5	2	0	2	0	0	0	0	0	9
	Sub-total[2]	**0**	**1**	**15**	**9**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**29**
.050 – .079	M	0	2	16	11	10	21	13	10	6	2	1	92
	F	0	1	2	1	0	5	3	0	1	1	0	14
	Sub-total[2]	**0**	**3**	**18**	**12**	**10**	**26**	**16**	**10**	**7**	**3**	**1**	**106**
.080 – .149	M	0	2	56	49	40	53	26	17	6	3	4	256
	F	0	0	3	6	7	11	15	5	4	0	0	51
	Sub-total[2]	**0**	**2**	**59**	**55**	**47**	**64**	**41**	**22**	**10**	**3**	**4**	**307**
≥ .150	M	0	1	26	26	20	49	39	17	12	3	1	194
	F	0	0	2	2	13	7	22	9	0	0	0	55
	Sub-total[2]	**0**	**1**	**28**	**28**	**33**	**56**	**61**	**26**	**12**	**3**	**1**	**249**
Unknown	M	0	23	559	690	490	964	881	571	313	205	386	5,082
	F	0	8	288	351	254	495	441	282	138	99	110	2,466
	Sub-total[2]	**0**	**31**	**847**	**1,042**	**749**	**1,463**	**1,324**	**855**	**452**	**304**	**1,365**	**8,432**
MOTOR VEHICLE	**M**	**0**	**69**	**3,390**	**3,716**	**2,557**	**4,986**	**4,183**	**3,230**	**1,832**	**1,254**	**542**	**25,759**
CONTROLLERS:	**F**	**0**	**32**	**1,845**	**1,989**	**1,358**	**2,659**	**2,424**	**1,679**	**897**	**607**	**193**	**13,683**
	TOTAL[2]	**0**	**101**	**5,237**	**5,708**	**3,922**	**7,656**	**6,612**	**4,913**	**2,733**	**1,862**	**1,612**	**40,356**

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[1], sex, age

DEGREE OF CRASH: **ALL CRASHES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	80	4,442	4,940	3,287	6,821	5,945	4,799	2,862	2,052	257	35,485
	F	0	58	2,686	2,795	1,914	3,869	3,634	2,572	1,447	1,059	131	20,165
	Sub-total[2]	**0**	**138**	**7,131**	**7,738**	**5,203**	**10,698**	**9,585**	**7,373**	**4,313**	**3,112**	**401**	**55,692**
.001 – .019[3]	M	0	0	7	7	5	0	1	0	0	0	0	20
	F	0	0	3	2	0	0	0	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**10**	**9**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**25**
.020 – .049[4]	M	0	4	19	13	1	2	1	4	1	0	0	45
	F	0	0	7	4	0	3	0	0	0	0	0	14
	Sub-total[2]	**0**	**4**	**26**	**17**	**1**	**5**	**1**	**4**	**1**	**0**	**0**	**59**
.050 – .079	M	0	3	31	30	17	48	32	17	11	3	1	193
	F	0	1	7	6	1	8	7	0	1	1	0	32
	Sub-total[2]	**0**	**4**	**38**	**36**	**18**	**56**	**39**	**17**	**12**	**4**	**1**	**225**
.080 – .149	M	0	5	100	102	92	108	62	41	17	7	5	539
	F	0	1	15	17	12	32	21	12	12	1	2	125
	Sub-total[2]	**0**	**6**	**115**	**119**	**104**	**140**	**83**	**53**	**29**	**8**	**7**	**664**
≥ .150	M	0	3	54	90	62	119	87	48	25	9	3	500
	F	0	0	7	15	26	30	41	20	4	1	0	144
	Sub-total[2]	**0**	**3**	**61**	**105**	**88**	**149**	**128**	**68**	**29**	**10**	**3**	**644**
Unknown	M	0	64	974	1,249	896	1,938	1,757	1,199	653	426	705	9,861
	F	0	18	589	732	531	1,139	999	651	314	247	232	5,452
	Sub-total[2]	**0**	**82**	**1,563**	**1,983**	**1,435**	**3,082**	**2,759**	**1,853**	**970**	**673**	**2,401**	**16,801**
MOTOR VEHICLE	**M**	**0**	**159**	**5,627**	**6,431**	**4,360**	**9,036**	**7,885**	**6,108**	**3,569**	**2,497**	**971**	**46,643**
CONTROLLERS:	**F**	**0**	**78**	**3,314**	**3,571**	**2,484**	**5,081**	**4,702**	**3,255**	**1,778**	**1,309**	**365**	**25,937**
	TOTAL[2]	**0**	**237**	**8,944**	**10,007**	**6,854**	**14,130**	**12,596**	**9,368**	**5,354**	**3,807**	**2,813**	**74,110**

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

		Age (years)											
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Fatal	M	0	3	22	21	7	23	24	11	7	7	0	125
	F	0	0	4	3	2	0	2	4	1	1	0	17
	Sub-total[1]	**0**	**3**	**26**	**24**	**9**	**23**	**26**	**15**	**8**	**8**	**0**	**142**
Injury	M	0	20	491	381	223	416	319	237	128	93	25	2,333
	F	0	10	227	160	106	181	163	109	64	31	5	1,056
	Sub-total[1]	**0**	**30**	**718**	**541**	**329**	**597**	**482**	**346**	**192**	**124**	**50**	**3,409**
Non-casualty	M	0	31	649	498	288	440	329	181	110	80	97	2,703
	F	0	8	244	165	97	191	139	103	49	30	11	1,037
	Sub-total[1]	**0**	**39**	**894**	**663**	**385**	**632**	**468**	**284**	**159**	**110**	**248**	**3,882**
SPEEDING MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**54**	**1,162**	**900**	**518**	**879**	**672**	**429**	**245**	**180**	**122**	**5,161**
	F	**0**	**18**	**475**	**328**	**205**	**372**	**304**	**216**	**114**	**62**	**16**	**2,110**
	TOTAL[1]	**0**	**72**	**1,638**	**1,228**	**723**	**1,252**	**976**	**645**	**359**	**242**	**298**	**7,433**

1 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) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Fatal	M	0	0	6	3	6	3	13	5	5	8	0	49
	F	0	0	3	1	0	1	2	2	7	0	0	16
	Sub-total[1]	**0**	**0**	**9**	**4**	**6**	**4**	**15**	**7**	**12**	**8**	**0**	**65**
Injury	M	0	8	157	153	93	195	140	103	69	68	10	996
	F	0	2	77	67	34	56	52	64	45	44	3	444
	Sub-total[1]	**0**	**10**	**234**	**220**	**127**	**251**	**192**	**167**	**114**	**112**	**29**	**1,456**
Non-casualty	M	0	4	196	194	118	232	147	94	49	62	68	1,164
	F	0	1	58	39	33	57	59	47	27	31	7	359
	Sub-total[1]	**0**	**5**	**254**	**233**	**151**	**289**	**206**	**141**	**77**	**93**	**359**	**1,808**
FATIGUED MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**12**	**359**	**350**	**217**	**430**	**300**	**202**	**123**	**138**	**78**	**2,209**
	F	**0**	**3**	**138**	**107**	**67**	**114**	**113**	**113**	**79**	**75**	**10**	**819**
	TOTAL[1]	**0**	**15**	**497**	**457**	**284**	**544**	**413**	**315**	**203**	**213**	**388**	**3,329**

