ROAD TRAFFIC CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended 31 December 2012

2012

Prepared by the Centre for Road Safety, Transport for NSW

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Summary data for 2012

			Compared with 2011	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	336	*0.8*	0	*0.0*
Injury crashes	18,110	*43.6*	-1,795	*-9.0*
Non-casualty crashes	23,074	*55.6*	+362	*+1.6*
Total recorded crashes	41,520	*100.0*	-1,433	*-3.3*
CASUALTIES				
Killed	369	*1.6*	+5	*+1.4*
Injured	22,932	*98.4*	-3,434	*-13.0*
Total casualties	23,301	*100.0*	-3,429	*-12.8*
VEHICLES ON REGISTER[1]	4,848,700		+105,300	*+2.2*
Fatalities per 10,000 vehicles	**0.76**			***-0.8***
LICENCE HOLDERS[2]	4,985,000		+91,300	*+1.9*
Fatalities per 10,000 licence holders	**0.74**			***-0.5***
POPULATION OF STATE[3]	7,305,900		+87,400	*+1.2*
Fatalities per 100,000 persons	**5.05**			*+0.2*

[1] As at 30 June 2012. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

[2] As at 30 June 2012. Previously, the number of licences on issue was reported. See also note on Table 33.

[3] Estimated resident population as at 30 June 2012 as published in September 2013. Source - Australian Bureau of Statistics.

Main points for 2012

- The number of persons killed per 100,000 population was 5.1. This is the second lowest since records were first compiled in 1908. The lowest was in 2011 with 5.0.
- There were 41,520 recorded road crashes in New South Wales during 2012. Of these, 18,446 were casualty crashes. There were 369 persons killed and 22,932 injured.
- The estimated cost to the community of these road crashes using the Willingness to Pay methodology was around $5,130 million.
- The number of persons killed was up by five (1 per cent) on the previous year and was the second lowest annual fatality total since 1932. Since 1932 the lowest annual total occurred in 2011 with 364 fatalities.
- The number of persons injured in 2012 was down by 3,434 (13 per cent) on the previous year and was the lowest annual injury total since 1962. However, the 2012 injury figure is not comparable with 2011 due to changes in injury data procedures (refer to special notes on page 11).
- The number of drivers killed was the lowest since 1954.
- Country roads accounted for 36 per cent of all crashes, but 69 per cent of fatal crashes.
- At least 13 per cent of motor vehicle occupants killed were not wearing available seat belts.
- Two of the seven pedal cyclists killed and at least 15 per cent of those injured failed to wear a helmet.
- Forty per cent of the pedestrians killed were aged 60 or more, although only 20 per cent 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 52 per cent of fatal crashes on Thursday, Friday and Saturday nights, 17 per cent of all fatal crashes, six per cent of injury crashes and five per cent of all crashes.
- At least four per cent of all motor vehicle drivers and motorcycle riders who were killed or injured had an illegal blood alcohol concentration. Forty-six per cent of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 39 per cent of fatal crashes and 16 per cent of all crashes.
- Eighteen per cent of all drivers and motorcycle riders involved in fatal crashes were young persons aged 17-25, but this age group accounted for only 14 per cent of licence holders.
- Twenty-seven per cent of all speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only four 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 16 per cent of fatal crashes.
- Compared with 2011, there was no change in the number of fatal crashes during 2012 although the number of fatalities did increase by one per cent. There were several crash characteristics which increased by more than the overall increase. In particular, fatalities have increased for passengers (up by 12 per cent), motorcyclists (up by 20 per cent) and pedestrians (up by 12 per cent) and fatal crashes have increased in the Sydney metropolitan area (up by 12 per cent).
- However, compared with 2011, the following notable decreases occurred during 2012 – alcohol-related fatal crashes (down by 22 per cent), fatigue-related fatal crashes (down by 15 per cent), fatal crashes on State Highways (down by 11 per cent), vehicle occupant fatalities not wearing an available restraint (down by 23 per cent), driver fatalities aged 17 to 25 (down by 13 per cent) and driver and rider fatalities with illegal alcohol aged less than 30 years (down by 38 per cent).

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 36 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 20.

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 2,673. 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 2,616 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 2013.

Criteria for reporting crashes in 2012

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.

Injury statistics recording process change

Due to coding practice changes in the injury recording process, injury statistics are not directly comparable between 2010, 2011 and 2012. A coding practice change spanning the period from mid 2010 to the end of 2011 was found to result in a slightly elevated number of recorded injuries. Based on a review of 2012 data, statistics for the six quarters from September 2010 to December 2011 inclusive are estimated to reflect around nine per cent more injuries than would have been the case if the practice had not changed. Based on this estimation, annual total casualties reported in the 2010 statistical statement may be assumed to include an increase of around 4.5 per cent due to this change.

A fewer number of injuries in 2012 reflects the reversal of this coding practice. This effect is less for the number of injury crashes with the increase in injury crash numbers being estimated at around 5.5 per cent for the affected quarters.

There is no indication of any geographic bias in the effect with urban and rural increases expected to be consistent however there is evidence to show that there is a bias in the road user class statistics. Most of the over-reporting is apparent in the motor vehicle occupant road user classes (driver or passenger) with more vulnerable user classes such as motorcycle riders or pedestrians having only a minimal over-reporting.

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, 1970-2012

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	5,304	43,751	4.49	3.92	23.6	2.86
1983	966	33,978	877	61,606	2,839	3,275	5,353	-	3.40	2.95	18.0	-
1984	1,037	36,271	910	65,203	2,891	3,358	5,403	-	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	5,617	-	3.15	2.67	17.1	-
1988	1,037	36,616	912	64,012	3,081	3,662	5,707	51,454[4]	3.37	2.83	18.2	2.02
1989	960	35,324	783	62,801	3,171	3,705	5,776	-	3.03	2.59	16.6	-
1990	**797**	**32,153**	**702**	**59,407**	**3,224**	**3,721**	**5,834**	**-**	**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	5,958	-	2.02	1.71	10.9	-
1993	581	26,368	518	50,718	3,235	3,871	5,995	-	1.80	1.50	9.7	-
1994	647	26,160	553	50,846	3,263	3,923	6,045	-	1.98	1.65	10.7	-
1995	**620**	**25,963**	**563**	**52,120**	**3,315**	**3,998**	**6,106**	**50,692**	**1.87**	**1.55**	**10.2**	**1.22**
1996	581	26,029	538	52,383	3,363	4,071	6,176	-	1.73	1.43	9.4	-
1997	576	24,454	525	50,120	3,417	3,954[2]	6,246	-	1.69	1.46	9.2	-
1998	556	26,415	491	52,575	3,493	4,030	6,306	52,607[4]	1.59	1.38	8.8	1.06
1999	577	26,748	506	52,866	3,545	4,086	6,375	55,572	1.63	1.41	9.1	1.04
2000	**603**	**28,812**	**543**	**52,914**	**3,635**	**4,146**	**6,447**	**51,088[4]**	**1.66**	**1.45**	**9.4**	**1.18**
2001	524	29,913	486	51,814	3,737	4,157	6,530	58,553	1.40	1.26	8.0	0.89
2002	561	28,447	501	50,448	3,830	4,243	6,581	60,792	1.46	1.32	8.5	0.92
2003	539	27,208	483	49,266	3,939	4,317	6,621	62,125	1.37	1.25	8.1	0.87
2004	510	26,323	458	47,310	4,054	4,345	6,651	58,875	1.26	1.17	7.7	0.87
2005	**508**	**25,209**	**459**	**45,554**	**4,125**	**4,397**	**6,693**	**63,717**	**1.23**	**1.16**	**7.6**	**0.80**
2006	**496**	**25,439**	**449**	**45,528**	**4,220**	**4,474**	**6,743**	**61,400**	**1.18**	**1.11**	**7.4**	**0.81**
2007	**435**	**25,845**	**405**	**45,395**	**4,311**	**4,577**	**6,834**	**62,732**	**1.01**	**0.95**	**6.4**	**0.69**
2008	**374**	**24,048**	**353**	**42,833**	**4,420**	**4,642**	**6,943**	**65,798**	**0.85**	**0.81**	**5.4**	**0.57**
2009	**453**	**24,106**	**408**	**42,952**	**4,516**	**4,721**	**7,054**	**-**	**1.00**	**0.96**	**6.4**	**-**
2010	**405**	**24,623**	**365**	**42,299**	**4,633**	**4,791**	**7,144**	**66,581**	**0.87**	**0.85**	**5.7**	**0.61**
2011	**364**	**26,366**	**336**	**42,953**	**4,743**	**4,894**	**7,219**	**-**	**0.77**	**0.74**	**5.0**	**-**
2012	**369**	**22,932**	**336**	**41,520**	**4,849**	**4,985**	**p7,306**	**66,712**	**0.76**	**0.74**	**5.1**	**0.55**

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.

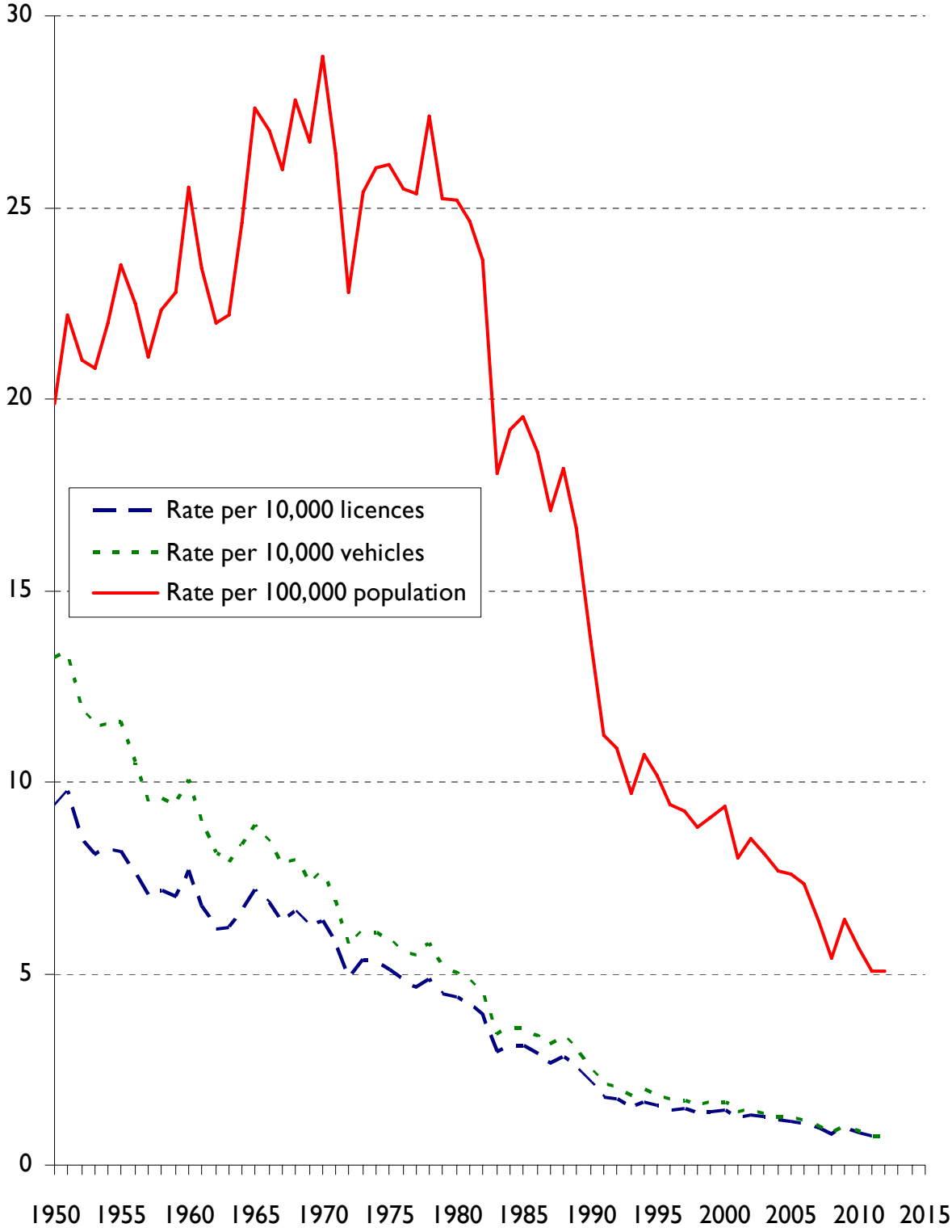
3 Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population. Population data for 2012 are preliminary as published in September 2013. Note that population estimates prior to 2012 were adjusted after the release of the Census 2011 final data population estimates.

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 to 2011 is for the 12 months ended 31 October. Changes to methodology introduced for 2008. Travel from 2012 is for the 12 months ended 30 June.

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 2012 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	**369**	**4,934**	**7,306**	**0.7**	**5.1**
Victoria	282	4,286	5,631	0.7	5.0
Queensland	280	3,492	4,568	0.8	6.1
Western Australia	185	1,978	2,435	0.9	7.6
South Australia	94	1,275	1,656	0.7	5.7
Tasmania	33	432	512	0.8	6.4
Australian Capital Territory	12	267	375	0.4	3.2
Northern Territory	48	141	235	3.4	20.4
AUSTRALIA	**1,303**	**16,806**	**22,722**	**0.8**	**5.7**
CANADA	2,227(10)	21,850(11)	34,127(10)	1.0	6.5
DENMARK	167	3,059	5,574	0.5	3.0
FRANCE	3,653	40,457(11)	65,328	0.9	5.6
GERMANY	3,601	52,945(11)	81,844	0.7	4.4
JAPAN	5,237	90,288(11)	127,520	0.6	4.1
NETHERLANDS	650	9,704	16,730	0.7	3.9
NEW ZEALAND	308	3,250	4,433	0.9	6.9
NORWAY	148	3,410	4,986	0.4	3.0
SWEDEN	286	5,618(11)	9,483	0.5	3.0
UNITED KINGDOM	1,802	35,282(11)	63,457	0.5	2.8
UNITED STATES OF AMERICA	33,780	257,512(11)	313,907	1.3	10.8

1 Australian data based on information published by the Bureau of Infrastructure, Transport and Regional Economics for 2012.

