



Transport  
for NSW

# ROAD TRAFFIC CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended  
31 December 2013

2013



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

18 Lee Street  
Chippendale NSW 2008

Telephone: (02) 8202 2200  
Facsimile: (02) 8202 2209  
Postal address: PO Box K659 Haymarket NSW 1240

Internet: <http://roadsafety.transport.nsw.gov.au/>

E-mail: <http://roadsafety.transport.nsw.gov.au/cgi-bin/index.cgi?action=feedback.form>

**Further information:**

For further information concerning road crash statistics for New South Wales, write to the:

NSW Centre for Road Safety  
PO Box K659  
Haymarket NSW 1240

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# Summary data for 2013

	Number	Percentage	Compared with 2012	
			Number change	Percentage change
CRASHES				
Fatal crashes	316	0.8	-20	-6.0
Injury crashes	17,270	42.1	-840	-4.6
Non-casualty crashes	23,392	57.1	+318	+1.4
<b>Total recorded crashes</b>	<b>40,978</b>	<b>100.0</b>	<b>-542</b>	<b>-1.3</b>
CASUALTIES				
Killed	333	1.5	-36	-9.8
Injured	21,709	98.5	-1,223	-5.3
<b>Total casualties</b>	<b>22,042</b>	<b>100.0</b>	<b>-1,259</b>	<b>-5.4</b>
VEHICLES ON REGISTER <sup>1</sup>	4,955,800		+107,100	+2.2
Fatalities per 10,000 vehicles	<b>0.67</b>			<b>-11.7</b>
LICENCE HOLDERS <sup>2</sup>	5,060,800		+75,800	+1.5
Fatalities per 10,000 licence holders	<b>0.66</b>			<b>-11.1</b>
POPULATION OF STATE <sup>3</sup>	7,409,400		+102,300	+1.4
Fatalities per 100,000 persons	<b>4.49</b>			<b>-11.0</b>

<sup>1</sup> As at 30 June 2013. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

<sup>2</sup> As at 30 June 2013. Previously, the number of licences on issue was reported. See also note on Table 33.

<sup>3</sup> Estimated resident population as at 30 June 2013 as published in September 2014. Source - Australian Bureau of Statistics.

# Main points for 2013

- The number of persons killed per 100,000 population was 4.5. This is the lowest since records were first compiled in 1908.
- There were 40,978 recorded road crashes in New South Wales during 2013. Of these, 17,586 were casualty crashes. There were 333 persons killed and 21,709 injured.
- The estimated cost to the community of these road crashes using the Willingness to Pay methodology was around \$4,880 million.
- The number of persons killed was down by 36 (10 per cent) on the previous year and was the lowest annual fatality total since 1924.
- The number of persons injured in 2013 was down by 1,223 (5 per cent) on the previous year and was the lowest annual injury total since 1962.
- The number of drivers killed was the lowest since 1954.
- The number of passengers killed was the lowest since records began in 1939 and the number injured was the lowest total since 1951.
- The number of pedestrians killed was the lowest since records began in 1928 and the number injured was the lowest since 1945.
- In contrast, the number of motorcyclists killed was the highest since 1990 with 42 per cent of these fatalities aged 50 years or more.
- The months of January and September both recorded the lowest fatality total for any calendar month since records began in 1936 (both with 15 fatalities).
- Country roads accounted for 35 per cent of all crashes, but 67 per cent of fatal crashes.
- At least 10 per cent of motor vehicle occupants killed were not wearing available seat belts.
- Three of the 14 pedal cyclists killed and at least 15 per cent of those injured failed to wear a helmet.
- Fifty per cent of the pedestrians killed were aged 60 or more, although only 21 per cent of the population is represented by people of this age.
- Amongst those crashes in which alcohol involvement was known, alcohol was a contributing factor in 64 per cent of fatal crashes on Thursday, Friday and Saturday nights, 18 per cent of all fatal crashes, 6 per cent of injury crashes and 5 per cent of all crashes.
- At least 5 per cent of all motor vehicle drivers and motorcycle riders who were killed or injured had an illegal blood 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 43 per cent of fatal crashes and 17 per cent of all crashes.
- Twenty-one per cent of all drivers and motorcycle riders involved in fatal crashes were young persons aged 17-25, but this age group accounted for only 14 per cent of licence holders.
- Twenty-eight 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 18 per cent of fatal crashes.
- Compared with 2012, there was a six per cent decrease in fatal crashes and a ten per cent decrease in fatalities in 2013. There were several crash characteristics which decreased by more than the overall decrease. In particular, passenger fatalities decreased by 40 per cent, pedestrian fatalities decreased by 20 per cent, vehicle occupant fatalities not wearing an available restraint decreased by 35 per cent, fatal crashes on country roads with a speed limit of 60 km/h or less decreased by 41 per cent and fatal crashes involving heavy trucks decreased by 18 per cent.
- However, compared with 2012, a notable increase occurred in 2013 – motorcyclist fatalities were up by 16 per cent, which included an increase of 76 per cent for motorcyclist fatalities aged 50 years or more.