1 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	
INTERSECTION				
Cross	20	3,376	3,520	6,916
'T'	44	4,897	5,439	10,380
'Y'	0	11	10	21
Multiple	0	43	31	74
Roundabout	4	849	1,024	1,877
Sub-total	**68**	**9,176**	**10,024**	**19,268**
NON-INTERSECTION				
One-way	0	103	84	187
2-way undivided	230	7,457	8,098	15,785
Dual carriageway (non-freeway)	33	2,116	3,029	5,178
Dual carriageway (freeway)	4	774	1,172	1,950
Other limited access	0	24	23	47
Other	1	255	282	538
Unknown	0	0	0	0
Sub-total	**268**	**10,729**	**12,688**	**23,685**
CRASHES: TOTAL	**336**	**19,905**	**22,712**	**42,953**

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	7	318	392	717
Causeway	2	8	2	12
Railway crossing	2	15	14	31
Entrance/driveway	13	1,315	1,423	2,751
Hazardous road surface	22	769	626	1,417
Roadworks/detour/diversion	7	274	287	568
Previous crash	0	75	132	207

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[1]/speed limit	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
METROPOLITAN				
30 km/h or less	1	31	22	54
40 km/h	0	202	164	366
50 km/h	34	4,824	5,509	10,367
60 km/h	31	4,995	5,886	10,912
70 km/h	12	1,364	1,798	3,174
80 km/h	9	755	949	1,713
90 km/h	4	185	276	465
100 km/h	4	171	319	494
110 km/h	1	166	234	401
Unknown	0	51	34	85
Sub-total	**96**	**12,744**	**15,191**	**28,031**
COUNTRY				
30 km/h or less	0	8	7	15
40 km/h	4	88	101	193
50 km/h	31	2,043	2,219	4,293
60 km/h	10	1,227	1,476	2,713
70 km/h	5	280	350	635
80 km/h	36	971	982	1,989
90 km/h	4	146	157	307
100 km/h	130	2,008	1,623	3,761
110 km/h	20	372	582	974
Unknown	0	18	24	42
Sub-total	**240**	**7,161**	**7,521**	**14,922**
CRASHES: TOTAL	**336**	**19,905**	**22,712**	**42,953**

1 '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	
STRAIGHT				
Wet	32	2,739	3,886	6,657
Dry	160	12,380	13,462	26,002
Snow or ice	1	8	13	22
Unknown	1	14	19	34
Sub-total	**194**	**15,141**	**17,380**	**32,715**
CURVE				
Wet	39	1,415	2,174	3,628
Dry	103	3,323	3,131	6,557
Snow or ice	0	17	18	35
Unknown	0	4	5	9
Sub-total	**142**	**4,759**	**5,328**	**10,229**
TOTAL CRASHES[1]				
Wet	71	4,154	6,060	10,285
Dry	263	15,705	16,595	32,563
Snow or ice	1	25	31	57
Unknown	1	21	26	48
CRASHES: TOTAL	**336**	**19,905**	**22,712**	**42,953**

1 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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SYDNEY REGION							
Sydney Metropolitan Area							
Ashfield	1	116	157	274	1	147	148
Auburn	2	331	410	743	2	437	439
Bankstown City	4	760	749	1,513	4	1,028	1,032
Baulkham Hills	3	354	517	874	3	459	462
Blacktown City	6	757	947	1,710	7	1,003	1,010
Botany Bay City	0	152	214	366	0	191	191
Burwood	1	108	111	220	1	127	128
Camden	1	114	137	252	1	164	165
Campbelltown City	1	346	395	742	1	429	430
Canada Bay City	0	246	232	478	0	318	318
Canterbury City	2	434	465	901	2	580	582
City Of Sydney	2	673	410	1,085	2	814	816
Fairfield City	5	565	665	1,235	5	756	761
Holroyd City	1	332	466	799	1	419	420
Hornsby	3	379	520	902	3	474	477
Hunters Hill	0	22	32	54	0	25	25
Hurstville City	1	156	203	360	1	218	219
Kogarah	3	129	201	333	3	165	168
Ku-ring-gai	3	241	355	599	3	308	311
Lane Cove	2	69	108	179	2	89	91
Leichhardt	2	153	143	298	2	189	191
Liverpool City	4	549	607	1,160	4	733	737
Manly	0	87	69	156	0	105	105
Marrickville	2	290	263	555	2	345	347
Mosman	0	47	68	115	0	49	49

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SYDNEY REGION (continued)							
North Sydney	0	165	176	341	0	203	203
Parramatta City	4	535	721	1,260	4	681	685
Penrith City	5	467	631	1,103	5	631	636
Pittwater	4	88	135	227	4	117	121
Randwick City	3	351	304	658	3	438	441
Rockdale City	0	301	489	790	0	411	411
Ryde City	3	214	409	626	3	249	252
South Sydney City	1	365	385	751	1	445	446
Strathfield	2	170	212	384	2	235	237
Sutherland	1	353	531	885	1	472	473
Warringah	1	315	401	717	1	380	381
Waverley	1	149	101	251	1	173	174
Willoughby City	0	167	263	430	0	208	208
Woollahra	0	142	137	279	0	167	167
Sydney Metropolitan Area Sub-total	**74**	**11,192**	**13,339**	**24,605**	**75**	**14,382**	**14,457**
Outer Sydney Area							
Blue Mountains City	3	180	210	393	4	262	266
Gosford City	8	471	656	1,135	8	612	620
Hawkesbury City	5	210	300	515	6	296	302
Wollondilly	4	122	169	295	4	172	176
Wyong	5	312	417	734	5	420	425
Outer Sydney Area Sub-total	**25**	**1,295**	**1,752**	**3,072**	**27**	**1,762**	**1,789**
TOTAL	99	12,487	15,091	27,677	102	16,144	16,246

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
HUNTER REGION							
Cessnock City	3	216	177	396	3	298	301
Dungog	3	33	11	47	3	40	43
Gloucester	0	20	20	40	0	27	27
Great Lakes	4	89	116	209	4	136	140
Lake Macquarie City	8	417	454	879	8	543	551
Maitland City	2	126	171	299	3	177	180
Merriwa	0	16	14	30	0	23	23
Murrurundi	0	11	8	19	0	15	15
Muswellbrook	3	54	42	99	3	70	73
Newcastle City	5	496	687	1,188	5	639	644
Port Stephens	5	171	158	334	7	230	237
Scone	2	40	24	66	2	60	62
Singleton	4	97	102	203	7	137	144
TOTAL	39	1,786	1,984	3,809	45	2,395	2,440
ILLAWARRA REGION							
Kiama	2	37	53	92	2	42	44
Shellharbour City	0	147	139	286	0	191	191
Shoalhaven City	8	251	287	546	9	331	340
Wingecarribee	4	149	174	327	4	201	205
Wollongong City	9	492	572	1,073	9	656	665
TOTAL	23	1,076	1,225	2,324	24	1,421	1,445

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NORTH COAST REGION							
Ballina	1	106	134	241	1	143	144
Bellingen	4	51	32	87	4	76	80
Byron	3	115	142	260	3	149	152
Coffs Harbour City	2	167	185	354	2	215	217
Copmanhurst	0	9	15	24	0	10	10
Grafton City	1	44	46	91	1	58	59
Greater Taree City	4	139	195	338	4	187	191
Hastings	2	186	166	354	2	273	275
Kempsey	5	84	66	155	5	122	127
Kyogle	2	48	40	90	2	87	89
Lismore City	4	119	170	293	4	159	163
Lord Howe Island	0	0	0	0	0	0	0
Maclean	3	33	44	80	4	47	51
Nambucca	3	52	40	95	4	72	76
Pristine Waters	1	71	67	139	1	99	100
Richmond Valley	7	66	62	135	7	98	105
Tweed	4	217	275	496	6	277	283
TOTAL	46	1,507	1,679	3,232	50	2,072	2,122