2 Other data based on information from International Transport Forum Key Transport Statistics or individual National Road Crash Statistics Reporting Authorities for 2012. In some circumstances, only 2010 or 2011 data are available - See note (10) and (11).

3 Australian figures (except for New South Wales) are as at 31 January 2012 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 2012.

4 Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2012 as published in June 2013.

10 Data for 2010 - Transport Canada Collision Statistics 2010, Statistics Canada Population Estimates and Projections 2010.

11 Data for 2011 - Bureau of Infrastructure, Transport and Regional Economics 2011 International Road Safety Comparisons.

Table 3: Deaths within NSW, causes of death, sex, age for 2011

2011	Age (years)									TOTAL[3]
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
Males										
Deaths from all causes[1]	277	81	136	158	482	887	1,956	3,673	17,868	25,520
All accidental deaths[1]	19	30	53	59	130	123	115	97	399	1,025
Road deaths[2]	4	22	35	27	32	47	33	25	42	267
as % of accidental deaths	21	73	66	46	25	38	29	26	11	26
as % of all deaths	1	27	26	17	7	5	2	<1	<1	1
Females										
Deaths from all causes[1]	234	41	60	74	248	560	1,199	2,164	20,081	24,662
All accidental deaths[1]	14	11	14	16	37	42	47	42	489	712
Road deaths[2]	7	8	14	5	7	10	18	8	20	97
as % of accidental deaths	50	73	100	31	19	24	38	19	4	14
as % of all deaths	3	20	23	7	3	2	2	<1	<1	<1
All persons										
Deaths from all causes[1]	511	122	196	232	730	1,447	3,155	5,837	37,949	50,182
All accidental deaths[1]	33	41	67	75	167	165	162	139	888	1,737
Road deaths[2]	11	30	49	32	39	57	51	33	62	364
as % of accidental deaths	33	73	73	43	23	35	31	24	7	21
as % of all deaths	2	25	25	14	5	4	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 Transport for NSW Crash Data.

3 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
2012	**32**	**25**	**33**	**33**	**31**	**34**	**24**	**36**	**30**	**28**	**35**	**28**	**369**

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
2012	**164**	**13,129**	**82**	**4,380**	**60**	**2,589**	**1**	**113**

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
2012	**55**	**1,696**	**7**	**1,025**	**0**	**0**	**369**	**22,932**

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 2012

- 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 2 January) (2 days)	2	76	73	151	3	120	123
Australia Day (26 January) (1 day)	1	43	49	93	1	57	58
Easter (5 April to 9 April) (5 days)	2	231	251	484	2	293	295
Anzac Day (25 April) (1 day)	0	33	39	72	0	44	44
Queen's Birthday (8 June to 11 June) (4 days)	2	194	292	488	2	248	250
Labour Day (28 September to 1 October) (4 days)	4	160	217	381	4	215	219
Christmas (24 December to 31 December) (8 days)	10	283	395	688	11	382	393
SCHOOL HOLIDAYS							
January (1 January to 26 January) (26 days)	24	1,221	1,396	2,641	29	1,642	1,671
End Term 1 (5 April to 22 April) (18 days)	13	874	1,132	2,019	13	1,120	1,133
End Term 2 (30 June to 15 July) (16 days)	13	766	977	1,756	14	971	985
End Term 3 (22 September to 7 October) (16 days)	14	714	917	1,645	14	911	925
December (22 December to 31 December) (10 days)	11	375	500	886	12	504	516

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	3	2	2	1	0	5	7	20
02:00 - 03:59	5	1	1	1	0	0	2	10
04:00 - 05:59	3	4	0	6	1	3	4	21
06:00 - 07:59	2	5	3	5	0	7	0	22
08:00 - 09:59	6	2	1	5	5	4	4	27
10:00 - 11:59	7	3	6	10	5	2	7	40
12:00 - 13:59	5	3	6	8	3	8	9	42
14:00 - 15:59	2	11	5	9	7	13	5	52
16:00 - 17:59	5	6	11	1	4	8	6	41
18:00 - 19:59	2	2	6	6	3	6	3	28
20:00 - 21:59	2	1	4	5	4	1	4	21
22:00 - Midnight	0	1	1	2	2	3	3	12
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**42**	**41**	**46**	**59**	**34**	**60**	**54**	**336**

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

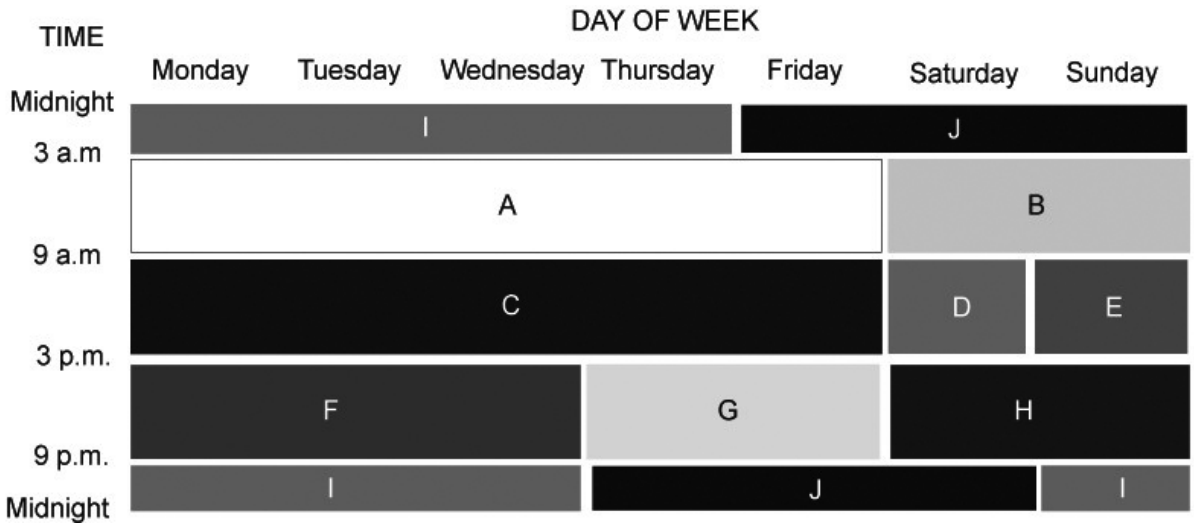
Table 7b: Total crashes, time period, day of week

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	318	119	108	114	144	135	296	1,234
02:00 - 03:59	199	70	62	61	90	108	203	793
04:00 – 05:59	199	169	158	183	169	173	160	1,211
06:00 - 07:59	208	537	538	609	558	539	274	3,263
08:00 - 09:59	369	713	788	878	770	794	477	4,789
10:00 - 11:59	553	626	585	593	586	644	801	4,388
12:00 - 13:59	696	577	588	643	623	735	771	4,633
14:00 - 15:59	672	862	836	829	921	993	719	5,832
16:00 - 17:59	650	988	1,001	997	1,071	1,161	671	6,539
18:00 - 19:59	455	540	675	633	696	721	520	4,240
20:00 - 21:59	318	279	378	361	384	437	374	2,531
22:00 - Midnight	268	212	236	267	285	422	377	2,067
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**4,905**	**5,692**	**5,953**	**6,168**	**6,297**	**6,862**	**5,643**	**41,520**

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

Time period[1]	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		Total crashes	
A	45	(0.7%)	2,638	(43.2%)	3,421	(56.0%)	6,104	(100.0%)
B	19	(1.4%)	535	(39.3%)	807	(59.3%)	1,361	(100.0%)
C	88	(0.9%)	4,343	(44.7%)	5,289	(54.4%)	9,720	(100.0%)
D	20	(0.9%)	1,022	(46.4%)	1,160	(52.7%)	2,202	(100.0%)
E	18	(1.0%)	875	(48.3%)	918	(50.7%)	1,811	(100.0%)
F	49	(0.7%)	2,994	(44.1%)	3,745	(55.2%)	6,788	(100.0%)
G	28	(0.5%)	2,189	(42.3%)	2,958	(57.2%)	5,175	(100.0%)
H	23	(0.7%)	1,501	(44.8%)	1,827	(54.5%)	3,351	(100.0%)
I	17	(0.7%)	941	(41.4%)	1,316	(57.9%)	2,274	(100.0%)
J	29	(1.1%)	1,072	(39.2%)	1,633	(59.7%)	2,734	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	0	(0.0%)	0	(100.0%)
CRASHES:								
TOTAL	336	(0.8%)	18,110	(43.6%)	23,074	(55.6%)	41,520	(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)

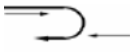
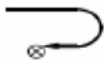
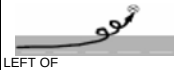
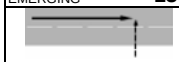
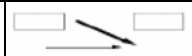
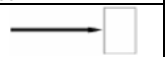
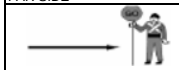
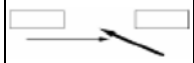
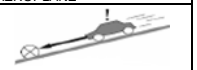
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 669	 CROSS TRAFFIC 3,126	HEAD ON (not overtaking) 1,355	Vehicles in same lane REAR END 7,677	 U TURN 611	 HEAD ON (incl. side swipe) 33	 PARKED 169	 OFF CARRIAGEWAY TO LEFT 519	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 435	 FELL IN/FROM VEHICLE 83
 EMERGING 139	 RIGHT FAR 407	 RIGHT THRU 3,395	 LEFT REAR 239	 U TURN INTO FIXED OBJECT PKD VEHICLE 91	 OUT OF CONTROL 53	 DOUBLE PARKED 2	 LEFT OF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 3,942	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 1,988	 LOAD OR MISSILE STRUCK VEHICLE 34
 FAR SIDE 483	 LEFT FAR 114	 LEFT THRU 0	 RIGHT REAR 1,138	 LEAVING PARKING 500	 PULLING OUT 7	 ACCIDENT OR BREAK DOWN 161	 OFF CARRIAGEWAY TO RIGHT 260	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 170	 STRUCK TRAIN / AEROPLANE 4
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 134	 RIGHT NEAR 1,814	 RIGHT/LEFT 25	Vehicles in parallel lanes  LANE SIDE SWIPE 416	 ENTERING PARKING 60	 OVERTAKE TURNING 145	 VEHICLE DOOR 227	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,615	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 694	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 87
WALKING WITH TRAFFIC 59	TWO R TURNING 53	RIGHT/RIGHT 8	LANE CHANGE RIGHT (not overtaking) 620	PARKING VEHICLES ONLY 88	CUTTING IN 23	PERMANENT OBSTRUCTION ON CARRIAGEWAY 8	OUT OF CONTROL ON CARRIAGEWAY 569	OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 204	PARKED VEH RUN AWAY INTO VEHICLE 10
FACING TRAFFIC 23	RIGHT/LEFT FAR 37	LEFT/LEFT 0	LANE CHANGE LEFT 774	REVERSING 83	PULLING OUT REAR END 22	TEMPORARY ROADWORKS 32	OFF END OF ROAD/ 'T' INTERSECTION 144	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 1,042	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 5
ON FOOTPATH/ MEDIAN 46	LEFT NEAR 345		RIGHT TURN SIDE SWIPE 187	REVERSING INTO FIXED OBJECT/ PKD VEHICLE 79		STRUCK OBJECT ON CARRIAGEWAY 163		OFF CARRIAGEWAY TO LEFT ON LEFT BEND 221	
DRIVEWAY 72	LEFT/RIGHT FAR 1		LEFT TURN SIDE SWIPE 318	EMERGING FROM DRIVEWAY 829		ANIMAL (not ridden) 566		OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 960	
	TWO LEFT TURNING 2			FROM FOOTPATH 118				OUT OF CONTROL ON CARRIAGEWAY 432	OTHER 0
OTHER PEDESTRIAN 27	OTHER ADJACENT 7	OTHER OPPOSING 6	OTHER SAME DIRECTION 39	OTHER MANOEUVRING 182	OTHER OVERTAKING 2	OTHER ON PATH 56	OTHER STRAIGHT 18	OTHER CURVE 9	? UNKNOWN 10

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	2	34	77	113
Fence/post	20	772	1,485	2,277
Pole	15	473	553	1,041
Embankment	6	372	492	870
Tree	44	1,050	1,107	2,201
Street furniture	8	207	407	622
Drain or culvert	11	167	196	374
Building	1	43	65	109
Other object	5	268	559	832
Stock	0	40	113	153
Kangaroo/wallaby	1	89	236	326
Other animal	1	33	54	88
Unknown	0	0	0	0
Sub-total	**114**	**3,548**	**5,344**	**9,006**
No object hit	**222**	**14,562**	**17,730**	**32,514**
CRASHES: TOTAL	**336**	**18,110**	**23,074**	**41,520**