# 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 27 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 13.

### 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 2,592. 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 2,545 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 October 2014.

### Criteria for reporting crashes in 2013

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.

As of July 1997, information related to a road crash is entered directly into COPS (Computerised Operational Policing System) by a police officer, using details collected by them from the scene, or witness accounts.

A sketch or site diagram of the crash site is completed for casualty crashes where a police officer attended the crash scene. The site diagram is scanned and attached to the electronic crash record.

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 data capture system for enhancement and validation.

The crash information and site diagrams are electronically available to SCI, a business enterprise employing physically disabled people, contracted to the CRS to provide a coding and data entry service. Using the CrashLink Data Capture System, accurate location information is determined for each crash and the collision summary/narrative describing the crash and data items is interpreted, validated and coded into consistent values.

A computer checking process is performed to identify inconsistencies and errors which may have occurred during the data entry and validation phases. 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 NSW Health Pathology's Forensic & Analytical Science Services. 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 regularly received 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 Regional Development, 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 and 2013 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 2013. These boundaries differ from those represented in previous statements.

### Speed criteria change

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

## Definitions and explanatory notes

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

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

## Criteria for determining speeding and fatigue involvement

### Speeding

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

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

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

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

### Fatigue

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

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

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

## Crash and casualty trends

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

Table I: Trends in New South Wales 1950, 1955, 1960, 1965, 1970-2013

Year	Killed	Injured	Fatal crashes	Total crashes	Vehicles on register <sup>1</sup> ('000)	Licence holders <sup>2</sup> ('000)	Population <sup>3</sup> ('000)	Total vehicle kilometres travelled <sup>4</sup> ('000,000)	Fatalities per			
									10,000 vehicles	10,000 licences	100,000 population	100 million vehicle km
1950	634	11,096		18,232	478	677	3,193	-	13.26	9.36	19.9	-
1955	820	16,437		37,379	709	1,000	3,491	-	11.57	8.20	23.5	-
1960	978	22,655	910	51,316	972	1,275	3,833	-	10.06	7.67	25.5	-
1965	1,151	29,157	1,026	65,348	1,296	1,608	4,172	-	8.88	7.16	27.6	-
1970	1,309	34,886	1,135	92,998	1,712	2,049	4,522	-	7.65	6.39	28.9	-
1971	1,249	36,660	1,096	99,547	1,818	2,155	4,726 <sup>3</sup>	29,105	6.87	5.80	26.4	4.29
1972	1,092	36,814	981	113,375	1,909	2,223	4,795	-	5.72	4.91	22.8	-
1973	1,230	39,294	1,082	119,426	2,009	2,299	4,842	-	6.12	5.35	25.4	-
1974	1,275	40,429	1,121	128,842	2,098	2,391	4,894	-	6.08	5.33	26.1	-
1975	1,288	38,141	1,150	111,565	2,204	2,532	4,932	-	5.84	5.09	26.1	-
1976	1,264	37,327	1,119	69,204 <sup>5</sup>	2,251	2,634	4,960	34,188	5.62	4.80	25.5	3.70
1977	1,268	38,407	1,118	70,535	2,309	2,744	5,002	-	5.49	4.62	25.4	-
1978	1,384	40,875	1,222	76,127	2,389	2,849	5,054	-	5.79	4.86	27.4	-
1979	1,290	36,984	1,125	66,738	2,490	2,887	5,111	37,674	5.18	4.47	25.2	3.42
1980	1,303	38,816	1,152	66,770	2,587	2,980	5,172	-	5.04	4.37	25.2	-
1981	1,291	38,968	1,130	68,290	2,691	3,087	5,235	-	4.80	4.18	24.7	-
1982	1,253	34,553	1,115	64,056	2,788	3,198	5,304	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 <sup>1</sup>	3,521	5,532	-	3.38	2.92	18.6	-
1987	959	38,219	858	69,214	3,042	3,590	5,617	-	3.15	2.67	17.1	-
1988	1,037	36,616	912	64,012	3,081	3,662	5,707	51,454 <sup>4</sup>	3.37	2.83	18.2	2.02
1989	960	35,324	783	62,801	3,171	3,705	5,776	-	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 <sup>1</sup>	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 <sup>2</sup>	6,246	-	1.69	1.46	9.2	-
1998	556	26,415	491	52,575	3,493	4,030	6,306	52,607 <sup>4</sup>	1.59	1.38	8.8	1.06
1999	577	26,748	506	52,866	3,545	4,086	6,375	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 <sup>4</sup>	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	r7,307	66,712	0.76	0.74	5.0	0.55
2013	333	21,709	316	40,978	4,956	5,061	p7,409	-	0.67	0.66	4.5	-