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NEW ENGLAND REGION							
Armidale Dumaresq	5	71	65	141	7	107	114
Barraba	0	4	2	6	0	5	5
Bingara	1	12	1	14	1	17	18
Glen Innes	1	9	9	19	1	16	17
Gunnedah	2	34	28	64	3	52	55
Guyra	0	12	11	23	0	14	14
Inverell	5	54	27	86	6	76	82
Manilla	0	6	3	9	0	8	8
Moree Plains	4	27	28	59	5	44	49
Narrabri	2	56	27	85	2	86	88
Nundle	1	7	5	13	1	8	9
Parry	1	44	37	82	1	59	60
Quirindi	2	19	8	29	2	25	27
Severn	0	19	18	37	0	25	25
Tamworth City	0	87	88	175	0	112	112
Tenterfield	2	41	26	69	4	62	66
Uralla	1	25	14	40	1	36	37
Walcha	2	21	21	44	2	24	26
Yallaroi	0	5	3	8	0	7	7
TOTAL	29	553	421	1,003	36	783	819

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
ORANA REGION							
Bogan	1	13	5	19	1	18	19
Bourke	0	11	10	21	0	19	19
Brewarrina	0	10	3	13	0	12	12
Cobar	1	14	7	22	2	17	19
Coolah	1	14	14	29	1	20	21
Coonabarabran	0	23	20	43	0	29	29
Coonamble	1	15	6	22	3	20	23
Dubbo City	1	98	106	205	1	133	134
Gilgandra	0	18	3	21	0	26	26
Mudgee	4	76	60	140	4	100	104
Narromine	3	11	11	25	3	17	20
Walgett	3	24	13	40	3	41	44
Warren	0	5	4	9	0	7	7
Wellington	1	30	23	54	1	47	48
TOTAL	16	362	285	663	19	506	525
CENTRAL WESTERN REGION							
Bathurst City	1	80	100	181	1	103	104
Bland	0	16	12	28	0	23	23
Blayney	1	32	33	66	1	45	46
Cabonne	4	63	59	126	4	83	87
Cowra	1	31	16	48	1	44	45
Evans	3	56	45	104	3	80	83
Forbes	1	25	15	41	1	46	47
Lachlan	2	21	9	32	2	31	33
Lithgow City	5	114	117	236	5	173	178

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CENTRAL WESTERN REGION (continued)							
Oberon	0	28	18	46	0	38	38
Orange City	0	83	106	189	0	106	106
Parkes	3	44	29	76	3	63	66
Rylstone	1	31	14	46	1	45	46
Weddin	1	5	9	15	1	6	7
TOTAL	23	629	582	1,234	23	886	909
SOUTH-EASTERN REGION							
Bega Valley	2	77	73	152	2	109	111
Bombala	1	11	10	22	1	16	17
Boorowa	1	17	8	26	1	18	19
Cooma-Monaro	1	39	38	78	1	57	58
Crookwell	0	17	13	30	0	18	18
Eurobodalla	3	127	104	234	3	199	202
Goulburn City	0	50	53	103	0	62	62
Gunning	2	25	32	59	3	35	38
Harden	1	21	20	42	1	31	32
Mulwaree	7	78	76	161	8	123	131
Queanbeyan City	0	54	68	122	0	62	62
Snowy River	4	35	50	89	4	67	71
Tallaganda	1	37	58	96	1	62	63
Yarrowlumla	1	57	66	124	1	76	77
Yass	1	68	87	156	1	100	101
Young	2	27	18	47	2	38	40
TOTAL	27	740	774	1,541	29	1,073	1,102

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
RIVERINA REGION							
Carrathool	0	14	11	25	0	19	19
Coolamon	1	11	3	15	1	13	14
Cootamundra	1	22	14	37	1	29	30
Griffith City	4	50	57	111	5	73	78
Gundagai	0	23	27	50	0	35	35
Hay	1	9	7	17	1	17	18
Junee	2	17	12	31	2	22	24
Leeton	1	23	8	32	1	30	31
Lockhart	1	9	2	12	1	10	11
Murrumbidgee	0	8	5	13	0	13	13
Narrandera	1	21	15	37	1	38	39
Temora	1	15	12	28	1	23	24
Tumut	1	34	42	77	1	44	45
Wagga Wagga City	6	127	145	278	6	179	185
TOTAL	**20**	**383**	**360**	**763**	**21**	**545**	**566**
MURRAY REGION							
Albury City	1	115	147	263	1	160	161
Balranald	1	7	3	11	1	10	11
Berrigan	2	14	14	30	2	20	22
Conargo	0	7	3	10	0	7	7
Corowa	3	12	15	30	4	19	23
Culcairn	0	14	4	18	0	16	16
Deniliquin	0	10	9	19	0	15	15
Holbrook	1	16	17	34	1	28	29
Hume	1	30	18	49	1	42	43

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
MURRAY REGION (continued)							
Jerilderie	1	5	4	10	1	6	7
Murray	1	17	9	27	1	26	27
Tumbarumba	1	33	10	44	1	41	42
Urana	0	9	2	11	0	12	12
Wakool	1	13	2	16	1	17	18
Wentworth	0	22	14	36	0	36	36
TOTAL	13	324	271	608	14	455	469
FAR WESTERN REGION							
Broken Hill City	0	31	25	56	0	43	43
Central Darling	0	15	7	22	0	24	24
Unincorporated Area	1	12	8	21	1	19	20
TOTAL	1	58	40	99	1	86	87
METROPOLITAN[3]:							
TOTAL	96	12,744	15,191	28,031	97	16,411	16,508
COUNTRY[3]: TOTAL	240	7,161	7,521	14,922	267	9,955	10,222
NSW STATE							
TOTAL	336	19,905	22,712	42,953	364	26,366	26,730

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
FREEWAYS AND MOTORWAYS							
M2 MOTORWAY (NORTH RYDE to BAULKHAM HILLS)							
Ryde City	0	2	3	5	0	2	2
Hornsby	0	15	23	38	0	25	25
Baulkham Hills	0	21	23	44	0	25	25
Sub-total	**0**	**38**	**49**	**87**	**0**	**52**	**52**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	0	5	8	13	0	5	5
Hornsby	1	29	28	58	1	36	37
Gosford City	2	62	119	183	2	87	89
Wyong	0	28	63	91	0	45	45
Lake Macquarie City	0	29	50	79	0	41	41
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	8	7	15	0	8	8
Sub-total	**3**	**161**	**275**	**439**	**3**	**222**	**225**
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay City	0	10	5	15	0	21	21
Strathfield	0	14	20	34	0	21	21
Auburn	0	53	88	141	0	69	69
Parramatta City	0	17	41	58	0	20	20
Holroyd City	0	67	105	172	0	86	86
Blacktown City	0	50	80	130	0	70	70
Penrith City	0	40	64	104	0	62	62
Blue Mountains City	0	0	2	2	0	0	0
Sub-total	**0**	**251**	**405**	**656**	**0**	**349**	**349**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale City	0	11	25	36	0	20	20
Canterbury City	0	53	62	115	0	84	84
Hurstville City	0	1	1	2	0	1	1
Bankstown City	0	36	52	88	0	50	50
Liverpool City	0	30	46	76	0	40	40
Sub-total	**0**	**131**	**186**	**317**	**0**	**195**	**195**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS & NTH WOLLONGONG to YALLAH)							
Wollongong City	1	43	46	90	1	60	61
Sub-total	**1**	**43**	**46**	**90**	**1**	**60**	**61**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)							
Baulkham Hills City	0	3	4	7	0	4	4
Blacktown City	1	22	39	62	1	26	27
Fairfield City	0	4	7	11	0	7	7
Liverpool City	0	10	18	28	0	11	11
Sub-total	**1**	**39**	**68**	**108**	**1**	**48**	**49**
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)							
City of Sydney	0	11	8	19	0	15	15
South Sydney City	0	3	8	11	0	3	3
Randwick City	0	1	2	3	0	2	2
Sub-total	**0**	**15**	**18**	**33**	**0**	**20**	**20**
CROSS CITY TUNNEL							
City of Sydney	0	0	5	5	0	0	0
Sub-total	**0**	**0**	**5**	**5**	**0**	**0**	**0**
FREEWAYS/MOTOR-WAYS: TOTAL	**5**	**678**	**1,052**	**1,735**	**5**	**946**	**951**
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
City of Sydney	0	17	7	24	0	19	19
South Sydney City	0	18	9	27	0	20	20
Marrickville	1	48	37	86	1	57	58
Rockdale City	0	31	65	96	0	52	52
Kogarah	1	34	53	88	1	43	44
Sutherland	0	72	116	188	0	98	98
Wollongong City	2	80	104	186	2	115	117
Shellharbour City	0	30	36	66	0	34	34
Kiama	1	15	19	35	1	20	21