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	85	3,085	5,391	8,561
Light truck	15	500	688	1,203
Heavy rigid truck	2	53	78	133
Articulated truck	9	112	155	276
Bus	0	18	10	28
Other motor vehicle	3	66	39	108
Motorcycle	22	1,115	50	1,187
SINGLE MOTOR CRASHES: TOTAL	**136**	**4,949**	**6,411**	**11,496**

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	235	(1%)	14,796	(40%)	21,566	(59%)	36,597	(100%)	264	19,193	19,457
Light truck crash	64	(1%)	2,741	(40%)	3,974	(59%)	6,779	(100%)	72	3,635	3,707
Heavy truck crash	60	(3%)	877	(37%)	1,426	(60%)	2,363	(100%)	72	1,158	1,230
Heavy rigid truck crash	22	(2%)	436	(36%)	741	(62%)	1,199	(100%)	23	568	591
Articulated truck crash	39	(3%)	465	(39%)	698	(58%)	1,202	(100%)	50	619	669
Bus crash	6	(1%)	240	(45%)	284	(54%)	530	(100%)	6	360	366
Emergency vehicle crash	4	(2%)	91	(44%)	110	(54%)	205	(100%)	5	142	147
Motorcycle crash	61	(2%)	2,616	(89%)	265	(9%)	2,942	(100%)	61	2,804	2,865
Pedal cycle crash	7	(1%)	1,018	(99%)	4	(0%)	1,029	(100%)	7	1,064	1,071
Pedestrian crash	54	(3%)	1,649	(97%)	4	(0%)	1,707	(100%)	57	1,769	1,826
All types of crashes	**336**	**(1%)**	**18,110**	**(44%)**	**23,074**	**(56%)**	**41,520**	**(100%)**	**369**	**22,932**	**23,301**

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]	291	*0.7*	22,857	*57.4*	35,576	*89.4*	58,724	*147.6*
Rigid truck, van or utility	98	*1.5*	3,993	*62.0*	6,169	*95.8*	10,260	*159.3*
Articulated truck[3]	41	*17.5*	485	*206.6*	723	*307.9*	1,249	*531.9*
Bus	6	*4.0*	244	*163.3*	287	*192.1*	537	*359.4*
Motorcycle	66	*3.5*	2,673	*142.6*	266	*14.2*	3,005	*160.3*
All motor vehicles on register[4]	**522**	***1.1***	**31,351**	***64.7***	**44,186**	***91.1***	**76,059**	***156.9***

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 in 2011, the 2012 involvement rates for the passenger vehicle and rigid truck, van or utility categories are not comparable with those for years prior to 2011.

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 2012.

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	0	5	4	9
Sudden illness	2	438	307	747
Swerving to avoid animal	1	337	581	919
Distraction inside vehicle*	2	686	1,046	1,734
Distraction outside vehicle	24	1,999	2,486	4,509
Equipment failure/fault				
Brakes	2	46	79	127
Steering	0	23	34	57
Tyres	9	154	266	429
Wheel, axle/suspension	0	26	47	73
Lights	1	4	7	12
Towing/coupling	0	9	26	35
Insecure load	2	24	40	66

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.

* Data under-reported due to difficulty in collection.

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

Degree of crash	Alcohol involved	Time Period[1]										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
Fatal	Yes	7	5	2	0	2	9	3	5	2	14	0	49
	No	35	10	70	17	15	35	17	16	11	13	0	239
	Unknown	3	4	16	3	1	5	8	2	4	2	0	48
	Sub-total	**45**	**19**	**88**	**20**	**18**	**49**	**28**	**23**	**17**	**29**	**0**	**336**
Injury	Yes	33	69	40	12	14	89	69	78	129	224	0	757
	No	1,779	332	3,019	714	637	1,899	1,370	1,005	592	584	0	11,931
	Unknown	826	134	1,284	296	224	1,006	750	418	220	264	0	5,422
	Sub-total	**2,638**	**535**	**4,343**	**1,022**	**875**	**2,994**	**2,189**	**1,501**	**941**	**1,072**	**0**	**18,110**
Non-casualty	Yes	39	53	22	10	11	60	57	52	94	208	0	606
	No	2,489	496	3,993	855	689	2,750	2,106	1,347	835	858	0	16,418
	Unknown	893	258	1,274	295	218	935	795	428	387	567	0	6,050
	Sub-total	**3,421**	**807**	**5,289**	**1,160**	**918**	**3,745**	**2,958**	**1,827**	**1,316**	**1,633**	**0**	**23,074**
Total crashes	Yes	79	127	64	22	27	158	129	135	225	446	0	1,412
	No	4,303	838	7,082	1,586	1,341	4,684	3,493	2,368	1,438	1,455	0	28,588
	Unknown	1,722	396	2,574	594	443	1,946	1,553	848	611	833	0	11,520
	TOTAL	**6,104**	**1,361**	**9,720**	**2,202**	**1,811**	**6,788**	**5,175**	**3,351**	**2,274**	**2,734**	**0**	**41,520**

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	5	2	2	16	24	0	49
	No	65	8	7	66	93	0	239
	Unknown	13	0	1	12	21	1	48
	Sub-total	**83**	**10**	**10**	**94**	**138**	**1**	**336**
Injury	Yes	257	44	20	307	128	1	757
	No	6,278	528	429	2,982	1,694	20	11,931
	Unknown	3,436	274	175	1,087	440	10	5,422
	Sub-total	**9,971**	**846**	**624**	**4,376**	**2,262**	**31**	**18,110**
Non-casualty	Yes	290	34	27	218	37	0	606
	No	9,427	751	550	3,892	1,779	19	16,418
	Unknown	3,589	331	148	1,336	638	8	6,050
	Sub-total	**13,306**	**1,116**	**725**	**5,446**	**2,454**	**27**	**23,074**
Total crashes	Yes	552	80	49	541	189	1	1,412
	No	15,770	1,287	986	6,940	3,566	39	28,588
	Unknown	7,038	605	324	2,435	1,099	19	11,520
	TOTAL	**23,360**	**1,972**	**1,359**	**9,916**	**4,854**	**59**	**41,520**

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	49	757	606	1,412
No	239	11,931	16,418	28,588
Unknown	48	5,422	6,050	11,520
Crashes: Total	**336**	**18,110**	**23,074**	**41,520**

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	130	2,917	3,706	6,753
No or unknown	206	15,193	19,368	34,767
Crashes: Total	**336**	**18,110**	**23,074**	**41,520**

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	55	1,485	1,912	3,452
No or Unknown	281	16,625	21,162	38,068
Crashes: Total	**336**	**18,110**	**23,074**	**41,520**

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	1	25	19	22	31	23	21	21	29	1	193
	F	0	0	11	10	9	13	12	16	9	13	0	93
	Sub-total[1]	**0**	**1**	**36**	**29**	**31**	**44**	**35**	**37**	**30**	**42**	**1**	**286**
Light truck driver	M	0	1	3	4	4	13	14	15	5	0	0	59
	F	0	0	0	0	1	3	0	0	0	1	0	5
	Sub-total[1]	**0**	**1**	**3**	**4**	**5**	**16**	**14**	**15**	**5**	**1**	**0**	**64**
Heavy rigid truck	M	0	0	0	3	0	4	5	5	2	2	0	21
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**3**	**0**	**4**	**5**	**5**	**2**	**2**	**0**	**21**
Articulated truck	M	0	0	0	2	6	6	13	12	1	0	0	40
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**2**	**6**	**6**	**13**	**12**	**1**	**0**	**1**	**41**
Bus driver	M	0	0	0	0	0	0	1	1	4	0	0	6
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**0**	**0**	**6**
Motorcycle rider	M	0	2	6	6	11	9	13	10	7	1	0	65
	F	0	0	0	0	0	0	0	0	1	0	0	1
	Sub-total[1]	**0**	**2**	**6**	**6**	**11**	**9**	**13**	**10**	**8**	**1**	**0**	**66**
Other motor vehicle	M	0	0	0	1	0	3	5	0	3	0	1	13
driver	F	0	0	1	0	0	0	0	0	0	1	0	2
	Sub-total[1]	**0**	**0**	**1**	**1**	**0**	**3**	**5**	**0**	**3**	**1**	**4**	**18**
MOTOR VEHICLE	**M**	**0**	**4**	**34**	**35**	**43**	**66**	**74**	**64**	**43**	**32**	**2**	**397**
CONTROLLERS:	**F**	**0**	**0**	**12**	**10**	**10**	**16**	**12**	**16**	**10**	**15**	**0**	**101**
	TOTAL[1]	**0**	**4**	**46**	**45**	**53**	**82**	**86**	**80**	**53**	**47**	**6**	**502**

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	45	1,417	1,539	1,086	2,258	1,863	1,478	1,109	1,030	233	12,058
	F	0	31	1,266	1,376	874	1,964	1,837	1,309	796	618	131	10,202
	Sub-total[1]	**0**	**76**	**2,686**	**2,918**	**1,963**	**4,224**	**3,705**	**2,791**	**1,905**	**1,648**	**579**	**22,495**
Light truck driver	M	0	11	235	308	221	544	472	361	230	74	51	2,507
	F	0	2	17	34	24	57	59	47	15	7	7	269
	Sub-total[1]	**0**	**13**	**252**	**342**	**246**	**602**	**531**	**409**	**245**	**81**	**77**	**2,798**
Heavy rigid truck driver	M	0	0	4	31	34	112	112	76	32	6	8	415
	F	0	0	0	1	2	1	1	1	0	0	1	7
	Sub-total[1]	**0**	**0**	**4**	**32**	**36**	**113**	**113**	**77**	**32**	**6**	**18**	**431**
Articulated truck driver	M	0	0	1	25	21	101	131	115	49	6	9	458
	F	0	0	0	0	0	1	3	0	0	0	0	4
	Sub-total[1]	**0**	**0**	**1**	**25**	**21**	**102**	**134**	**115**	**49**	**6**	**21**	**474**
Bus driver	M	0	0	1	0	6	25	41	61	53	10	10	207
	F	0	0	1	0	1	4	7	9	0	0	1	23
	Sub-total[1]	**0**	**0**	**2**	**0**	**7**	**29**	**49**	**70**	**53**	**10**	**21**	**241**
Motorcycle rider	M	0	39	250	357	265	482	482	373	138	23	29	2,438
	F	0	2	14	35	26	62	45	33	6	1	2	226
	Sub-total[1]	**0**	**41**	**264**	**392**	**291**	**544**	**527**	**406**	**144**	**24**	**39**	**2,672**
Other motor vehicle driver	M	0	0	13	34	58	123	131	142	67	24	84	676
	F	0	0	1	4	2	8	8	8	1	4	26	62
	Sub-total[1]	**0**	**0**	**14**	**38**	**60**	**131**	**139**	**150**	**68**	**28**	**442**	**1,070**
MOTOR VEHICLE	**M**	**0**	**95**	**1,921**	**2,294**	**1,691**	**3,645**	**3,232**	**2,606**	**1,678**	**1,173**	**424**	**18,759**
CONTROLLERS:	**F**	**0**	**35**	**1,299**	**1,450**	**929**	**2,097**	**1,960**	**1,407**	**818**	**630**	**168**	**10,793**
	TOTAL[1]	**0**	**130**	**3,223**	**3,747**	**2,624**	**5,745**	**5,198**	**4,018**	**2,496**	**1,803**	**1,197**	**30,181**

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	61	2,873	3,054	1,960	3,667	2,938	2,033	1,500	1,254	409	19,749
	F	0	44	1,709	2,026	1,337	2,709	2,405	1,644	964	704	185	13,727
	Sub-total[1]	**0**	**105**	**4,585**	**5,086**	**3,300**	**6,380**	**5,354**	**3,680**	**2,466**	**1,960**	**1,031**	**33,947**
Light truck driver	M	0	8	368	544	393	759	683	486	259	92	57	3,649
	F	0	1	15	46	22	69	76	42	15	7	4	297
	Sub-total[1]	**0**	**9**	**383**	**591**	**415**	**829**	**760**	**528**	**274**	**99**	**116**	**4,004**
Heavy rigid truck driver	M	0	0	10	44	61	157	200	136	67	9	18	702
	F	0	0	0	0	0	2	1	1	0	0	0	4
	Sub-total[1]	**0**	**0**	**10**	**44**	**61**	**159**	**201**	**137**	**67**	**9**	**30**	**718**
Articulated truck driver	M	0	0	3	25	51	139	191	145	79	9	16	658
	F	0	0	0	1	0	0	5	0	0	0	0	6
	Sub-total[1]	**0**	**0**	**3**	**26**	**51**	**139**	**196**	**146**	**79**	**9**	**56**	**705**
Bus driver	M	0	0	1	6	6	34	60	76	51	8	7	249
	F	0	0	0	0	0	3	7	6	3	1	0	20
	Sub-total[1]	**0**	**0**	**1**	**6**	**6**	**37**	**67**	**82**	**54**	**9**	**16**	**278**
Motorcycle rider	M	0	3	17	48	33	48	33	26	6	1	5	220
	F	0	0	0	3	2	2	3	0	1	0	0	11
	Sub-total[1]	**0**	**3**	**17**	**51**	**35**	**50**	**36**	**26**	**7**	**1**	**11**	**237**
Other motor vehicle driver	M	0	0	0	33	58	176	158	139	59	17	53	693
	F	0	0	1	6	4	6	7	4	2	2	10	42
	Sub-total[1]	**0**	**0**	**2**	**39**	**62**	**183**	**167**	**144**	**63**	**19**	**450**	**1,129**
MOTOR VEHICLE	**M**	**0**	**72**	**3,272**	**3,754**	**2,562**	**4,980**	**4,263**	**3,041**	**2,021**	**1,390**	**565**	**25,920**
CONTROLLERS:	**F**	**0**	**45**	**1,725**	**2,082**	**1,365**	**2,791**	**2,504**	**1,697**	**985**	**714**	**199**	**14,107**
	TOTAL[1]	**0**	**117**	**5,001**	**5,843**	**3,930**	**7,777**	**6,781**	**4,743**	**3,010**	**2,106**	**1,710**	**41,018**