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 2013 are preliminary as published in September 2014.

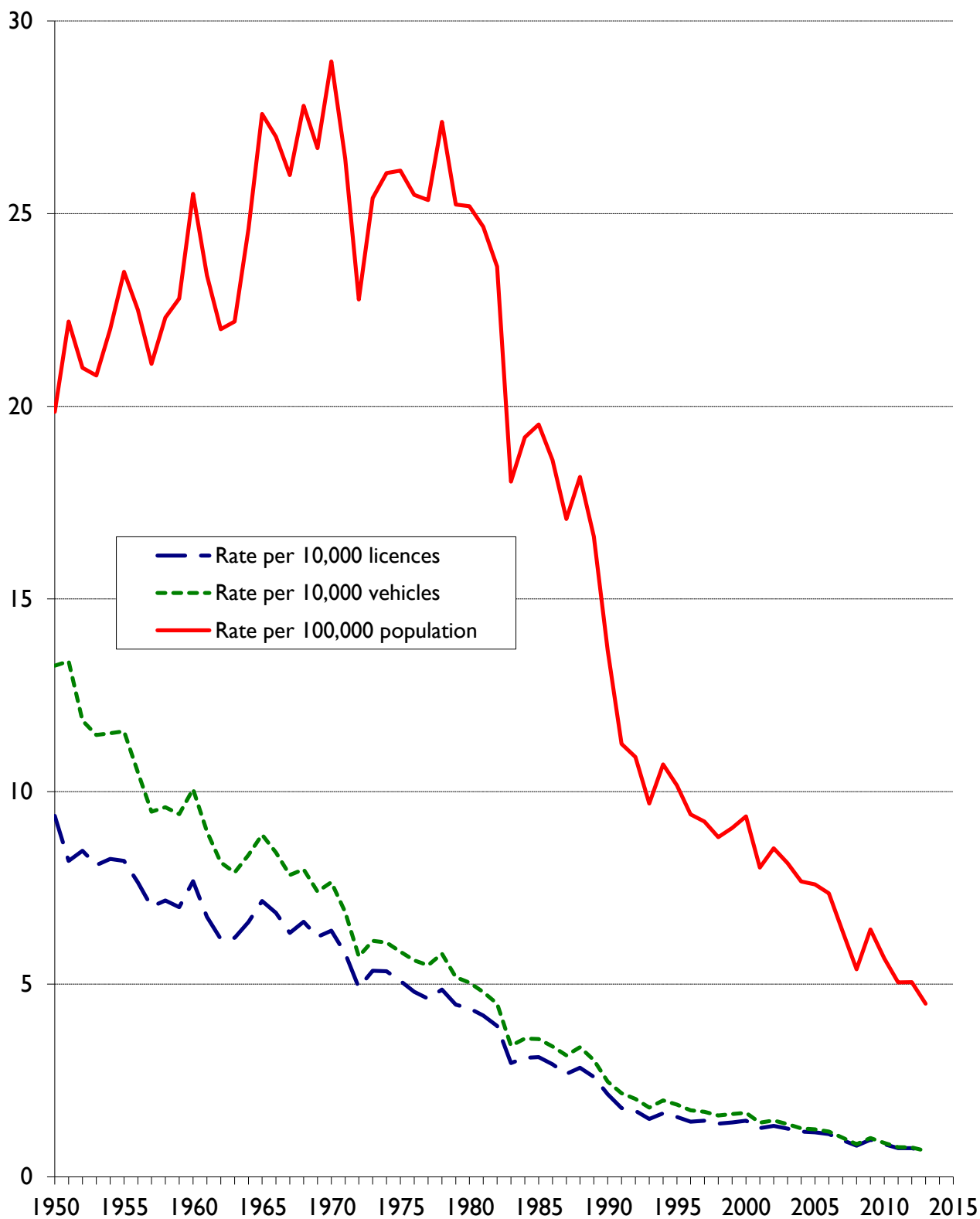
4 From Australian Bureau of Statistics Survey of Motor Vehicle Use. Prior to 1988 travel by commercial buses was excluded. Prior to 1998 travel is for the 12 months ended 30 September. New methodology introduced for the years 1998 to 2007. Travel for 1998 is for the 12 months ended 31 July. Travel from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