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN) (Continued)							
Shoalhaven City	3	98	119	220	3	139	142
Eurobodalla	1	37	26	64	1	62	63
Bega Valley	1	25	18	44	1	40	41
Sub-total	**10**	**505**	**609**	**1,124**	**10**	**699**	**709**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

HUME (SH 2) (ASHFIELD to ALBURY)							
Ashfield	1	14	25	40	1	23	24
Burwood	0	12	11	23	0	16	16
Strathfield	0	25	24	49	0	38	38
Bankstown City	0	107	81	188	0	144	144
Fairfield City	1	14	27	42	1	19	20
Liverpool City	0	106	114	220	0	144	144
Campbelltown City	0	58	62	120	0	68	68
Wollondilly	0	16	29	45	0	18	18
Wingecarribee	2	28	50	80	2	42	44
Mulwaree	3	20	42	65	4	40	44
Goulburn City	0	0	4	4	0	0	0
Gunning	0	8	8	16	0	9	9
Yass	0	13	36	49	0	19	19
Harden	1	6	6	13	1	7	8
Gundagai	0	15	18	33	0	23	23
Wagga Wagga City	0	6	11	17	0	7	7
Holbrook	1	9	11	21	1	15	16
Hume	0	5	7	12	0	6	6
Albury City	0	8	17	25	0	10	10
Sub-total	**9**	**470**	**583**	**1,062**	**10**	**648**	**658**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)							
Mulwaree	1	7	14	22	1	10	11
Gunning	0	5	13	18	0	9	9
Yarrowlumla	0	7	17	24	0	9	9
Sub-total	**1**	**19**	**44**	**64**	**1**	**28**	**29**
SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)							
Bega Valley	1	3	3	7	1	4	5
Cooma-Monaro	0	4	4	8	0	6	6
Snowy River	0	10	16	26	0	13	13
Tumut	0	11	17	28	0	16	16
Gundagai	0	1	1	2	0	1	1
Sub-total	**1**	**29**	**41**	**71**	**1**	**40**	**41**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
City of Sydney	0	27	14	41	0	36	36
Leichhardt	1	23	11	35	1	37	38
Marrickville	0	9	12	21	0	11	11
Ashfield	0	30	24	54	0	36	36
Canada Bay City	0	26	33	59	0	34	34
Burwood	0	11	16	27	0	13	13
Strathfield	0	14	23	37	0	19	19
Auburn	0	30	29	59	0	42	42