1 Unknown sex included.

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

Road user class	Sex	Age (years) 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	107	4,315	4,612	3,068	5,956	4,824	3,532	2,630	2,313	643	32,000
	F	0	75	2,986	3,412	2,220	4,686	4,254	2,969	1,769	1,335	316	24,022
	Sub-total[1]	**0**	**182**	**7,307**	**8,033**	**5,294**	**10,648**	**9,094**	**6,508**	**4,401**	**3,650**	**1,611**	**56,728**
Light truck driver	M	0	20	606	856	618	1,316	1,169	862	494	166	108	6,215
	F	0	3	32	80	47	129	135	89	30	15	11	571
	Sub-total[1]	**0**	**23**	**638**	**937**	**666**	**1,447**	**1,305**	**952**	**524**	**181**	**193**	**6,866**
Heavy rigid truck driver	M	0	0	14	78	95	273	317	217	101	17	26	1,138
	F	0	0	0	1	2	3	2	2	0	0	1	11
	Sub-total[1]	**0**	**0**	**14**	**79**	**97**	**276**	**319**	**219**	**101**	**17**	**48**	**1,170**
Articulated truck driver	M	0	0	4	52	78	246	335	272	129	15	25	1,156
	F	0	0	0	1	0	1	8	0	0	0	0	10
	Sub-total[1]	**0**	**0**	**4**	**53**	**78**	**247**	**343**	**273**	**129**	**15**	**78**	**1,220**
Bus driver	M	0	0	2	6	12	59	102	138	108	18	17	462
	F	0	0	1	0	1	7	14	15	3	1	1	43
	Sub-total[1]	**0**	**0**	**3**	**6**	**13**	**66**	**117**	**153**	**111**	**19**	**37**	**525**
Motorcycle rider	M	0	44	273	411	309	539	528	409	151	25	34	2,723
	F	0	2	14	38	28	64	48	33	8	1	2	238
	Sub-total[1]	**0**	**46**	**287**	**449**	**337**	**603**	**576**	**442**	**159**	**26**	**50**	**2,975**
Other motor vehicle driver	M	0	0	13	68	116	302	294	281	129	41	138	1,382
	F	0	0	3	10	6	14	15	12	3	7	36	106
	Sub-total[1]	**0**	**0**	**17**	**78**	**122**	**317**	**311**	**294**	**134**	**48**	**896**	**2,217**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**171**	**5,227**	**6,083**	**4,296**	**8,691**	**7,569**	**5,711**	**3,742**	**2,595**	**991**	**45,076**
	F	**0**	**80**	**3,036**	**3,542**	**2,304**	**4,904**	**4,476**	**3,120**	**1,813**	**1,359**	**367**	**25,001**
	TOTAL[1]	**0**	**251**	**8,270**	**9,635**	**6,607**	**13,604**	**12,065**	**8,841**	**5,559**	**3,956**	**2,913**	**71,701**

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	3	232	341	576
	Provisional[2]	54	4,018	6,684	10,756
	Standard	208	15,483	22,752	38,443
	Unlicensed[1]	15	568	747	1,330
	Unknown[2]	6	2,194	3,423	5,623
	Sub-total	**286**	**22,495**	**33,947**	**56,728**
Light truck driver	Learner	2	15	13	30
	Provisional[2]	4	356	557	917
	Standard	55	2,091	2,986	5,132
	Unlicensed[1]	3	83	90	176
	Unknown[2]	0	253	358	611
	Sub-total	**64**	**2,798**	**4,004**	**6,866**
Heavy rigid truck driver	Provisional[2]	0	12	8	20
	Standard	19	381	622	1,022
	Unlicensed[1]	1	2	11	14
	Unknown[2]	1	36	77	114
	Sub-total	**21**	**431**	**718**	**1,170**
Articulated truck driver	Standard	39	354	535	928
	Unlicensed[1]	1	4	9	14
	Unknown[2]	1	116	161	278
	Sub-total	**41**	**474**	**705**	**1,220**
Bus driver	Learner	0	0	0	0
	Provisional[2]	0	1	3	4
	Standard	6	217	247	470
	Unlicensed[1]	0	0	1	1
	Unknown[2]	0	23	27	50
	Sub-total	**6**	**241**	**278**	**525**
Motorcycle rider	Learner	4	424	48	476
	Provisional[2]	2	290	26	318
	Standard	42	1,372	123	1,537
	Unlicensed[1]	18	204	9	231
	Unknown[2]	0	382	31	413
	Sub-total	**66**	**2,672**	**237**	**2,975**
Other motor vehicle driver	Learner	0	1	0	1
	Provisional[2]	1	13	11	25
	Standard	13	564	651	1,228
	Unlicensed[1]	0	11	1	12
	Unknown[2]	4	481	466	951
	Sub-total	**18**	**1,070**	**1,129**	**2,217**
MOTOR VEHICLE CONTROLLERS:	TOTAL	502	30,181	41,018	71,701

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	26	26	36	48	62	54	35	29	0	317
	F	0	0	9	8	9	13	10	14	7	11	0	81
	Sub-total[2]	**0**	**1**	**35**	**34**	**45**	**61**	**72**	**68**	**42**	**40**	**0**	**398**
.001 – .019[3]	M	0	0	2	0	0	0	0	0	0	0	0	2
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	0	0	1	1	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.050 – .079	M	0	0	0	0	0	1	0	0	1	0	0	2
	F	0	0	0	0	0	0	0	0	0	2	0	2
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**4**
.080 – .149	M	0	0	0	3	2	9	0	0	0	0	0	14
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**3**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**15**
≥ .150	M	0	1	1	2	1	5	3	2	4	0	0	19
	F	0	0	0	1	0	2	1	0	2	0	0	6
	Sub-total[2]	**0**	**1**	**1**	**3**	**1**	**7**	**4**	**2**	**6**	**0**	**0**	**25**
Unknown	M	0	2	5	3	3	3	9	8	3	3	2	41
	F	0	0	1	1	1	1	1	2	1	2	0	10
	Sub-total[2]	**0**	**2**	**6**	**4**	**4**	**4**	**10**	**10**	**4**	**5**	**6**	**55**
MOTOR VEHICLE	**M**	**0**	**4**	**34**	**35**	**43**	**66**	**74**	**64**	**43**	**32**	**2**	**397**
CONTROLLERS:	**F**	**0**	**0**	**12**	**10**	**10**	**16**	**12**	**16**	**10**	**15**	**0**	**101**
	TOTAL[2]	**0**	**4**	**46**	**45**	**53**	**82**	**86**	**80**	**53**	**47**	**6**	**502**

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	53	1,500	1,697	1,247	2,636	2,417	2,008	1,314	943	93	13,908
	F	0	25	1,044	1,082	667	1,522	1,405	1,073	649	511	47	8,025
	Sub-total[2]	**0**	**78**	**2,545**	**2,780**	**1,918**	**4,159**	**3,826**	**3,085**	**1,963**	**1,454**	**145**	**21,953**
.001 – .019[3]	M	0	1	2	1	1	0	0	0	0	0	0	5
	F	0	0	1	2	1	0	0	0	0	0	0	4
	Sub-total[2]	**0**	**1**	**3**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
.020 – .049[4]	M	0	1	8	3	1	5	4	0	0	0	0	22
	F	0	0	3	3	0	2	0	0	0	0	0	8
	Sub-total[2]	**0**	**1**	**11**	**6**	**1**	**7**	**4**	**0**	**0**	**0**	**0**	**30**
.050 – .079	M	0	3	12	15	2	12	14	4	5	0	0	67
	F	0	0	1	2	1	6	4	0	1	1	0	16
	Sub-total[2]	**0**	**3**	**13**	**17**	**3**	**18**	**18**	**4**	**6**	**1**	**0**	**83**
.080 – .149	M	0	2	34	43	31	63	38	12	5	4	3	235
	F	0	0	13	17	8	17	8	3	2	2	2	72
	Sub-total[2]	**0**	**2**	**47**	**60**	**39**	**80**	**46**	**15**	**7**	**6**	**5**	**307**
≥ .150	M	0	0	22	42	36	65	59	26	5	1	2	258
	F	0	0	3	11	9	20	17	8	2	0	1	71
	Sub-total[2]	**0**	**0**	**25**	**53**	**45**	**85**	**76**	**34**	**7**	**1**	**3**	**329**
Unknown	M	0	35	343	493	373	864	700	556	349	225	326	4,264
	F	0	10	234	333	243	530	526	323	164	116	118	2,597
	Sub-total[2]	**0**	**45**	**579**	**828**	**616**	**1,396**	**1,228**	**880**	**513**	**341**	**1,044**	**7,470**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**95**	**1,921**	**2,294**	**1,691**	**3,645**	**3,232**	**2,606**	**1,678**	**1,173**	**424**	**18,759**
	F	**0**	**35**	**1,299**	**1,450**	**929**	**2,097**	**1,960**	**1,407**	**818**	**630**	**168**	**10,793**
	TOTAL[2]	**0**	**130**	**3,223**	**3,747**	**2,624**	**5,745**	**5,198**	**4,018**	**2,496**	**1,803**	**1,197**	**30,181**

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	46	2,645	2,966	2,025	3,945	3,394	2,440	1,643	1,165	174	20,443
	F	0	34	1,440	1,722	1,110	2,217	2,021	1,380	819	584	82	11,409
	Sub-total[2]	**0**	**80**	**4,085**	**4,692**	**3,136**	**6,167**	**5,427**	**3,825**	**2,463**	**1,750**	**267**	**31,892**
.001 – .019[3]	M	0	0	0	1	0	0	0	0	0	0	0	1
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	1	9	2	1	1	1	1	0	0	0	16
	F	0	0	4	0	0	2	0	0	0	0	1	7
	Sub-total[2]	**0**	**1**	**13**	**2**	**1**	**3**	**1**	**1**	**0**	**0**	**1**	**23**
.050 – .079	M	0	0	14	20	4	6	4	2	3	0	0	53
	F	0	0	2	4	0	4	1	0	0	0	0	11
	Sub-total[2]	**0**	**0**	**16**	**24**	**4**	**10**	**5**	**2**	**3**	**0**	**0**	**64**
.080 – .149	M	0	1	38	52	18	50	34	13	7	3	1	217
	F	0	0	9	10	4	14	7	5	1	0	1	51
	Sub-total[2]	**0**	**1**	**47**	**62**	**22**	**64**	**41**	**18**	**8**	**3**	**2**	**268**
≥ .150	M	0	1	17	36	25	45	36	19	6	2	0	187
	F	0	0	4	9	4	20	13	9	2	2	0	63
	Sub-total[2]	**0**	**1**	**21**	**45**	**29**	**65**	**49**	**28**	**8**	**4**	**0**	**250**
Unknown	M	0	23	549	677	489	933	794	566	362	220	390	5,003
	F	0	11	265	337	247	534	462	303	163	128	115	2,565
	Sub-total[2]	**0**	**34**	**818**	**1,017**	**738**	**1,468**	**1,258**	**869**	**528**	**349**	**1,440**	**8,519**
MOTOR VEHICLE	**M**	**0**	**72**	**3,272**	**3,754**	**2,562**	**4,980**	**4,263**	**3,041**	**2,021**	**1,390**	**565**	**25,920**
CONTROLLERS:	**F**	**0**	**45**	**1,725**	**2,082**	**1,365**	**2,791**	**2,504**	**1,697**	**985**	**714**	**199**	**14,107**
	TOTAL[2]	**0**	**117**	**5,001**	**5,843**	**3,930**	**7,777**	**6,781**	**4,743**	**3,010**	**2,106**	**1,710**	**41,018**

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	100	4,171	4,689	3,308	6,629	5,873	4,502	2,992	2,137	267	34,668
	F	0	59	2,493	2,812	1,786	3,752	3,436	2,467	1,475	1,106	129	19,515
	Sub-total[2]	**0**	**159**	**6,665**	**7,506**	**5,099**	**10,387**	**9,325**	**6,978**	**4,468**	**3,244**	**412**	**54,243**
.001 – .019[3]	M	0	1	4	2	1	0	0	0	0	0	0	8
	F	0	0	3	2	1	0	0	0	0	0	0	6
	Sub-total[2]	**0**	**1**	**7**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
.020 – .049[4]	M	0	2	17	6	3	6	5	1	0	0	0	40
	F	0	0	7	3	0	4	0	0	0	0	1	15
	Sub-total[2]	**0**	**2**	**24**	**9**	**3**	**10**	**5**	**1**	**0**	**0**	**1**	**55**
.050 – .079	M	0	3	26	35	6	19	18	6	9	0	0	122
	F	0	0	3	6	1	10	5	0	1	3	0	29
	Sub-total[2]	**0**	**3**	**29**	**41**	**7**	**29**	**23**	**6**	**10**	**3**	**0**	**151**
.080 – .149	M	0	3	72	98	51	122	72	25	12	7	4	466
	F	0	0	23	27	12	31	15	8	3	2	3	124
	Sub-total[2]	**0**	**3**	**95**	**125**	**63**	**153**	**87**	**33**	**15**	**9**	**7**	**590**
≥ .150	M	0	2	40	80	62	115	98	47	15	3	2	464
	F	0	0	7	21	13	42	31	17	6	2	1	140
	Sub-total[2]	**0**	**2**	**47**	**101**	**75**	**157**	**129**	**64**	**21**	**5**	**3**	**604**
Unknown	M	0	60	897	1,173	865	1,800	1,503	1,130	714	448	718	9,308
	F	0	21	500	671	491	1,065	989	628	328	246	233	5,172
	Sub-total[2]	**0**	**81**	**1,403**	**1,849**	**1,358**	**2,868**	**2,496**	**1,759**	**1,045**	**695**	**2,490**	**16,044**
MOTOR VEHICLE	**M**	**0**	**171**	**5,227**	**6,083**	**4,296**	**8,691**	**7,569**	**5,711**	**3,742**	**2,595**	**991**	**45,076**
CONTROLLERS:	**F**	**0**	**80**	**3,036**	**3,542**	**2,304**	**4,904**	**4,476**	**3,120**	**1,813**	**1,359**	**367**	**25,001**
	TOTAL[2]	**0**	**251**	**8,270**	**9,635**	**6,607**	**13,604**	**12,065**	**8,841**	**5,559**	**3,956**	**2,913**	**71,701**