Figure I: Fatality rate per 10,000 vehicles, 10,000 licence holders and 100,000 population for years 1950 to 2013 in NSW



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

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

	Killed	Vehicles <sup>3</sup> ( <sup>000</sup> )	Population <sup>4</sup> ( <sup>000</sup> )	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
<b>NEW SOUTH WALES</b>	<b>333</b>	<b>4,956</b>	<b>7,409</b>	<b>0.7</b>	<b>4.5</b>
Victoria	242	4,384	5,737	0.6	4.2
Queensland	271	3,606	4,653	0.8	5.8
Western Australia	162	2,048	2,520	0.8	6.4
South Australia	98	1,298	1,671	0.8	5.9
Tasmania	36	437	513	0.8	7.0
Australian Capital Territory	7	274	381	0.3	1.8
Northern Territory	37	149	242	2.5	15.3
<b>AUSTRALIA</b>	<b>1,186</b>	<b>17,152</b>	<b>23,129</b>	<b>0.7</b>	<b>5.1</b>
CANADA	2,077 <sup>(12)</sup>	22,366 <sup>(12)</sup>	34,752 <sup>(12)</sup>	0.9	6.0
DENMARK	192	2,916 <sup>(12)</sup>	5,603	0.7	3.4
FRANCE	3,250	41,236 <sup>(12)</sup>	65,579	0.8	5.0
GERMANY	3,340	51,735 <sup>(12)</sup>	80,524	0.6	4.1
JAPAN	5,152	82,994 <sup>(12)</sup>	127,298	0.6	4.0
NETHERLANDS	570	9,573 <sup>(12)</sup>	16,780	0.6	3.4
NEW ZEALAND	254	3,305	4,471	0.8	5.7
NORWAY	190	3,497 <sup>(12)</sup>	5,051	0.5	3.8
SWEDEN	260	5,592 <sup>(12)</sup>	9,556	0.5	2.7
UNITED KINGDOM	1,770	35,501 <sup>(12)</sup>	63,905	0.5	2.8
UNITED STATES OF AMERICA	33,561 <sup>(12)</sup>	265,647 <sup>(12)</sup>	313,914 <sup>(12)</sup>	1.3	10.7

1 Australian data based on information published by the Bureau of Infrastructure, Transport and Regional Economics for 2013.

2 Fatality data are for 2013 for most other countries and are based on Reported Road Casualty Great Britain Annual Report 2013 or the relevant National Statistical Reporting Authorities. Some fatality data for 2013 were not available and so 2012 data have been included.

3 Australian figures (except for New South Wales) are as at 31 January 2013 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 2013. International figures are sourced from the International Road Traffic and Accident Database (OECD) or the relevant National Statistical Reporting Authorities.