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
Great Western Highway (continued)							
Parramatta City	0	38	45	83	0	52	52
Holroyd City	0	42	57	99	0	59	59
Blacktown City	1	47	51	99	1	81	82
Penrith City	1	42	62	105	1	56	57
Blue Mountains City	3	86	115	204	4	146	150
Lithgow City	2	49	40	91	2	76	78
Evans	0	8	10	18	0	12	12
Bathurst City	0	25	26	51	0	33	33
Sub-total	**8**	**507**	**568**	**1,083**	**9**	**743**	**752**
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	0	3	2	5	0	3	3
Evans	0	1	1	2	0	1	1
Blayney	0	10	10	20	0	12	12
Cowra	1	4	3	8	1	6	7
Weddin	0	2	5	7	0	2	2
Bland	0	2	0	2	0	6	6
Carrathool	0	2	5	7	0	2	2
Hay	0	0	0	0	0	0	0
Sub-total	**1**	**24**	**26**	**51**	**1**	**32**	**33**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
MITCHELL (SH 7) (BATHURST to BARRINGUN)							
Bathurst City	1	2	4	7	1	5	6
Evans	2	9	9	20	2	12	14
Cabonne	0	13	16	29	0	18	18
Orange City	0	27	28	55	0	34	34
Wellington	0	9	6	15	0	19	19
Dubbo City	0	20	28	48	0	25	25
Narromine	3	2	4	9	3	4	7
Warren	0	2	1	3	0	4	4
Bogan	0	5	2	7	0	8	8
Bourke	0	3	5	8	0	8	8
Sub-total	**6**	**92**	**103**	**201**	**6**	**137**	**143**
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	1	3	2	6	1	4	5
Cobar	0	9	1	10	0	11	11
Central Darling	0	3	0	3	0	6	6
Unincorporated Area	0	3	1	4	0	8	8
Broken Hill City	0	5	4	9	0	8	8
Sub-total	**1**	**23**	**8**	**32**	**1**	**37**	**38**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)							
Newcastle City	1	7	20	28	1	10	11
Maitland City	0	55	71	126	0	82	82
Cessnock City	0	10	16	26	0	12	12
Singleton	4	25	39	68	7	51	58
Muswellbrook	1	18	12	31	1	24	25
Scone	1	21	11	33	1	33	34
Murrurundi	0	9	5	14	0	13	13
Quirindi	1	3	0	4	1	4	5
Nundle	1	1	1	3	1	1	2
Parry	0	13	16	29	0	19	19
Tamworth City	0	6	8	14	0	7	7
Uralla	0	6	5	11	0	11	11
Armidale Dumaresq	2	8	7	17	4	10	14
Guyra	0	8	8	16	0	10	10
Severn	0	4	3	7	0	5	5
Glen Innes	0	1	2	3	0	1	1
Tenterfield	2	6	8	16	4	15	19
Sub-total	**13**	**201**	**232**	**446**	**20**	**308**	**328**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
PACIFIC (SH 10) (NTH SYDNEY to TWEED HEADS)							
North Sydney	0	21	27	48	0	22	22
Lane Cove	0	9	25	34	0	12	12
Willoughby City	0	21	31	52	0	32	32
Ku-ring-gai	0	70	96	166	0	92	92
Hornsby	0	58	47	105	0	72	72
Gosford City	0	63	86	149	0	78	78
Wyong	1	58	68	127	1	81	82
Lake Macquarie City	0	55	66	121	0	64	64
Newcastle City	0	80	118	198	0	109	109
Port Stephens	0	25	33	58	0	35	35
Great Lakes	3	20	43	66	3	34	37
Greater Taree City	0	28	74	102	0	41	41
Hastings	2	29	25	56	2	54	56
Kempsey	2	31	20	53	2	51	53
Nambucca	3	16	14	33	4	34	38
Bellingen	1	9	10	20	1	13	14
Coffs Harbour City	2	58	73	133	2	79	81
Pristine Waters	1	26	30	57	1	43	44
Grafton City	0	4	7	11	0	7	7
Maclean	3	9	14	26	4	18	22
Richmond Valley	3	11	21	35	3	21	24
Ballina	0	31	45	76	0	41	41
Byron	0	25	30	55	0	37	37
Tweed	1	37	63	101	2	53	55
Sub-total	**22**	**794**	**1,066**	**1,882**	**25**	**1,123**	**1,148**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE							
Hastings	0	35	22	57	0	56	56
Walcha	1	7	7	15	1	10	11
Parry	1	5	0	6	1	7	8
Tamworth City	0	16	23	39	0	25	25
Gunnedah	1	3	4	8	2	4	6
Coonabarabran	0	4	1	5	0	4	4
Gilgandra	0	3	1	4	0	4	4
Warren	0	0	0	0	0	0	0
Sub-total	**3**	**73**	**58**	**134**	**4**	**110**	**114**
GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)							
Grafton City	0	1	2	3	0	1	1
Pristine Waters	0	5	9	14	0	7	7
Severn	0	7	9	16	0	11	11
Glen Innes	0	2	1	3	0	5	5
Inverell	2	9	8	19	3	11	14
Yallaroi	0	0	1	1	0	0	0
Moree Plains	0	6	3	9	0	8	8
Walgett	0	1	3	4	0	1	1
Sub-total	**2**	**31**	**36**	**69**	**3**	**44**	**47**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)							
Liverpool City	0	10	11	21	0	14	14
Fairfield City	0	47	45	92	0	56	56
Holroyd City	0	38	57	95	0	48	48
Parramatta City	0	37	40	77	0	51	51
Baulkham Hills	0	17	29	46	0	20	20
Hornsby	1	79	121	201	1	102	103
Sub-total	**1**	**228**	**303**	**532**	**1**	**291**	**292**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	2	23	28	53	2	35	37
Narrandera	1	6	6	13	1	7	8
Murrumbidgee	0	4	2	6	0	7	7
Hay	0	3	4	7	0	4	4
Wakool	0	2	0	2	0	3	3
Balranald	1	4	3	8	1	5	6
Wentworth	0	8	2	10	0	12	12
Sub-total	**4**	**50**	**45**	**99**	**4**	**73**	**77**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	0	17	10	27	0	25	25
Yarrowlumla	0	3	2	5	0	8	8
Sub-total	**0**	**20**	**12**	**32**	**0**	**33**	**33**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)							
Ballina	0	7	10	17	0	7	7
Lismore City	1	29	36	66	1	40	41
Richmond Valley	1	12	14	27	1	16	17
Kyogle	0	4	3	7	0	13	13
Tenterfield	0	13	4	17	0	18	18
Sub-total	**2**	**65**	**67**	**134**	**2**	**94**	**96**
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	1	2	2	5	1	6	7
Jerilderie	0	3	1	4	0	4	4
Urana	0	3	2	5	0	4	4
Narrandera	0	7	1	8	0	13	13
Coolamon	0	3	0	3	0	4	4
Bland	0	5	3	8	0	7	7
Weddin	0	1	0	1	0	1	1
Forbes	0	5	2	7	0	10	10
Parkes	0	14	10	24	0	23	23
Narromine	0	2	2	4	0	4	4
Dubbo City	0	10	8	18	0	16	16
Gilgandra	0	5	1	6	0	6	6
Coonabarabran	0	9	9	18	0	12	12
Narrabri	1	21	12	34	1	27	28
Moree Plains	2	11	12	25	3	18	21
Sub-total	**4**	**101**	**65**	**170**	**5**	**155**	**160**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)							
Lithgow City	1	9	2	12	1	13	14
Rylstone	0	7	1	8	0	8	8
Mudgee	1	17	18	36	1	24	25
Coolah	1	1	3	5	1	2	3
Gilgandra	0	2	1	3	0	3	3
Coonamble	1	8	2	11	3	11	14
Walgett	0	3	4	7	0	9	9
Brewarrina	0	0	0	0	0	0	0
Sub-total	**4**	**47**	**31**	**82**	**6**	**70**	**76**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	2	3	5	0	2	2
Cooma-Monaro	1	15	20	36	1	28	29
Bombala	1	3	6	10	1	6	7
Sub-total	**2**	**20**	**29**	**51**	**2**	**36**	**38**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
RIVERINA (SH 20) (HUME WEIR to DENILIQUIN)							
Hume	1	8	3	12	1	14	15
Albury City	0	20	15	35	0	35	35
Corowa	1	2	3	6	1	3	4
Berrigan	0	3	2	5	0	4	4
Conargo	0	0	0	0	0	0	0
Deniliquin	0	0	0	0	0	0	0
Sub-total	**2**	**33**	**23**	**58**	**2**	**56**	**58**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	1	8	5	14	1	13	14
Deniliquin	0	6	3	9	0	9	9
Conargo	0	1	1	2	0	1	1
Hay	0	2	2	4	0	2	2
Carrathool	0	0	1	1	0	0	0
Central Darling	0	0	0	0	0	0	0
Sub-total	**1**	**17**	**12**	**30**	**1**	**25**	**26**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	0	6	4	10	0	8	8
Unincorporated Area	1	5	5	11	1	6	7
Broken Hill City	0	4	1	5	0	7	7
Sub-total	**1**	**15**	**10**	**26**	**1**	**21**	**22**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)							
Lake Macquarie City	0	8	14	22	0	12	12
Newcastle City	0	20	30	50	0	26	26
Sub-total	**0**	**28**	**44**	**72**	**0**	**38**	**38**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	0	23	21	44	0	33	33
Wingecarribee	0	17	14	31	0	22	22
Sub-total	**0**	**40**	**35**	**75**	**0**	**55**	**55**
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	0	4	7	11	0	4	4
Muswellbrook	1	6	3	10	1	7	8
Merriwa	0	10	8	18	0	15	15
Coolah	0	5	5	10	0	7	7
Wellington	0	2	2	4	0	2	2
Dubbo City	0	10	12	22	0	14	14
Sub-total	**1**	**37**	**37**	**75**	**1**	**49**	**50**
CARNARVON (SH 28) (MOREE to MUNGINDI)							
Moree Plains	0	2	4	6	0	3	3
Sub-total	**0**	**2**	**4**	**6**	**0**	**3**	**3**

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[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)							
Murrurundi	0	0	0	0	0	0	0
Quirindi	0	2	3	5	0	3	3
Gunnedah	0	12	6	18	0	13	13
Narrabri	1	12	3	16	1	26	27
Walgett	0	6	1	7	0	8	8
Brewarrina	0	2	1	3	0	2	2
Bourke	0	1	1	2	0	2	2
Sub-total	1	35	15	51	1	54	55
STATE HIGHWAYS:							
TOTAL	100	3,506	4,106	7,712	117	5,002	5,119