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	2	19	17	11	24	17	13	6	3	0	112
	F	0	0	4	1	3	6	0	3	2	3	0	22
	Sub-total[1]	**0**	**2**	**23**	**18**	**14**	**30**	**17**	**16**	**8**	**6**	**0**	**134**
Injury	M	0	27	359	319	194	372	314	218	128	75	29	2,035
	F	0	9	209	144	67	152	132	80	55	45	5	898
	Sub-total[1]	**0**	**36**	**568**	**463**	**261**	**524**	**446**	**298**	**183**	**120**	**50**	**2,949**
Non-casualty	M	0	16	622	493	251	391	300	180	128	70	78	2,529
	F	0	10	221	184	102	168	175	108	42	37	10	1,057
	Sub-total[1]	**0**	**26**	**844**	**677**	**353**	**559**	**475**	**288**	**170**	**107**	**221**	**3,720**
SPEEDING MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**45**	**1,000**	**829**	**456**	**787**	**631**	**411**	**262**	**148**	**107**	**4,676**
	F	**0**	**19**	**434**	**329**	**172**	**326**	**307**	**191**	**99**	**85**	**15**	**1,977**
	TOTAL[1]	**0**	**64**	**1,435**	**1,158**	**628**	**1,113**	**938**	**602**	**361**	**233**	**271**	**6,803**

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

		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	1	5	5	6	5	4	9	4	4	0	43
	F	0	0	3	1	0	2	1	2	1	2	0	12
	Sub-total[1]	**0**	**1**	**8**	**6**	**6**	**7**	**5**	**11**	**5**	**6**	**0**	**55**
Injury	M	0	8	179	134	94	188	173	105	71	83	12	1,047
	F	0	1	56	65	34	73	58	55	38	45	2	427
	Sub-total[1]	**0**	**9**	**235**	**199**	**128**	**261**	**231**	**160**	**109**	**128**	**25**	**1,485**
Non-casualty	M	0	6	186	238	114	233	157	98	67	75	67	1,241
	F	0	5	52	52	30	70	63	43	35	33	10	393
	Sub-total[1]	**0**	**11**	**238**	**290**	**144**	**303**	**220**	**141**	**102**	**108**	**355**	**1,912**
FATIGUED MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**15**	**370**	**377**	**214**	**426**	**334**	**212**	**142**	**162**	**79**	**2,331**
	F	**0**	**6**	**111**	**118**	**64**	**145**	**122**	**100**	**74**	**80**	**12**	**832**
	TOTAL[1]	**0**	**21**	**481**	**495**	**278**	**571**	**456**	**312**	**216**	**242**	**380**	**3,452**

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	16	2,946	3,561	6,523
'T'	50	4,341	5,447	9,838
'Y'	0	12	16	28
Multiple	0	33	36	69
Roundabout	3	837	1,033	1,873
Sub-total	**69**	**8,169**	**10,093**	**18,331**
NON-INTERSECTION				
One-way	0	89	72	161
2-way undivided	224	6,994	8,355	15,573
Dual carriageway (non-freeway)	33	2,045	3,083	5,161
Dual carriageway (freeway)	8	610	1,159	1,777
Other limited access	0	13	18	31
Other	2	190	294	486
Unknown	0	0	0	0
Sub-total	**267**	**9,941**	**12,981**	**23,189**
CRASHES: TOTAL	**336**	**18,110**	**23,074**	**41,520**

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	9	284	369	662
Causeway	0	11	7	18
Railway crossing	2	11	12	25
Entrance/driveway	13	1,126	1,453	2,592
Hazardous road surface	17	715	605	1,337
Roadworks/detour/diversion	2	275	301	578
Previous crash	1	48	88	137

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	0	36	26	62
40 km/h	1	177	170	348
50 km/h	29	4,389	5,658	10,076
60 km/h	40	4,417	5,761	10,218
70 km/h	9	1,289	1,741	3,039
80 km/h	12	633	931	1,576
90 km/h	1	147	257	405
100 km/h	6	156	261	423
110 km/h	5	152	290	447
Unknown	0	45	52	97
Sub-total	**103**	**11,441**	**15,147**	**26,691**
COUNTRY				
30 km/h or less	1	5	12	18
40 km/h	4	98	119	221
50 km/h	30	1,877	2,418	4,325
60 km/h	21	1,171	1,511	2,703
70 km/h	3	251	333	587
80 km/h	35	974	1,053	2,062
90 km/h	13	124	160	297
100 km/h	107	1,776	1,699	3,582
110 km/h	18	362	595	975
Unknown	1	31	27	59
Sub-total	**233**	**6,669**	**7,927**	**14,829**
CRASHES: TOTAL	**336**	**18,110**	**23,074**	**41,520**

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	26	2,094	3,324	5,444
Dry	172	11,613	14,263	26,048
Snow or ice	0	9	19	28
Unknown	0	17	21	38
Sub-total	**198**	**13,733**	**17,627**	**31,558**
CURVE				
Wet	25	1,068	1,866	2,959
Dry	112	3,282	3,542	6,936
Snow or ice	0	19	33	52
Unknown	1	5	3	9
Sub-total	**138**	**4,374**	**5,444**	**9,956**
TOTAL CRASHES[1]				
Wet	51	3,162	5,191	8,404
Dry	284	14,897	17,807	32,988
Snow or ice	0	28	52	80
Unknown	1	23	24	48
CRASHES: TOTAL	**336**	**18,110**	**23,074**	**41,520**

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	0	120	134	254	0	143	143
Auburn	1	285	475	761	1	337	338
Bankstown City	9	655	725	1,389	10	825	835
Baulkham Hills	1	288	517	806	1	353	354
Blacktown City	7	675	1,007	1,689	7	854	861
Botany Bay City	1	121	230	352	1	144	145
Burwood	0	113	129	242	0	135	135
Camden	2	95	154	251	2	130	132
Campbelltown City	3	323	366	692	5	431	436
Canada Bay City	0	209	232	441	0	248	248
Canterbury City	1	339	440	780	1	431	432
City Of Sydney	3	587	450	1,040	3	666	669
Fairfield City	6	581	648	1,235	6	736	742
Holroyd City	1	325	499	825	1	392	393
Hornsby	3	305	518	826	3	372	375
Hunters Hill	0	10	23	33	0	13	13
Hurstville City	1	166	194	361	1	208	209
Kogarah	0	112	185	297	0	145	145
Ku-ring-gai	1	204	372	577	1	248	249
Lane Cove	2	66	95	163	2	79	81
Leichhardt	0	119	132	251	0	139	139
Liverpool City	6	484	572	1,062	6	613	619
Manly	1	73	96	170	1	87	88
Marrickville	0	251	294	545	0	297	297
Mosman	0	53	72	125	0	58	58

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	139	170	309	0	156	156
Parramatta City	5	495	674	1,174	5	622	627
Penrith City	6	448	534	988	7	590	597
Pittwater	1	82	133	216	1	87	88
Randwick City	1	325	329	655	1	369	370
Rockdale City	4	269	506	779	4	341	345
Ryde City	3	259	352	614	3	305	308
South Sydney City	2	316	367	685	2	359	361
Strathfield	1	132	240	373	1	182	183
Sutherland	3	266	534	803	3	351	354
Warringah	4	286	377	667	4	340	344
Waverley	1	122	117	240	1	136	137
Willoughby City	2	159	266	427	2	185	187
Woollahra	1	114	148	263	1	128	129
Sydney Metropolitan Area Sub-total	**83**	**9,971**	**13,306**	**23,360**	**87**	**12,235**	**12,322**
Outer Sydney Area							
Blue Mountains City	3	167	245	415	3	231	234
Gosford City	8	423	633	1,064	8	546	554
Hawkesbury City	8	182	306	496	8	222	230
Wollondilly	4	124	159	287	6	176	182
Wyong	6	298	449	753	7	355	362
Outer Sydney Area Sub-total	**29**	**1,194**	**1,792**	**3,015**	**32**	**1,530**	**1,562**
TOTAL	112	11,165	15,098	26,375	119	13,765	13,884

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	10	164	180	354	11	222	233
Dungog	1	17	18	36	1	25	26
Gloucester	0	16	19	35	0	21	21
Great Lakes	4	98	119	221	5	141	146
Lake Macquarie City	7	387	490	884	7	487	494
Maitland City	1	145	174	320	1	190	191
Merriwa	1	18	7	26	1	26	27
Murrurundi	0	9	6	15	0	12	12
Muswellbrook	4	59	44	107	4	76	80
Newcastle City	3	459	626	1,088	3	565	568
Port Stephens	8	168	167	343	8	230	238
Scone	3	26	24	53	3	31	34
Singleton	4	121	130	255	4	160	164
TOTAL	46	1,687	2,004	3,737	48	2,186	2,234
ILLAWARRA REGION							
Kiama	1	35	39	75	1	40	41
Shellharbour City	1	148	157	306	1	206	207
Shoalhaven City	6	226	274	506	7	305	312
Wingecarribee	5	141	173	319	6	185	191
Wollongong City	9	476	568	1,053	9	594	603
TOTAL	22	1,026	1,211	2,259	24	1,330	1,354

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	2	92	108	202	2	115	117
Bellingen	1	47	36	84	2	78	80
Byron	4	114	139	257	4	145	149
Coffs Harbour City	4	134	162	300	4	175	179
Copmanhurst	2	13	15	30	2	17	19
Grafton City	0	37	59	96	0	49	49
Greater Taree City	4	143	178	325	5	192	197
Hastings	5	166	198	369	6	222	228
Kempsey	0	74	97	171	0	90	90
Kyogle	3	49	25	77	3	58	61
Lismore City	4	150	179	333	4	191	195
Lord Howe Island	0	3	0	3	0	3	3
Maclean	3	42	45	90	3	69	72
Nambucca	2	35	45	82	2	44	46
Pristine Waters	1	61	68	130	1	80	81
Richmond Valley	8	60	74	142	9	81	90
Tweed	6	187	250	443	6	247	253
TOTAL	49	1,407	1,678	3,134	53	1,856	1,909

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	0	72	68	140	0	100	100
Barraba	0	8	3	11	0	11	11
Bingara	0	3	5	8	0	3	3
Glen Innes	0	7	7	14	0	10	10
Gunnedah	3	35	20	58	3	52	55
Guyra	0	24	9	33	0	30	30
Inverell	4	36	35	75	4	58	62
Manilla	1	7	4	12	1	10	11
Moree Plains	1	40	37	78	1	53	54
Narrabri	2	40	31	73	2	58	60
Nundle	0	5	3	8	0	6	6
Parry	4	52	48	104	4	67	71
Quirindi	2	11	11	24	2	13	15
Severn	3	32	23	58	3	54	57
Tamworth City	3	72	97	172	3	91	94
Tenterfield	1	24	24	49	1	27	28
Uralla	1	23	25	49	1	32	33
Walcha	1	23	25	49	1	27	28
Yallaroi	0	5	8	13	0	5	5
TOTAL	26	519	483	1,028	26	707	733

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	0	10	8	18	0	14	14
Bourke	0	14	10	24	0	25	25
Brewarrina	1	1	2	4	1	2	3
Cobar	1	12	10	23	1	19	20
Coolah	1	15	14	30	1	20	21
Coonabarabran	0	13	21	34	0	14	14
Coonamble	0	5	5	10	0	5	5
Dubbo City	4	106	100	210	5	142	147
Gilgandra	0	12	11	23	0	17	17
Mudgee	2	72	72	146	2	94	96
Narromine	0	14	10	24	0	19	19
Walgett	1	18	11	30	1	28	29
Warren	0	5	8	13	0	8	8
Wellington	2	25	20	47	3	33	36
TOTAL	12	322	302	636	14	440	454
CENTRAL WESTERN REGION							
Bathurst City	1	89	107	197	1	113	114
Bland	0	17	18	35	0	24	24
Blayney	1	19	21	41	1	24	25
Cabonne	3	51	63	117	3	68	71
Cowra	1	31	33	65	1	36	37
Evans	1	44	58	103	4	59	63
Forbes	2	23	28	53	2	32	34
Lachlan	0	9	8	17	0	9	9
Lithgow City	2	79	131	212	2	111	113