4 Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2013 as published in March 2014. Canada population estimates are for 1 July from Statistics Canada. European population estimates are for 1 January from Eurostat. Japanese population estimate for 1 October from the Statistical Handbook of Japan 2014. New Zealand population estimate for 30 June from Ministry of Transport New Zealand. United States population estimate for 2012 from National Highway Traffic Safety Administration.

12 Data for 2012.

**Table 3: Deaths within NSW, causes of death, sex, age for 2012**

2012	Age (years)									TOTAL <sup>3</sup>
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
<b>Males</b>										
Deaths from all causes <sup>1</sup>	248	92	143	167	431	868	1,877	3,563	17,450	24,840
All accidental deaths <sup>1</sup>	28	42	57	62	117	125	109	75	383	998
Road deaths <sup>2</sup>	12	35	29	31	32	30	38	28	32	267
as % of accidental deaths	43	83	51	50	27	24	35	37	8	27
as % of all deaths	5	38	20	19	7	3	2	1	<1	1
<b>Females</b>										
Deaths from all causes <sup>1</sup>	176	43	53	48	241	537	1,131	2,191	19,520	23,941
All accidental deaths <sup>1</sup>	14	11	16	14	38	47	54	49	471	714
Road deaths <sup>2</sup>	6	7	9	7	10	7	9	14	32	102
as % of accidental deaths	43	64	56	50	26	15	17	29	7	14
as % of all deaths	3	16	17	15	4	1	1	1	<1	<1
<b>All persons</b>										
Deaths from all causes <sup>1</sup>	424	135	196	215	672	1,405	3,008	5,754	36,970	48,781
All accidental deaths <sup>1</sup>	42	53	73	76	155	172	163	124	854	1,712
Road deaths <sup>2</sup>	18	42	38	38	42	37	47	42	64	369
as % of accidental deaths	43	79	52	50	27	22	29	34	7	22
as % of all deaths	4	31	19	18	6	3	2	1	<1	1