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Casualties in 2011

- 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		
	Killed	Injured	Total killed & injured
CONTROLLER			
Driver			
Car	142	13,463	13,605
Light truck	29	1,226	1,255
Heavy rigid truck	2	134	136
Articulated truck	7	215	222
Bus	0	42	42
Other motor vehicle	1	268	269
Sub-total	**181**	**15,348**	**15,529**
Motorcycle rider	**47**	**2,456**	**2,503**
Pedal cycle rider	**10**	**992**	**1,002**
Other/Unknown	**0**	**3**	**3**
CONTROLLER			
Sub-total	**238**	**18,799**	**19,037**
PASSENGER			
Car	66	4,911	4,977
Light truck	5	393	398
Heavy rigid truck	1	13	14
Articulated truck	0	18	18
Bus	1	130	131
Other motor vehicle	0	137	137
Sub-total	**73**	**5,602**	**5,675**
Motorcycle	**4**	**100**	**104**
Pedal cycle	**0**	**3**	**3**
Other/Unknown	**0**	**0**	**0**
PASSENGER			
Sub-total	**77**	**5,705**	**5,782**
PEDESTRIAN			
Sub-total	**49**	**1,862**	**1,911**
CASUALTIES: TOTAL	364	26,366	26,730

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	1	11	15	8	15	16	9	11	15	0	101
	F	0	0	4	10	2	3	5	11	3	3	0	41
	Sub-total[1]	**0**	**1**	**15**	**25**	**10**	**18**	**21**	**20**	**14**	**18**	**0**	**142**
Car passenger	M	1	5	3	4	2	2	1	2	1	7	0	28
	F	2	7	2	5	1	2	2	5	2	10	0	38
	Sub-total[1]	**3**	**12**	**5**	**9**	**3**	**4**	**3**	**7**	**3**	**17**	**0**	**66**
Other motor vehicle driver	M	0	0	1	4	7	2	7	8	6	3	0	38
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**1**	**4**	**7**	**2**	**8**	**8**	**6**	**3**	**0**	**39**
Other motor vehicle passenger	M	0	0	2	1	0	1	1	0	0	1	0	6
	F	0	0	0	0	0	0	0	0	0	1	0	1
	Sub-total[1]	**0**	**0**	**2**	**1**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**7**
Motorcycle rider	M	0	1	6	5	2	6	14	7	2	1	0	44
	F	0	0	0	0	0	0	0	1	2	0	0	3
	Sub-total[1]	**0**	**1**	**6**	**5**	**2**	**6**	**14**	**8**	**4**	**1**	**0**	**47**
Motorcycle passenger	M	0	0	0	2	0	0	1	0	0	0	0	3
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**
Pedal cycle rider/passenger	M	0	0	0	0	1	1	3	1	1	3	0	10
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**1**	**1**	**3**	**0**	**10**
Pedestrian	M	1	1	2	1	1	5	4	6	4	12	0	37
	F	0	0	0	1	0	1	2	1	1	6	0	12
	Sub-total[1]	**1**	**1**	**2**	**2**	**1**	**6**	**6**	**7**	**5**	**18**	**0**	**49**
CASUALTIES[2]:	**M**	**2**	**8**	**25**	**32**	**21**	**32**	**47**	**33**	**25**	**42**	**0**	**267**
	F	**2**	**7**	**6**	**16**	**3**	**7**	**10**	**18**	**8**	**20**	**0**	**97**
	TOTAL[1]	**4**	**15**	**31**	**48**	**24**	**39**	**57**	**51**	**33**	**62**	**0**	**364**

1 Unknown sex included.
2 Includes unkowns, 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) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Car driver	M	0	29	878	846	533	1,101	912	730	514	621	47	6,211
	F	0	26	942	954	635	1,332	1,295	942	567	498	52	7,243
	Sub-total[1]	**0**	**55**	**1,820**	**1,800**	**1,168**	**2,433**	**2,207**	**1,672**	**1,081**	**1,119**	**108**	**13,463**
Car passenger	M	118	346	264	173	106	149	93	67	58	61	245	1,680
	F	132	461	279	218	143	223	201	203	186	197	422	2,665
	Sub-total[1]	**257**	**812**	**545**	**391**	**249**	**372**	**294**	**271**	**244**	**258**	**1,218**	**4,911**
Other motor vehicle driver	M	0	3	116	184	126	333	393	280	155	60	17	1,667
	F	0	1	27	20	19	42	46	36	14	9	3	217
	Sub-total[1]	**0**	**4**	**143**	**204**	**145**	**375**	**439**	**316**	**169**	**69**	**21**	**1,885**
Other motor vehicle passenger	M	4	31	59	47	24	48	40	16	18	12	44	343
	F	3	51	31	37	21	45	34	20	16	13	38	309
	Sub-total[1]	**7**	**82**	**90**	**84**	**45**	**93**	**74**	**36**	**34**	**25**	**121**	**691**
Motorcycle rider	M	0	37	265	352	215	473	413	318	107	32	18	2,230
	F	0	1	21	33	33	51	59	24	3	0	0	225
	Sub-total[1]	**0**	**38**	**286**	**385**	**248**	**524**	**472**	**342**	**110**	**32**	**19**	**2,456**
Motorcycle passenger	M	0	8	6	3	4	5	2	0	0	0	4	32
	F	0	4	4	6	7	7	11	18	6	0	3	66
	Sub-total[1]	**0**	**12**	**11**	**9**	**11**	**12**	**13**	**18**	**6**	**0**	**8**	**100**
Pedal cycle rider/passenger	M	0	101	47	75	57	190	159	93	51	23	25	821
	F	2	12	8	17	20	46	21	26	10	2	9	173
	Sub-total[1]	**2**	**113**	**55**	**92**	**77**	**236**	**180**	**119**	**61**	**25**	**35**	**995**
Pedestrian	M	36	215	95	102	56	120	105	91	71	105	29	1,025
	F	19	114	56	107	55	95	87	91	69	125	18	836
	Sub-total[1]	**55**	**329**	**151**	**209**	**111**	**215**	**192**	**182**	**140**	**230**	**48**	**1,862**
CASUALTIES[2]:	**M**	**158**	**770**	**1,730**	**1,782**	**1,121**	**2,419**	**2,117**	**1,595**	**974**	**914**	**429**	**14,009**
	F	**156**	**670**	**1,368**	**1,393**	**933**	**1,843**	**1,754**	**1,360**	**871**	**844**	**545**	**11,737**
	TOTAL[1]	**321**	**1,445**	**3,101**	**3,175**	**2,054**	**4,262**	**3,871**	**2,956**	**1,845**	**1,758**	**1,578**	**26,366**