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	2	28	23	53	2	43	45
Orange City	2	74	123	199	2	112	114
Parkes	0	40	31	71	0	56	56
Rylstone	5	33	24	62	6	43	49
Weddin	0	10	7	17	0	12	12
TOTAL	20	547	675	1,242	24	742	766
SOUTH-EASTERN REGION							
Bega Valley	3	103	100	206	3	127	130
Bombala	0	14	12	26	0	16	16
Boorowa	0	9	10	19	0	12	12
Cooma-Monaro	3	38	41	82	6	54	60
Crookwell	2	14	22	38	2	16	18
Eurobodalla	1	98	112	211	1	128	129
Goulburn City	1	35	41	77	1	45	46
Gunning	1	33	45	79	2	39	41
Harden	0	23	26	49	0	33	33
Mulwaree	3	69	95	167	3	87	90
Queanbeyan City	0	53	67	120	0	60	60
Snowy River	2	52	68	122	2	74	76
Tallaganda	2	36	46	84	5	55	60
Yarrowlumla	3	57	77	137	3	80	83
Yass	0	58	67	125	0	84	84
Young	0	35	31	66	0	46	46
TOTAL	21	727	860	1,608	28	956	984

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	5	19	0	22	22
Coolamon	0	11	5	16	0	16	16
Cootamundra	1	21	13	35	4	31	35
Griffith City	1	72	61	134	1	94	95
Gundagai	0	25	45	70	0	34	34
Hay	0	11	7	18	0	14	14
Junee	0	13	11	24	0	17	17
Leeton	0	29	17	46	0	40	40
Lockhart	0	7	9	16	0	9	9
Murrumbidgee	1	8	1	10	1	11	12
Narrandera	0	20	22	42	0	24	24
Temora	2	14	10	26	2	23	25
Tumut	0	33	45	78	0	39	39
Wagga Wagga City	4	122	152	278	4	162	166
TOTAL	**9**	**400**	**403**	**812**	**12**	**536**	**548**
MURRAY REGION							
Albury City	2	88	172	262	2	113	115
Balranald	3	8	8	19	3	18	21
Berrigan	0	18	12	30	0	22	22
Conargo	0	9	4	13	0	10	10
Corowa	1	12	14	27	1	13	14
Culcairn	0	9	6	15	0	11	11
Deniliquin	0	10	13	23	0	14	14
Holbrook	3	13	12	28	4	23	27
Hume	1	27	22	50	1	36	37

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	3	4	8	1	4	5
Murray	1	12	11	24	2	14	16
Tumbarumba	1	23	19	43	1	25	26
Urana	0	2	3	5	0	2	2
Wakool	2	6	3	11	2	10	12
Wentworth	2	13	10	25	2	22	24
TOTAL	17	253	313	583	19	337	356
FAR WESTERN REGION							
Broken Hill City	0	25	32	57	0	32	32
Central Darling	0	9	6	15	0	15	15
Unincorporated Area	2	23	9	34	2	28	30
TOTAL	2	57	47	106	2	75	77
METROPOLITAN[3]:							
TOTAL	103	11,441	15,147	26,691	107	14,087	14,194
COUNTRY[3]: TOTAL	233	6,669	7,927	14,829	262	8,845	9,107
NSW STATE							
TOTAL	336	18,110	23,074	41,520	369	22,932	23,301

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	5	9	14	0	5	5
Hornsby	0	14	20	34	0	18	18
Baulkham Hills	0	14	24	38	0	16	16
Sub-total	**0**	**33**	**53**	**86**	**0**	**39**	**39**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	0	9	14	23	0	14	14
Hornsby	1	26	51	78	1	38	39
Gosford City	0	35	100	135	0	52	52
Wyong	1	16	40	57	1	25	26
Lake Macquarie City	0	25	42	67	0	29	29
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	4	6	10	0	8	8
Sub-total	**2**	**115**	**253**	**370**	**2**	**166**	**168**
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay City	0	5	11	16	0	6	6
Strathfield	0	9	19	28	0	16	16
Auburn	0	36	85	121	0	45	45
Parramatta City	0	16	39	55	0	23	23
Holroyd City	0	63	92	155	0	78	78
Blacktown City	0	40	72	112	0	50	50
Penrith City	2	32	68	102	2	44	46
Blue Mountains City	0	0	3	3	0	0	0
Sub-total	**2**	**201**	**389**	**592**	**2**	**262**	**264**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale City	0	6	27	33	0	8	8
Canterbury City	0	28	60	88	0	30	30
Hurstville City	0	2	0	2	0	5	5
Bankstown City	1	39	67	107	2	54	56
Liverpool City	0	33	53	86	0	40	40
Sub-total	**1**	**108**	**207**	**316**	**2**	**137**	**139**

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	20	56	77	1	26	27
Sub-total	**1**	**20**	**56**	**77**	**1**	**26**	**27**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)							
Baulkham Hills City	0	0	1	1	0	0	0
Blacktown City	1	14	37	52	1	21	22
Fairfield City	0	6	7	13	0	7	7
Liverpool City	0	11	21	32	0	14	14
Sub-total	**1**	**31**	**66**	**98**	**1**	**42**	**43**
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)							
City of Sydney	0	8	8	16	0	12	12
South Sydney City	0	10	10	20	0	14	14
Randwick City	0	0	0	0	0	0	0
Sub-total	**0**	**18**	**18**	**36**	**0**	**26**	**26**
CROSS CITY TUNNEL							
City of Sydney	0	0	3	3	0	0	0
Sub-total	**0**	**0**	**3**	**3**	**0**	**0**	**0**
FREEWAYS/MOTOR-WAYS: TOTAL	**7**	**526**	**1,045**	**1,578**	**8**	**698**	**706**
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
City of Sydney	0	9	10	19	0	9	9
South Sydney City	0	18	8	26	0	19	19
Marrickville	0	42	46	88	0	51	51
Rockdale City	0	44	71	115	0	69	69
Kogarah	0	44	44	88	0	59	59
Sutherland	0	51	131	182	0	66	66
Wollongong City	1	98	105	204	1	122	123
Shellharbour City	0	32	36	68	0	42	42
Kiama	0	17	10	27	0	19	19

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	2	79	117	198	3	120	123
Eurobodalla	1	31	44	76	1	42	43
Bega Valley	0	32	40	72	0	42	42
Sub-total	**4**	**497**	**662**	**1,163**	**5**	**660**	**665**

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

HUME (SH 2) (ASHFIELD to ALBURY)							
Ashfield	0	21	17	38	0	22	22
Burwood	0	12	14	26	0	14	14
Strathfield	0	21	26	47	0	31	31
Bankstown City	1	66	72	139	1	91	92
Fairfield City	0	26	20	46	0	30	30
Liverpool City	2	90	111	203	2	113	115
Campbelltown City	1	38	56	95	3	57	60
Wollondilly	0	10	20	30	0	12	12
Wingecarribee	1	27	51	79	2	36	38
Mulwaree	1	23	40	64	1	32	33
Goulburn City	0	0	3	3	0	0	0
Gunning	1	12	13	26	2	14	16
Yass	0	17	22	39	0	31	31
Harden	0	3	12	15	0	8	8
Gundagai	0	17	32	49	0	25	25
Wagga Wagga City	0	2	2	4	0	2	2
Holbrook	3	10	10	23	4	19	23
Hume	0	7	8	15	0	10	10
Albury City	0	6	22	28	0	6	6
Sub-total	**10**	**408**	**551**	**969**	**15**	**553**	**568**

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	0	9	16	25	0	13	13
Gunning	0	9	15	24	0	11	11
Yarrowlumla	0	13	23	36	0	20	20
Sub-total	**0**	**31**	**54**	**85**	**0**	**44**	**44**
SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI)							
Bega Valley	0	5	9	14	0	5	5
Cooma-Monaro	0	1	2	3	0	1	1
Snowy River	0	15	6	21	0	20	20
Tumut	0	11	13	24	0	13	13
Gundagai	0	1	1	2	0	1	1
Sub-total	**0**	**33**	**31**	**64**	**0**	**40**	**40**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
City of Sydney	0	30	22	52	0	36	36
Leichhardt	0	14	14	28	0	16	16
Marrickville	0	16	19	35	0	22	22
Ashfield	0	21	23	44	0	23	23
Canada Bay City	0	19	26	45	0	22	22
Burwood	0	16	21	37	0	21	21
Strathfield	0	9	18	27	0	11	11
Auburn	0	31	40	71	0	38	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
Great Western Highway (continued)							
Parramatta City	0	38	39	77	0	60	60
Holroyd City	0	34	55	89	0	42	42
Blacktown City	1	44	49	94	1	61	62
Penrith City	0	51	56	107	0	69	69
Blue Mountains City	2	107	116	225	2	150	152
Lithgow City	1	25	46	72	1	39	40
Evans	1	6	9	16	4	13	17
Bathurst City	0	26	21	47	0	35	35
Sub-total	**5**	**487**	**574**	**1,066**	**8**	**658**	**666**
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	0	2	5	7	0	2	2
Evans	0	1	5	6	0	1	1
Blayney	1	10	9	20	1	12	13
Cowra	0	3	8	11	0	4	4
Weddin	0	3	4	7	0	5	5
Bland	0	1	2	3	0	2	2
Carrathool	0	5	3	8	0	7	7
Hay	0	1	0	1	0	3	3
Sub-total	**1**	**26**	**36**	**63**	**1**	**36**	**37**

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	0	5	5	10	0	8	8
Evans	0	5	5	10	0	6	6
Cabonne	0	8	7	15	0	10	10
Orange City	1	22	28	51	1	38	39
Wellington	1	11	5	17	1	15	16
Dubbo City	0	29	19	48	0	43	43
Narromine	0	6	1	7	0	9	9
Warren	0	0	4	4	0	0	0
Bogan	0	4	2	6	0	6	6
Bourke	0	1	6	7	0	1	1
Sub-total	**2**	**91**	**82**	**175**	**2**	**136**	**138**
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	0	3	3	6	0	3	3
Cobar	0	6	4	10	0	6	6
Central Darling	0	2	2	4	0	3	3
Unincorporated Area	1	3	2	6	1	4	5
Broken Hill City	0	4	6	10	0	5	5
Sub-total	**1**	**18**	**17**	**36**	**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
NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)							
Newcastle City	1	14	31	46	1	15	16
Maitland City	1	51	78	130	1	65	66
Cessnock City	0	7	13	20	0	8	8
Singleton	1	41	54	96	1	50	51
Muswellbrook	2	13	13	28	2	18	20
Scone	0	10	14	24	0	11	11
Murrurundi	0	5	4	9	0	7	7
Quirindi	1	5	3	9	1	6	7
Nundle	0	2	0	2	0	2	2
Parry	1	17	14	32	1	27	28
Tamworth City	0	8	12	20	0	9	9
Uralla	1	5	6	12	1	9	10
Armidale Dumaresq	0	10	6	16	0	16	16
Guyra	0	9	4	13	0	11	11
Severn	1	13	7	21	1	17	18
Glen Innes	0	1	2	3	0	2	2
Tenterfield	0	2	3	5	0	2	2
Sub-total	**9**	**213**	**264**	**486**	**9**	**275**	**284**

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) (NORTH SYDNEY to TWEED HEADS)							
North Sydney	0	23	17	40	0	27	27
Lane Cove	1	6	11	18	1	8	9
Willoughby City	0	23	38	61	0	28	28
Ku-ring-gai	0	60	102	162	0	72	72
Hornsby	1	46	45	92	1	60	61
Gosford City	0	60	91	151	0	72	72
Wyong	1	63	87	151	1	73	74
Lake Macquarie City	2	33	57	92	2	42	44
Newcastle City	0	43	75	118	0	63	63
Port Stephens	2	39	42	83	2	54	56
Great Lakes	1	23	39	63	1	33	34
Greater Taree City	4	34	52	90	5	44	49
Hastings	2	21	28	51	2	31	33
Kempsey	0	28	43	71	0	31	31
Nambucca	2	13	17	32	2	20	22
Bellingen	1	8	9	18	2	23	25
Coffs Harbour City	1	48	65	114	1	70	71
Pristine Waters	1	17	29	47	1	25	26
Grafton City	0	4	11	15	0	5	5
Maclean	1	15	17	33	1	31	32
Richmond Valley	1	7	24	32	1	10	11
Ballina	0	15	18	33	0	23	23
Byron	1	21	38	60	1	29	30
Tweed	1	25	51	77	1	35	36
Sub-total	**23**	**675**	**1,006**	**1,704**	**25**	**909**	**934**

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	1	24	24	49	2	30	32
Walcha	0	13	8	21	0	15	15
Parry	1	4	6	11	1	4	5
Tamworth City	1	9	15	25	1	11	12
Gunnedah	2	6	5	13	2	9	11
Coonabarabran	0	0	4	4	0	0	0
Gilgandra	0	0	0	0	0	0	0
Warren	0	0	0	0	0	0	0
Sub-total	**5**	**56**	**62**	**123**	**6**	**69**	**75**
GWYDIR (SH 12) (SOUTH GRAFTON to COLLARENEBRI)							
Grafton City	0	2	2	4	0	2	2
Pristine Waters	0	4	7	11	0	4	4
Severn	1	11	9	21	1	27	28
Glen Innes	0	2	1	3	0	2	2
Inverell	2	6	3	11	2	8	10
Yallaroi	0	2	1	3	0	2	2
Moree Plains	0	4	7	11	0	4	4
Walgett	0	2	0	2	0	2	2
Sub-total	**3**	**33**	**30**	**66**	**3**	**51**	**54**