Note

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

2 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	<b>51</b>	<b>36</b>	<b>54</b>	<b>59</b>	<b>50</b>	<b>57</b>	<b>63</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>68</b>	<b>53</b>	<b>634</b>
1951	53	40	72	64	66	77	55	59	63	68	50	61	728
1952	58	58	65	82	70	52	50	49	51	52	50	63	700
1953	54	51	59	63	61	60	60	68	61	64	35	68	704
1954	51	70	56	76	65	54	62	73	67	73	47	60	754
1955	79	57	70	90	64	56	66	65	48	73	72	80	820
1956	56	60	80	66	71	71	62	57	70	64	65	79	801
1957	52	53	63	61	82	66	60	76	53	48	76	75	765
1958	70	54	70	60	86	67	76	64	66	63	64	84	824
1959	79	34	63	66	80	94	75	78	66	66	79	79	859
1960	<b>79</b>	<b>82</b>	<b>73</b>	<b>94</b>	<b>81</b>	<b>87</b>	<b>110</b>	<b>89</b>	<b>62</b>	<b>79</b>	<b>59</b>	<b>83</b>	<b>978</b>
1961	63	55	83	70	79	102	92	79	93	52	63	87	918
1962	72	58	72	62	91	66	88	75	74	67	58	93	876
1963	70	46	79	73	86	85	78	93	72	81	43	94	900
1964	78	76	93	83	111	72	78	87	84	88	71	89	1,010
1965	79	89	94	101	96	129	99	71	83	112	88	110	1,151
1966	98	66	88	126	99	94	96	73	71	117	95	120	1,143
1967	87	79	94	82	93	89	106	100	94	98	92	103	1,117
1968	90	104	103	72	102	110	102	96	100	100	105	127	1,211
1969	86	77	80	119	103	111	107	103	91	97	98	116	1,188
1970	<b>105</b>	<b>89</b>	<b>118</b>	<b>136</b>	<b>116</b>	<b>91</b>	<b>92</b>	<b>115</b>	<b>94</b>	<b>129</b>	<b>107</b>	<b>117</b>	<b>1,309</b>
1971	85	93	99	101	124	108	109	118	102	115	92	103	1,249
1972	73	59	86	94	112	74	85	114	95	94	90	116	1,092
1973	98	85	88	113	107	96	88	112	126	80	107	130	1,230
1974	103	95	101	94	108	113	93	113	112	105	105	133	1,275
1975	106	111	115	94	116	108	88	111	121	100	109	109	1,288
1976	92	76	95	113	126	102	99	106	129	116	98	112	1,264
1977	92	106	109	121	104	87	98	111	89	121	109	121	1,268
1978	114	95	126	101	122	129	128	123	113	104	104	125	1,384
1979	73	75	134	121	120	92	108	109	122	107	103	126	1,290
1980	<b>99</b>	<b>62</b>	<b>97</b>	<b>128</b>	<b>112</b>	<b>103</b>	<b>134</b>	<b>128</b>	<b>92</b>	<b>118</b>	<b>124</b>	<b>106</b>	<b>1,303</b>
1981	112	93	85	125	107	85	112	94	104	116	124	134	1,291
1982	134	113	90	119	101	96	104	106	98	101	107	84	1,253
1983	70	57	91	91	79	79	81	79	86	77	83	93	966
1984	89	76	103	71	96	90	56	91	85	75	97	108	1,037
1985	74	85	77	84	92	71	82	81	97	98	94	132	1,067
1986	89	85	100	74	107	76	76	74	81	101	77	89	1,029
1987	86	58	82	84	69	83	77	63	84	112	74	87	959
1988	89	75	97	75	81	74	85	79	92	107	84	99	1,037
1989	56	82	82	45	77	97	75	64	93	96	69	124	960
1990	<b>52</b>	<b>52</b>	<b>87</b>	<b>57</b>	<b>59</b>	<b>70</b>	<b>83</b>	<b>66</b>	<b>80</b>	<b>62</b>	<b>55</b>	<b>74</b>	<b>797</b>
1991	61	47	52	59	55	52	61	55	59	57	49	56	663
1992	55	56	56	47	41	59	53	65	50	62	55	50	649
1993	44	31	56	51	37	42	42	59	42	59	55	63	581
1994	56	41	65	54	51	42	52	38	43	73	69	63	647
1995	38	50	61	46	48	57	51	53	41	60	59	56	620
1996	23	49	49	62	48	56	50	52	43	52	47	50	581
1997	69	44	39	42	58	38	53	47	35	47	62	42	576
1998	47	39	61	43	58	51	36	51	37	47	31	55	556
1999	52	41	61	47	60	40	39	44	52	43	48	50	577
2000	<b>50</b>	<b>52</b>	<b>48</b>	<b>55</b>	<b>53</b>	<b>48</b>	<b>58</b>	<b>33</b>	<b>50</b>	<b>39</b>	<b>49</b>	<b>68</b>	<b>603</b>
2001	38	39	42	42	56	35	44	51	35	46	46	50	524
2002	39	45	50	46	56	57	35	51	50	45	43	44	561
2003	42	40	49	47	42	32	35	51	40	57	52	52	539
2004	52	44	48	34	39	41	44	43	35	43	47	40	510
2005	35	38	37	45	56	40	50	40	44	40	37	46	508
2006	57	39	54	49	37	43	34	34	33	42	38	36	496
2007	34	30	42	47	31	41	41	30	32	33	37	37	435
2008	28	29	29	26	24	30	34	35	33	39	31	36	374
2009	26	34	39	55	36	34	27	49	42	45	30	36	453
2010	<b>43</b>	<b>34</b>	<b>26</b>	<b>43</b>	<b>37</b>	<b>33</b>	<b>23</b>	<b>27</b>	<b>37</b>	<b>39</b>	<b>38</b>	<b>25</b>	<b>405</b>
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
2013	<b>15</b>	<b>33</b>	<b>30</b>	<b>26</b>	<b>24</b>	<b>32</b>	<b>26</b>	<b>33</b>	<b>15</b>	<b>37</b>	<b>34</b>	<b>28</b>	<b>333</b>

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

Year	Road user class							
	Vehicle occupant				Motorcyclist			
	Driver		Passenger		Rider		Passenger	
	K	I	K	I	K	I	K	I
1960	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
2013	155	12,286	49	4,120	67	2,501	4	123

<sup>1</sup> K – Killed I – Injured.