1 Unknown sex included.
2 Includes unkowns, 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	30	889	861	541	1,116	928	739	525	636	47	6,312
	F	0	26	946	964	637	1,335	1,300	953	570	501	52	7,284
	Sub-total[1]	**0**	**56**	**1,835**	**1,825**	**1,178**	**2,451**	**2,228**	**1,692**	**1,095**	**1,137**	**108**	**13,605**
Car passenger	M	119	351	267	177	108	151	94	69	59	68	245	1,708
	F	134	468	281	223	144	225	203	208	188	207	422	2,703
	Sub-total[1]	**260**	**824**	**550**	**400**	**252**	**376**	**297**	**278**	**247**	**275**	**1,218**	**4,977**
Other motor vehicle driver	M	0	3	117	188	133	335	400	288	161	63	17	1,705
	F	0	1	27	20	19	42	47	36	14	9	3	218
	Sub-total[1]	**0**	**4**	**144**	**208**	**152**	**377**	**447**	**324**	**175**	**72**	**21**	**1,924**
Other motor vehicle passenger	M	4	31	61	48	24	49	41	16	18	13	44	349
	F	3	51	31	37	21	45	34	20	16	14	38	310
	Sub-total[1]	**7**	**82**	**92**	**85**	**45**	**94**	**75**	**36**	**34**	**27**	**121**	**698**
Motorcycle rider	M	0	38	271	357	217	479	427	325	109	33	18	2,274
	F	0	1	21	33	33	51	59	25	5	0	0	228
	Sub-total[1]	**0**	**39**	**292**	**390**	**250**	**530**	**486**	**350**	**114**	**33**	**19**	**2,503**
Motorcycle passenger	M	0	8	6	5	4	5	3	0	0	0	4	35
	F	0	4	4	6	7	8	11	18	6	0	3	67
	Sub-total[1]	**0**	**12**	**11**	**11**	**11**	**13**	**14**	**18**	**6**	**0**	**8**	**104**
Pedal cycle rider/passenger	M	0	101	47	75	58	191	162	94	52	26	25	831
	F	2	12	8	17	20	46	21	26	10	2	9	173
	Sub-total[1]	**2**	**113**	**55**	**92**	**78**	**237**	**183**	**120**	**62**	**28**	**35**	**1,005**
Pedestrian	M	37	216	97	103	57	125	109	97	75	117	29	1,062
	F	19	114	56	108	55	96	89	92	70	131	18	848
	Sub-total[1]	**56**	**330**	**153**	**211**	**112**	**221**	**198**	**189**	**145**	**248**	**48**	**1,911**
CASUALTIES[2]:	**M**	**160**	**778**	**1,755**	**1,814**	**1,142**	**2,451**	**2,164**	**1,628**	**999**	**956**	**429**	**14,276**
	F	**158**	**677**	**1,374**	**1,409**	**936**	**1,850**	**1,764**	**1,378**	**879**	**864**	**545**	**11,834**
	TOTAL[1]	**325**	**1,460**	**3,132**	**3,223**	**2,078**	**4,301**	**3,928**	**3,007**	**1,878**	**1,820**	**1,578**	**26,730**

1 Unknown sex included.
2 Includes unkowns, 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[1]	Degree of casualty		
	Killed	Injured	Total killed & injured
Driver			
Adult belt worn	121	14,303	14,424
Fitted but not worn	29	240	269
No restraint fitted	2	32	34
Unknown	29	773	802
Sub-total	**181**	**15,348**	**15,529**
Passenger			
Adult belt worn	48	3,654	3,702
Child restraint worn	2	258	260
Fitted but not worn	11	108	119
No restraint fitted	2	65	67
Unknown	10	1,517	1,527
Sub-total	**73**	**5,602**	**5,675**
Motorcycle rider/passenger			
Open face (jet) helmet worn	10	315	325
Full face helmet worn	33	1,957	1,990
No helmet worn	8	69	77
Unknown	0	215	215
Sub-total	**51**	**2,556**	**2,607**
Pedal cycle rider/passenger			
Helmet worn	6	716	722
No helmet worn	4	144	148
Unknown	0	135	135
Sub-total	**10**	**995**	**1,005**
Other/unknown	**0**	**3**	**3**
All road vehicle casualties			
Device worn	220	21,205	21,425
Device not worn	56	659	715
Unknown	39	2,640	2,679
ROAD VEHICLE CASUALTIES: TOTAL[2]	**315**	**24,504**	**24,819**

[1] 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.

[2] Includes not applicable safety device use.

Table 29a: Motor vehicle controller casualties, degree of casualty, BAC[1], 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	1	12	11	9	12	23	19	17	17	0	121
	F	0	0	4	9	2	3	5	9	5	2	0	39
	Sub-total[2]	**0**	**1**	**16**	**20**	**11**	**15**	**28**	**28**	**22**	**19**	**0**	**160**
.001 – .019[3]	M	0	0	1	1	1	0	1	0	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**4**
.020 – .049[4]	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	0	1	1	0	0	1	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**
.080 – .149	M	0	0	0	6	2	0	1	1	1	0	0	11
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[2]	**0**	**0**	**0**	**6**	**2**	**0**	**1**	**2**	**1**	**0**	**0**	**12**
≥ .150	M	0	1	2	3	4	10	9	2	1	0	0	32
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**1**	**2**	**3**	**4**	**10**	**9**	**2**	**1**	**0**	**0**	**32**
Unknown	M	0	0	2	2	0	1	3	1	0	2	0	11
	F	0	0	0	1	0	0	1	2	0	1	0	5
	Sub-total[2]	**0**	**0**	**2**	**3**	**0**	**1**	**4**	**3**	**0**	**3**	**0**	**16**
MOTOR VEHICLE	**M**	**0**	**2**	**18**	**24**	**17**	**23**	**37**	**24**	**19**	**19**	**0**	**183**
CONTROLLER	**F**	**0**	**0**	**4**	**10**	**2**	**3**	**6**	**12**	**5**	**3**	**0**	**45**
CASUALTIES:	**TOTAL[2]**	**0**	**2**	**22**	**34**	**19**	**26**	**43**	**36**	**24**	**22**	**0**	**228**

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[1], sex, age
DEGREE OF CASUALTY: **INJURED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	27	977	1,014	630	1,345	1,245	1,012	614	589	49	7,502
	F	0	20	778	743	506	999	1,037	754	461	397	27	5,722
	Sub-total[2]	**0**	**47**	**1,755**	**1,757**	**1,136**	**2,344**	**2,282**	**1,766**	**1,075**	**986**	**78**	**13,226**
.001 – .019[3]	M	0	0	2	4	2	0	0	0	0	0	0	8
	F	0	0	2	1	0	0	0	0	0	0	0	3
	Sub-total[2]	**0**	**0**	**4**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
.020 – .049[4]	M	0	2	6	4	1	1	1	2	1	0	0	18
	F	0	0	2	2	0	1	0	0	0	0	0	5
	Sub-total[2]	**0**	**2**	**8**	**6**	**1**	**2**	**1**	**2**	**1**	**0**	**0**	**23**
.050 – .079	M	0	1	12	18	6	22	13	6	4	1	0	83
	F	0	0	5	5	0	2	4	0	0	0	0	16
	Sub-total[2]	**0**	**1**	**17**	**23**	**6**	**24**	**17**	**6**	**4**	**1**	**0**	**99**
.080 – .149	M	0	3	42	38	40	48	31	17	9	4	1	233
	F	0	1	11	8	4	18	6	6	7	1	2	64
	Sub-total[2]	**0**	**4**	**53**	**46**	**44**	**66**	**37**	**23**	**16**	**5**	**3**	**297**
≥ .150	M	0	1	24	55	36	52	33	24	9	6	2	242
	F	0	0	4	12	12	22	17	11	3	1	0	82
	Sub-total[2]	**0**	**1**	**28**	**67**	**48**	**74**	**50**	**35**	**12**	**7**	**2**	**324**
Unknown	M	0	35	196	249	159	439	395	267	139	113	30	2,022
	F	0	7	188	236	165	383	336	231	113	108	26	1,793
	Sub-total[2]	**0**	**42**	**384**	**485**	**324**	**822**	**731**	**498**	**252**	**221**	**65**	**3,824**
MOTOR VEHICLE	**M**	**0**	**69**	**1,259**	**1,382**	**874**	**1,907**	**1,718**	**1,328**	**776**	**713**	**82**	**10,108**
CONTROLLER	**F**	**0**	**28**	**990**	**1,007**	**687**	**1,425**	**1,400**	**1,002**	**584**	**507**	**55**	**7,685**
CASUALTIES:	**TOTAL[2]**	**0**	**97**	**2,249**	**2,389**	**1,561**	**3,332**	**3,118**	**2,330**	**1,360**	**1,220**	**148**	**17,804**