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	7	13	20	0	11	11
Fairfield City	0	52	51	103	0	69	69
Holroyd City	0	31	53	84	0	36	36
Parramatta City	0	30	44	74	0	34	34
Baulkham Hills	0	11	27	38	0	12	12
Hornsby	0	60	121	181	0	69	69
Sub-total	**0**	**191**	**309**	**500**	**0**	**231**	**231**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	2	32	33	67	2	43	45
Narrandera	0	4	7	11	0	5	5
Murrumbidgee	1	8	1	10	1	11	12
Hay	0	4	6	10	0	4	4
Wakool	0	0	1	1	0	0	0
Balranald	3	6	8	17	3	16	19
Wentworth	0	4	5	9	0	5	5
Sub-total	**6**	**58**	**61**	**125**	**6**	**84**	**90**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	0	11	6	17	0	15	15
Yarrowlumla	0	1	1	2	0	2	2
Sub-total	**0**	**12**	**7**	**19**	**0**	**17**	**17**

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 New England Hwy, TENTERFIELD)							
Ballina	0	5	8	13	0	5	5
Lismore City	1	25	36	62	1	31	32
Richmond Valley	1	13	14	28	1	15	16
Kyogle	0	6	3	9	0	6	6
Tenterfield	0	7	6	13	0	7	7
Sub-total	**2**	**56**	**67**	**125**	**2**	**64**	**66**
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	0	3	3	6	0	4	4
Jerilderie	0	2	4	6	0	3	3
Urana	0	0	1	1	0	0	0
Narrandera	0	6	3	9	0	9	9
Coolamon	0	3	1	4	0	7	7
Bland	0	5	6	11	0	8	8
Weddin	0	1	0	1	0	1	1
Forbes	0	9	5	14	0	15	15
Parkes	0	10	5	15	0	18	18
Narromine	0	1	4	5	0	1	1
Dubbo City	2	13	25	40	2	19	21
Gilgandra	0	4	7	11	0	6	6
Coonabarabran	0	4	9	13	0	5	5
Narrabri	0	11	9	20	0	18	18
Moree Plains	1	18	13	32	1	26	27
Sub-total	**3**	**90**	**95**	**188**	**3**	**140**	**143**

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	0	10	9	19	0	12	12
Rylstone	3	7	7	17	4	12	16
Mudgee	0	23	15	38	0	29	29
Coolah	0	1	2	3	0	1	1
Gilgandra	0	3	2	5	0	3	3
Coonamble	0	3	1	4	0	3	3
Walgett	1	3	3	7	1	6	7
Brewarrina	0	0	0	0	0	0	0
Sub-total	**4**	**50**	**39**	**93**	**5**	**66**	**71**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	2	4	6	0	3	3
Cooma-Monaro	3	20	19	42	6	30	36
Bombala	0	5	5	10	0	7	7
Sub-total	**3**	**27**	**28**	**58**	**6**	**40**	**46**

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	9	7	17	1	11	12
Albury City	0	12	24	36	0	17	17
Corowa	0	0	1	1	0	0	0
Berrigan	0	1	1	2	0	1	1
Conargo	0	2	1	3	0	2	2
Deniliquin	0	0	1	1	0	0	0
Sub-total	**1**	**24**	**35**	**60**	**1**	**31**	**32**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	1	3	5	9	2	4	6
Deniliquin	0	2	2	4	0	2	2
Conargo	0	2	0	2	0	3	3
Hay	0	4	1	5	0	4	4
Carrathool	0	0	0	0	0	0	0
Central Darling	0	1	0	1	0	2	2
Sub-total	**1**	**12**	**8**	**21**	**2**	**15**	**17**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	1	6	1	8	1	9	10
Unincorporated Area	0	13	2	15	0	15	15
Broken Hill City	0	2	5	7	0	2	2
Sub-total	**1**	**21**	**8**	**30**	**1**	**26**	**27**

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	13	8	21	0	21	21
Newcastle City	0	26	46	72	0	32	32
Sub-total	**0**	**39**	**54**	**93**	**0**	**53**	**53**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	1	21	22	44	1	34	35
Wingecarribee	0	18	16	34	0	30	30
Sub-total	**1**	**39**	**38**	**78**	**1**	**64**	**65**
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	0	8	15	23	0	14	14
Muswellbrook	0	10	13	23	0	12	12
Merriwa	1	12	5	18	1	17	18
Coolah	0	6	7	13	0	6	6
Wellington	1	0	1	2	2	1	3
Dubbo City	0	7	6	13	0	11	11
Sub-total	**2**	**43**	**47**	**92**	**3**	**61**	**64**
CARNARVON (SH 28) (MOREE to MUNGINDI)							
Moree Plains	0	6	4	10	0	8	8
Sub-total	**0**	**6**	**4**	**10**	**0**	**8**	**8**

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	3	2	5	0	3	3
Gunnedah	1	13	2	16	1	18	19
Narrabri	0	5	7	12	0	9	9
Walgett	0	4	1	5	0	9	9
Brewarrina	1	0	0	1	1	2	3
Bourke	0	2	1	3	0	2	2
Sub-total	**2**	**27**	**13**	**42**	**2**	**43**	**45**
STATE HIGHWAYS:							
TOTAL	**89**	**3,263**	**4,182**	**7,534**	**107**	**4,395**	**4,502**

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

Casualties in 2012

- 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	126	11,489	11,615
Light truck	21	1,113	1,134
Heavy rigid truck	1	102	103
Articulated truck	11	167	178
Bus	1	37	38
Other motor vehicle	4	221	225
Sub-total	**164**	**13,129**	**13,293**
Motorcycle rider	**60**	**2,589**	**2,649**
Pedal cycle rider	**7**	**1,021**	**1,028**
Other/Unknown	**0**	**0**	**0**
CONTROLLER			
Sub-total	**231**	**16,739**	**16,970**
PASSENGER			
Car	70	3,788	3,858
Light truck	6	360	366
Heavy rigid truck	1	10	11
Articulated truck	3	13	16
Bus	1	106	107
Other motor vehicle	1	103	104
Sub-total	**82**	**4,380**	**4,462**
Motorcycle	**1**	**113**	**114**
Pedal cycle	**0**	**4**	**4**
Other/Unknown	**0**	**0**	**0**
PASSENGER			
Sub-total	**83**	**4,497**	**4,580**
PEDESTRIAN			
Sub-total	**55**	**1,696**	**1,751**
CASUALTIES: TOTAL	369	22,932	23,301

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

Road user class	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car driver	M	0	0	15	12	8	9	6	10	14	14	0	88
	F	0	0	5	4	3	4	2	6	6	8	0	38
	Sub-total[1]	**0**	**0**	**20**	**16**	**11**	**13**	**8**	**16**	**20**	**22**	**0**	**126**
Car passenger	M	2	4	10	5	1	3	0	1	1	9	0	36
	F	0	5	2	4	0	1	3	1	6	12	0	34
	Sub-total[1]	**2**	**9**	**12**	**9**	**1**	**4**	**3**	**2**	**7**	**21**	**0**	**70**
Other motor vehicle driver	M	0	1	1	2	4	6	6	12	4	0	0	36
	F	0	0	0	0	0	1	0	0	0	1	0	2
	Sub-total[1]	**0**	**1**	**1**	**2**	**4**	**7**	**6**	**12**	**4**	**1**	**0**	**38**
Other motor vehicle passenger	M	0	1	2	1	0	3	2	1	0	0	0	10
	F	0	0	0	0	0	1	0	0	0	0	1	2
	Sub-total[1]	**0**	**1**	**2**	**1**	**0**	**4**	**2**	**1**	**0**	**0**	**1**	**12**
Motorcycle rider	M	0	1	5	5	11	9	12	9	6	1	0	59
	F	0	0	0	0	0	0	0	0	1	0	0	1
	Sub-total[1]	**0**	**1**	**5**	**5**	**11**	**9**	**12**	**9**	**7**	**1**	**0**	**60**
Motorcycle passenger	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	1	0	0	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Pedal cycle rider/passenger	M	0	1	0	1	0	0	0	3	1	0	0	6
	F	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total[1]	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**3**	**1**	**0**	**0**	**7**
Pedestrian	M	0	5	5	2	2	2	4	2	2	8	0	32
	F	1	1	0	1	1	3	2	2	1	11	0	23
	Sub-total[1]	**1**	**6**	**5**	**3**	**3**	**5**	**6**	**4**	**3**	**19**	**0**	**55**
CASUALTIES[2]:	**M**	**2**	**13**	**38**	**28**	**26**	**32**	**30**	**38**	**28**	**32**	**0**	**267**
	F	**1**	**6**	**7**	**10**	**5**	**10**	**7**	**9**	**14**	**32**	**1**	**102**
	TOTAL[1]	**3**	**19**	**45**	**38**	**31**	**42**	**37**	**47**	**42**	**64**	**1**	**369**

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)											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	678	637	469	933	810	644	486	566	38	5,291
	F	0	16	827	875	515	1,110	1,058	818	509	418	51	6,197
	Sub-total[1]	**0**	**46**	**1,505**	**1,512**	**984**	**2,043**	**1,868**	**1,462**	**995**	**984**	**90**	**11,489**
Car passenger	M	86	311	264	148	93	110	80	59	50	59	150	1,410
	F	102	354	251	206	114	155	171	199	163	218	292	2,225
	Sub-total[1]	**188**	**667**	**515**	**354**	**207**	**265**	**251**	**258**	**213**	**277**	**593**	**3,788**
Other motor vehicle driver	M	0	6	114	134	117	312	301	257	133	67	14	1,455
	F	0	1	12	24	18	35	44	29	11	7	4	185
	Sub-total[1]	**0**	**7**	**126**	**158**	**135**	**347**	**345**	**286**	**144**	**74**	**18**	**1,640**
Other motor vehicle passenger	M	3	39	39	51	26	42	32	18	15	12	37	314
	F	9	39	18	18	12	26	28	26	20	17	36	249
	Sub-total[1]	**12**	**79**	**58**	**69**	**38**	**68**	**60**	**44**	**35**	**29**	**100**	**592**
Motorcycle rider	M	0	38	245	353	262	462	462	362	136	23	23	2,366
	F	0	2	14	35	26	61	45	32	6	1	1	223
	Sub-total[1]	**0**	**40**	**259**	**388**	**288**	**523**	**507**	**394**	**142**	**24**	**24**	**2,589**
Motorcycle passenger	M	0	11	7	7	1	1	0	1	0	0	2	30
	F	0	3	5	5	9	11	16	14	6	1	10	80
	Sub-total[1]	**0**	**14**	**12**	**12**	**10**	**12**	**16**	**15**	**6**	**1**	**15**	**113**
Pedal cycle rider/passenger	M	3	83	57	77	67	186	183	121	40	24	19	860
	F	0	15	6	17	18	37	37	21	8	3	3	165
	Sub-total[1]	**3**	**98**	**63**	**94**	**85**	**223**	**220**	**142**	**48**	**27**	**22**	**1,025**
Pedestrian	M	25	177	76	90	50	126	101	91	67	102	25	930
	F	16	109	67	69	65	87	69	95	67	99	22	765
	Sub-total[1]	**41**	**286**	**143**	**159**	**115**	**213**	**170**	**186**	**134**	**201**	**48**	**1,696**
CASUALTIES[2]:	**M**	**117**	**695**	**1,480**	**1,497**	**1,085**	**2,172**	**1,969**	**1,553**	**927**	**853**	**308**	**12,656**
	F	**127**	**539**	**1,200**	**1,249**	**777**	**1,522**	**1,468**	**1,234**	**790**	**764**	**419**	**10,089**
	TOTAL[1]	**244**	**1,237**	**2,681**	**2,746**	**1,862**	**3,694**	**3,437**	**2,787**	**1,717**	**1,617**	**910**	**22,932**

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	693	649	477	942	816	654	500	580	38	5,379
	F	0	16	832	879	518	1,114	1,060	824	515	426	51	6,235
	Sub-total[1]	**0**	**46**	**1,525**	**1,528**	**995**	**2,056**	**1,876**	**1,478**	**1,015**	**1,006**	**90**	**11,615**
Car passenger	M	88	315	274	153	94	113	80	60	51	68	150	1,446
	F	102	359	253	210	114	156	174	200	169	230	292	2,259
	Sub-total[1]	**190**	**676**	**527**	**363**	**208**	**269**	**254**	**260**	**220**	**298**	**593**	**3,858**
Other motor vehicle driver	M	0	7	115	136	121	318	307	269	137	67	14	1,491
	F	0	1	12	24	18	36	44	29	11	8	4	187
	Sub-total[1]	**0**	**8**	**127**	**160**	**139**	**354**	**351**	**298**	**148**	**75**	**18**	**1,678**
Other motor vehicle passenger	M	3	40	41	52	26	45	34	19	15	12	37	324
	F	9	39	18	18	12	27	28	26	20	17	37	251
	Sub-total[1]	**12**	**80**	**60**	**70**	**38**	**72**	**62**	**45**	**35**	**29**	**101**	**604**
Motorcycle rider	M	0	39	250	358	273	471	474	371	142	24	23	2,425
	F	0	2	14	35	26	61	45	32	7	1	1	224
	Sub-total[1]	**0**	**41**	**264**	**393**	**299**	**532**	**519**	**403**	**149**	**25**	**24**	**2,649**
Motorcycle passenger	M	0	11	7	7	1	1	0	1	0	0	2	30
	F	0	3	5	6	9	11	16	14	6	1	10	81
	Sub-total[1]	**0**	**14**	**12**	**13**	**10**	**12**	**16**	**15**	**6**	**1**	**15**	**114**
Pedal cycle rider/passenger	M	3	84	57	78	67	186	183	124	41	24	19	866
	F	0	15	6	17	19	37	37	21	8	3	3	166
	Sub-total[1]	**3**	**99**	**63**	**95**	**86**	**223**	**220**	**145**	**49**	**27**	**22**	**1,032**
Pedestrian	M	25	182	81	92	52	128	105	93	69	110	25	962
	F	17	110	67	70	66	90	71	97	68	110	22	788
	Sub-total[1]	**42**	**292**	**148**	**162**	**118**	**218**	**176**	**190**	**137**	**220**	**48**	**1,751**
CASUALTIES[2]:	**M**	**119**	**708**	**1,518**	**1,525**	**1,111**	**2,204**	**1,999**	**1,591**	**955**	**885**	**308**	**12,923**
	F	**128**	**545**	**1,207**	**1,259**	**782**	**1,532**	**1,475**	**1,243**	**804**	**796**	**420**	**10,191**
	TOTAL[1]	**247**	**1,256**	**2,726**	**2,784**	**1,893**	**3,736**	**3,474**	**2,834**	**1,759**	**1,681**	**911**	**23,301**

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	110	12,161	12,271
Fitted but not worn	21	205	226
No restraint fitted	1	33	34
Unknown	32	730	762
Sub-total	**164**	**13,129**	**13,293**
Passenger			
Adult belt worn	47	3,078	3,125
Child restraint worn	3	186	189
Fitted but not worn	10	116	126
No restraint fitted	5	75	80
Unknown	17	925	942
Sub-total	**82**	**4,380**	**4,462**
Motorcycle rider/passenger			
Open face (jet) helmet worn	14	344	358
Full face helmet worn	41	2,041	2,082
No helmet worn	3	82	85
Unknown	3	235	238
Sub-total	**61**	**2,702**	**2,763**
Pedal cycle rider/passenger			
Helmet worn	5	732	737
No helmet worn	2	151	153
Unknown	0	141	141
Sub-total	**7**	**1,024**	**1,031**
Other/unknown	**0**	**0**	**0**
All road vehicle casualties			
Device worn	220	18,543	18,753
Device not worn	42	662	704
Unknown	52	2,031	2,083
ROAD VEHICLE CASUALTIES: TOTAL[2]	**314**	**21,235**	**21,549**

[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)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	0	16	14	19	10	19	25	18	14	0	135
	F	0	0	3	3	3	3	0	6	4	6	0	28
	Sub-total[2]	**0**	**0**	**19**	**17**	**22**	**13**	**19**	**31**	**22**	**20**	**0**	**163**
.001 – .019[3]	M	0	0	2	0	0	0	0	0	0	0	0	2
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	0	0	1	1	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.050 – .079	M	0	0	0	0	0	1	0	0	1	0	0	2
	F	0	0	0	0	0	0	0	0	0	2	0	2
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**4**
.080 – .149	M	0	0	0	2	1	6	0	0	0	0	0	9
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**2**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**10**
≥ .150	M	0	1	1	2	1	5	3	2	4	0	0	19
	F	0	0	0	1	0	2	1	0	2	0	0	6
	Sub-total[2]	**0**	**1**	**1**	**3**	**1**	**7**	**4**	**2**	**6**	**0**	**0**	**25**
Unknown	M	0	1	2	0	1	2	2	4	1	1	0	14
	F	0	0	0	0	0	0	1	0	1	1	0	3
	Sub-total[2]	**0**	**1**	**2**	**0**	**1**	**2**	**3**	**4**	**2**	**2**	**0**	**17**
MOTOR VEHICLE	**M**	**0**	**2**	**21**	**19**	**23**	**24**	**24**	**31**	**24**	**15**	**0**	**183**
CONTROLLER	**F**	**0**	**0**	**5**	**4**	**3**	**5**	**2**	**6**	**7**	**9**	**0**	**41**
CASUALTIES:	**TOTAL[2]**	**0**	**2**	**26**	**23**	**26**	**29**	**26**	**37**	**31**	**24**	**0**	**224**

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	40	830	825	623	1,200	1,188	991	607	533	36	6,873
	F	0	15	686	706	396	851	807	678	423	344	29	4,935
	Sub-total[2]	**0**	**55**	**1,516**	**1,531**	**1,019**	**2,051**	**1,995**	**1,669**	**1,030**	**877**	**65**	**11,808**
.001 – .019[3]	M	0	1	1	1	1	0	0	0	0	0	0	4
	F	0	0	1	2	1	0	0	0	0	0	0	4
	Sub-total[2]	**0**	**1**	**2**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
.020 – .049[4]	M	0	1	7	3	1	4	2	0	0	0	0	18
	F	0	0	3	3	0	2	0	0	0	0	0	8
	Sub-total[2]	**0**	**1**	**10**	**6**	**1**	**6**	**2**	**0**	**0**	**0**	**0**	**26**
.050 – .079	M	0	3	11	11	1	12	9	1	4	0	0	52
	F	0	0	1	2	1	5	2	0	1	1	0	13
	Sub-total[2]	**0**	**3**	**12**	**13**	**2**	**17**	**11**	**1**	**5**	**1**	**0**	**65**
.080 – .149	M	0	2	29	39	28	57	31	8	4	3	2	203
	F	0	0	13	15	5	15	8	3	0	2	2	63
	Sub-total[2]	**0**	**2**	**42**	**54**	**33**	**72**	**39**	**11**	**4**	**5**	**4**	**266**
≥ .150	M	0	0	20	41	31	61	52	23	2	1	1	232
	F	0	0	3	10	8	19	16	7	2	0	1	66
	Sub-total[2]	**0**	**0**	**23**	**51**	**39**	**80**	**68**	**30**	**4**	**1**	**2**	**298**
Unknown	M	0	27	139	204	163	373	291	240	138	119	36	1,730
	F	0	4	146	196	148	314	314	191	100	79	24	1,516
	Sub-total[2]	**0**	**31**	**285**	**400**	**311**	**687**	**605**	**431**	**238**	**198**	**61**	**3,247**
MOTOR VEHICLE	**M**	**0**	**74**	**1,037**	**1,124**	**848**	**1,707**	**1,573**	**1,263**	**755**	**656**	**75**	**9,112**
CONTROLLER	**F**	**0**	**19**	**853**	**934**	**559**	**1,206**	**1,147**	**879**	**526**	**426**	**56**	**6,605**
CASUALTIES:	**TOTAL[2]**	**0**	**93**	**1,890**	**2,058**	**1,407**	**2,913**	**2,720**	**2,142**	**1,281**	**1,082**	**132**	**15,718**

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	40	846	839	642	1,210	1,207	1,016	625	547	36	7,008
	F	0	15	689	709	399	854	807	684	427	350	29	4,963
	Sub-total[2]	**0**	**55**	**1,535**	**1,548**	**1,041**	**2,064**	**2,014**	**1,700**	**1,052**	**897**	**65**	**11,971**
.001 – .019[3]	M	0	1	3	1	1	0	0	0	0	0	0	6
	F	0	0	2	2	1	0	0	0	0	0	0	5
	Sub-total[2]	**0**	**1**	**5**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
.020 – .049[4]	M	0	1	7	4	2	4	2	0	0	0	0	20
	F	0	0	3	3	0	2	0	0	0	0	0	8
	Sub-total[2]	**0**	**1**	**10**	**7**	**2**	**6**	**2**	**0**	**0**	**0**	**0**	**28**
.050 – .079	M	0	3	11	11	1	13	9	1	5	0	0	54
	F	0	0	1	2	1	5	2	0	1	3	0	15
	Sub-total[2]	**0**	**3**	**12**	**13**	**2**	**18**	**11**	**1**	**6**	**3**	**0**	**69**
.080 – .149	M	0	2	29	41	29	63	31	8	4	3	2	212
	F	0	0	14	15	5	15	8	3	0	2	2	64
	Sub-total[2]	**0**	**2**	**43**	**56**	**34**	**78**	**39**	**11**	**4**	**5**	**4**	**276**
≥ .150	M	0	1	21	43	32	66	55	25	6	1	1	251
	F	0	0	3	11	8	21	17	7	4	0	1	72
	Sub-total[2]	**0**	**1**	**24**	**54**	**40**	**87**	**72**	**32**	**10**	**1**	**2**	**323**
Unknown	M	0	28	141	204	164	375	293	244	139	120	36	1,744
	F	0	4	146	196	148	314	315	191	101	80	24	1,519
	Sub-total[2]	**0**	**32**	**287**	**400**	**312**	**689**	**608**	**435**	**240**	**200**	**61**	**3,264**
MOTOR VEHICLE	**M**	**0**	**76**	**1,058**	**1,143**	**871**	**1,731**	**1,597**	**1,294**	**779**	**671**	**75**	**9,295**
CONTROLLER	**F**	**0**	**19**	**858**	**938**	**562**	**1,211**	**1,149**	**885**	**533**	**435**	**56**	**6,646**
CASUALTIES:	**TOTAL[2]**	**0**	**95**	**1,916**	**2,081**	**1,433**	**2,942**	**2,746**	**2,179**	**1,312**	**1,106**	**132**	**15,942**

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	89	3	1	3	4	17	9	126
Light truck driver	13	0	0	1	3	3	1	21
Heavy rigid truck driver	1	0	0	0	0	0	0	1
Articulated truck driver	11	0	0	0	0	0	0	11
Bus driver	1	0	0	0	0	0	0	1
Motorcycle rider	44	0	1	0	3	5	7	60
Other motor vehicle driver	4	0	0	0	0	0	0	4
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	163	3	2	4	10	25	17	224

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	8,645	4	16	42	202	213	2,367	11,489
Light truck driver	833	3	3	10	31	38	195	1,113
Heavy rigid truck driver	90	0	0	0	0	0	12	102
Articulated truck driver	144	0	2	1	0	0	20	167
Bus driver	33	0	0	0	0	0	4	37
Motorcycle rider	1,894	1	5	12	30	42	605	2,589
Other motor vehicle driver	169	0	0	0	3	5	44	221
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	11,808	8	26	65	266	298	3,247	15,718

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	8,734	7	17	45	206	230	2,376	11,615
Light truck driver	846	3	3	11	34	41	196	1,134
Heavy rigid truck driver	91	0	0	0	0	0	12	103
Articulated truck driver	155	0	2	1	0	0	20	178
Bus driver	34	0	0	0	0	0	4	38
Motorcycle rider	1,938	1	6	12	33	47	612	2,649
Other motor vehicle driver	173	0	0	0	3	5	44	225
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**11,971**	**11**	**28**	**69**	**276**	**323**	**3,264**	**15,942**

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	56	1,033	1,089
No	255	15,420	15,675
Unknown	58	6,479	6,537
CASUALTIES: Total	369	22,932	23,301

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

	Degree of casualty		
Speeding involved in crash	Killed	Injured	Total killed & injured
Yes	146	3,798	3,944
No or unknown	223	19,134	19,357
CASUALTIES: Total	369	22,932	23,301

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

	Degree of casualty		
Fatigue involved in crash	Killed	Injured	Total killed & injured
Yes	62	1,959	2,021
No or unknown	307	20,973	21,280
CASUALTIES: Total	369	22,932	23,301

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	246,674	233,271	479,945
5 – 16	556,862	525,574	1,082,436
17 – 20	193,883	182,761	376,644
21 – 25	257,699	250,882	508,581
26 – 29	212,330	211,535	423,865
30 – 39	502,594	507,551	1,010,145
40 – 49	495,071	507,055	1,002,126
50 – 59	463,776	473,189	936,965
60 – 69	366,054	370,199	736,253
≥70	332,235	416,687	748,922
NEW SOUTH WALES RESIDENTS:			
TOTAL	3,627,178	3,678,704	7,305,882

Source – Australian Bureau of Statistics Australian Demographic Statistics.
1 Preliminary estimated resident population for 30 June 2012 as published in September 2013.

Table 33: Licence holders* as at 30 June 2012

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	27,545	26,060	53,605	233	20	253	27,778	26,080	53,858
17 – 20	148,915	149,807	298,722	8,760	1,055	9,815	157,675	150,862	308,537
21 – 25	180,977	196,189	377,166	20,996	2,644	23,640	201,973	198,833	400,806
26 – 29	150,964	170,929	321,893	24,054	3,512	27,566	175,018	174,441	349,459
30 – 39	383,570	448,577	832,147	83,129	13,124	96,253	466,699	461,701	928,400
40 – 49	373,084	453,091	826,177	108,475	16,098	124,573	481,559	469,189	950,750
50 – 59	327,926	405,983	733,909	118,790	15,133	133,924	446,716	421,116	867,833
60 – 69	276,843	301,770	578,613	71,708	7,898	79,606	348,551	309,668	658,219
≥ 70	233,242	204,496	437,739	27,360	2,012	29,372	260,602	206,508	467,111
LICENCE HOLDERS TOTAL[2]	2,103,066	2,356,902	4,459,971	463,505	61,496	525,002	2,566,571	2,418,398	4,984,973

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]	3,978,665
Rigid truck, van or utility	644,129
Articulated truck	23,480
Bus	14,940
Motorcycle	187,464
Sub-total	**4,848,678**
OTHER VEHICLES	
Plant	9,281
Trailer	857,400
Sub-total	**866,681**
VEHICLES ON REGISTER: TOTAL	5,715,359

Source – Roads and Maritime Services.

Note: As a result of a reclassification of types in the registration database, the 2012 passenger vehicle and rigid truck, van or utility categories are not comparable with those years prior to 2011.

1 As at 30 June 2012

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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