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[1], sex, age
DEGREE OF CASUALTY: **ALL CASUALTIES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	28	989	1,025	639	1,357	1,268	1,031	631	606	49	7,623
	F	0	20	782	752	508	1,002	1,042	763	466	399	27	5,761
	Sub-total[2]	**0**	**48**	**1,771**	**1,777**	**1,147**	**2,359**	**2,310**	**1,794**	**1,097**	**1,005**	**78**	**13,386**
.001 – .019[3]	M	0	0	3	5	3	0	1	0	0	0	0	12
	F	0	0	2	1	0	0	0	0	0	0	0	3
	Sub-total[2]	**0**	**0**	**5**	**6**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**15**
.020 – .049[4]	M	0	2	7	4	1	1	1	2	1	0	0	19
	F	0	0	2	2	0	1	0	0	0	0	0	5
	Sub-total[2]	**0**	**2**	**9**	**6**	**1**	**2**	**1**	**2**	**1**	**0**	**0**	**24**
.050 – .079	M	0	1	12	19	7	22	13	7	4	1	0	86
	F	0	0	5	5	0	2	4	0	0	0	0	16
	Sub-total[2]	**0**	**1**	**17**	**24**	**7**	**24**	**17**	**7**	**4**	**1**	**0**	**102**
.080 – .149	M	0	3	42	44	42	48	32	18	10	4	1	244
	F	0	1	11	8	4	18	6	7	7	1	2	65
	Sub-total[2]	**0**	**4**	**53**	**52**	**46**	**66**	**38**	**25**	**17**	**5**	**3**	**309**
≥ .150	M	0	2	26	58	40	62	42	26	10	6	2	274
	F	0	0	4	12	12	22	17	11	3	1	0	82
	Sub-total[2]	**0**	**2**	**30**	**70**	**52**	**84**	**59**	**37**	**13**	**7**	**2**	**356**
Unknown	M	0	35	198	251	159	440	398	268	139	115	30	2,033
	F	0	7	188	237	165	383	337	233	113	109	26	1,798
	Sub-total[2]	**0**	**42**	**386**	**488**	**324**	**823**	**735**	**501**	**252**	**224**	**65**	**3,840**
MOTOR VEHICLE	**M**	**0**	**71**	**1,277**	**1,406**	**891**	**1,930**	**1,755**	**1,352**	**795**	**732**	**82**	**10,291**
CONTROLLER	**F**	**0**	**28**	**994**	**1,017**	**689**	**1,428**	**1,406**	**1,014**	**589**	**510**	**55**	**7,730**
CASUALTIES:	**TOTAL[2]**	**0**	**99**	**2,271**	**2,423**	**1,580**	**3,358**	**3,161**	**2,366**	**1,384**	**1,242**	**148**	**18,032**

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	Total
Car driver	99	4	1	0	5	22	11	142
Light truck driver	20	0	0	1	2	6	0	29
Heavy rigid truck driver	2	0	0	0	0	0	0	2
Articulated truck driver	7	0	0	0	0	0	0	7
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	31	0	0	2	5	4	5	47
Other motor vehicle driver	1	0	0	0	0	0	0	1
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	160	4	1	3	12	32	16	228

1 Learner and Provisional Licence holders.

2 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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	Total
Car driver	9,965	7	13	75	227	249	2,927	13,463
Light truck driver	908	0	2	12	33	42	229	1,226
Heavy rigid truck driver	116	0	2	0	0	0	16	134
Articulated truck driver	192	0	0	1	0	1	21	215
Bus driver	35	0	0	0	0	0	7	42
Motorcycle rider	1,803	4	6	10	36	32	565	2,456
Other motor vehicle driver	207	0	0	1	1	0	59	268
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	13,226	11	23	99	297	324	3,824	17,804

1 Learner and Provisional Licence holders.

2 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**

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	10,064	11	14	75	232	271	2,938	13,605
Light truck driver	928	0	2	13	35	48	229	1,255
Heavy rigid truck driver	118	0	2	0	0	0	16	136
Articulated truck driver	199	0	0	1	0	1	21	222
Bus driver	35	0	0	0	0	0	7	42
Motorcycle rider	1,834	4	6	12	41	36	570	2,503
Other motor vehicle driver	208	0	0	1	1	0	59	269
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**13,386**	**15**	**24**	**102**	**309**	**356**	**3,840**	**18,032**

1 Learner and Provisional Licence holders.

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

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

	Degree of casualty		
Alcohol involved in crash	Killed	Injured	Total killed & injured
Yes	70	1,182	1,252
No	235	17,872	18,107
Unknown	59	7,312	7,371
CASUALTIES: Total	**364**	**26,366**	**26,730**

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

	Degree of casualty		
Speeding involved in crash	Killed	Injured	Total killed & injured
Yes	152	4,664	4,816
No or unknown	212	21,702	21,914
CASUALTIES: Total	**364**	**26,366**	**26,730**

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

	Degree of casualty		
Fatigue involved in crash	Killed	Injured	Total killed & injured
Yes	72	1,998	2,070
No or unknown	292	24,368	24,660
CASUALTIES: Total	**364**	**26,366**	**26,730**

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[1], age, sex

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	242,911	230,356	473,267
5 – 16	550,043	519,064	1,069,107
17 – 20	193,340	183,528	376,868
21 – 25	256,379	247,922	504,301
26 – 29	210,511	208,887	419,398
30 – 39	500,525	506,016	1,006,541
40 – 49	492,607	503,730	996,337
50 – 59	454,035	464,004	918,039
60 – 69	358,055	361,685	719,740
≥70	319,762	408,108	727,870
NEW SOUTH WALES RESIDENTS:			
TOTAL	3,578,168	3,633,300	7,211,468

Source – Australian Bureau of Statistics Australian Demographic Statistics.
1 Preliminary estimated resident population for 30 June 2011 as published in September 2012.

Table 33: Licence holders* as at 30 June 2011

Age (years)	Drivers only			Riders and combined drivers/riders			All licence holders		
	Male	Female	Total[1]	Male	Female	Total[1]	Male	Female	Total[1]
≤ 16	27,826	25,988	53,814	220	19	239	28,046	26,007	54,053
17 – 20	147,815	148,932	296,747	8,638	952	9,590	156,453	149,884	306,337
21 – 25	177,851	191,594	369,445	19,878	2,637	22,515	197,729	194,231	391,960
26 – 29	150,346	169,332	319,678	23,436	3,535	26,971	173,782	172,867	346,649
30 – 39	381,814	447,876	829,690	83,630	13,030	96,660	465,444	460,906	926,350
40 – 49	369,672	447,802	817,475	108,039	15,432	123,472	477,711	463,234	940,947
50 – 59	320,930	395,789	716,721	115,445	14,752	130,197	436,375	410,541	846,918
60 – 69	271,990	289,576	561,567	65,703	6,870	72,574	337,693	296,446	634,141
≥ 70	225,613	193,826	419,439	25,101	1,793	26,894	250,714	195,619	446,333
LICENCE HOLDERS TOTAL[2]	**2,073,857**	**2,310,715**	**4,384,576**	**450,090**	**59,020**	**509,112**	**2,523,947**	**2,369,735**	**4,893,688**

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[1]
MOTOR VEHICLES	
Passenger vehicle[2]	3,898,890
Rigid truck, van or utility	627,520
Articulated truck	23,118
Bus	15,207
Motorcycle	178,670
Sub-total	**4,743,405**
OTHER VEHICLES	
Plant	9,686
Trailer	835,665
Sub-total	**845,351**
VEHICLES ON REGISTER: TOTAL	5,588,756

Source – Roads and Maritime Services.

Note: As a result of a reclassification of types in the registration database, the 2011 passenger vehicle and rigid truck, van or utility categories are not comparable with those for previous years.

1 As at 30 June 2011

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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