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

Year	Road user class							
	Pedestrian		Pedal cyclist <sup>2</sup>		Other <sup>3</sup>		All road users	
	K	I	K	I	K	I	K	I
<b>1960</b>	<b>367</b>	<b>4,022</b>	<b>42</b>	<b>1,128</b>	<b>0</b>	<b>25</b>	<b>978</b>	<b>22,655</b>
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
<b>1970</b>	<b>291</b>	<b>4,346</b>	<b>26</b>	<b>792</b>	<b>1</b>	<b>41</b>	<b>1,309</b>	<b>34,886</b>
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
<b>1980</b>	<b>252</b>	<b>4,161</b>	<b>31</b>	<b>1,326</b>	<b>1</b>	<b>23</b>	<b>1,303</b>	<b>38,816</b>
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
<b>1990</b>	<b>177</b>	<b>3,944</b>	<b>20</b>	<b>1,860</b>	<b>0</b>	<b>21</b>	<b>797</b>	<b>32,153</b>
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
<b>2000</b>	<b>110</b>	<b>2,979</b>	<b>6</b>	<b>1,218</b>	<b>1</b>	<b>5</b>	<b>603</b>	<b>28,812</b>
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
<b>2010</b>	<b>59</b>	<b>1,871</b>	<b>11</b>	<b>1,077</b>	<b>0</b>	<b>1</b>	<b>405</b>	<b>24,623</b>
2011	49	1,862	10	995	0	3	364	26,366
2012	55	1,696	7	1,025	0	0	369	22,932
<b>2013</b>	<b>44</b>	<b>1,661</b>	<b>14</b>	<b>1,016</b>	<b>0</b>	<b>2</b>	<b>333</b>	<b>21,709</b>

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 2013

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

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

Period	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	I C	N	Total crashes	K	I	Total killed & injured
New Year (1 January) (1 day)	2	35	47	84	3	44	47
Australia Day (25 January to 28 January) (4 days)	0	195	343	538	0	276	276
Easter (28 March to 1 April) (5 days)	3	217	269	489	3	287	290
Anzac Day (25 April) (1 day)	2	36	58	96	2	49	51
Queen's Birthday (7 June to 10 June) (4 days)	6	175	243	424	6	231	237
Labour Day (4 October to 7 October) (4 days)	5	167	209	381	7	228	235
Christmas (24 December to 31 December) (8 days)	6	269	387	662	7	356	363
<b>SCHOOL HOLIDAYS</b>							
January (1 January to 28 January) (28 days)	13	1,189	1,629	2,831	14	1,575	1,589
End Term 1 (13 April to 28 April) (16 days)	13	713	965	1,691	14	936	950
End Term 2 (29 June to 14 July) (16 days)	12	690	1,017	1,719	13	861	874
End Term 3 (21 September to 7 October) (17 days)	15	786	993	1,794	18	1,023	1,041
December (21 December to 31 December) (11 days)	9	381	535	925	10	504	514

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

2 K – Killed; I – Injured.



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

Time period <sup>1</sup>	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	5	1	1	0	1	1	6	15
02:00 - 03:59	2	1	2	2	0	1	3	11
04:00 - 05:59	1	2	2	1	4	4	1	15
06:00 - 07:59	2	1	6	2	5	6	2	24
08:00 - 09:59	5	4	6	5	2	6	3	31
10:00 - 11:59	4	3	4	2	9	6	8	36
12:00 - 13:59	6	4	5	8	2	6	3	34
14:00 - 15:59	1	4	5	4	2	7	5	28
16:00 - 17:59	8	6	4	6	4	9	2	39
18:00 - 19:59	3	8	3	2	7	2	7	32
20:00 - 21:59	8	3	6	2	2	8	5	34
22:00 - Midnight	2	2	0	0	6	2	5	17
Unknown	0	0	0	0	0	0	0	0
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>47</b>	<b>39</b>	<b>44</b>	<b>34</b>	<b>44</b>	<b>58</b>	<b>50</b>	<b>316</b>

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

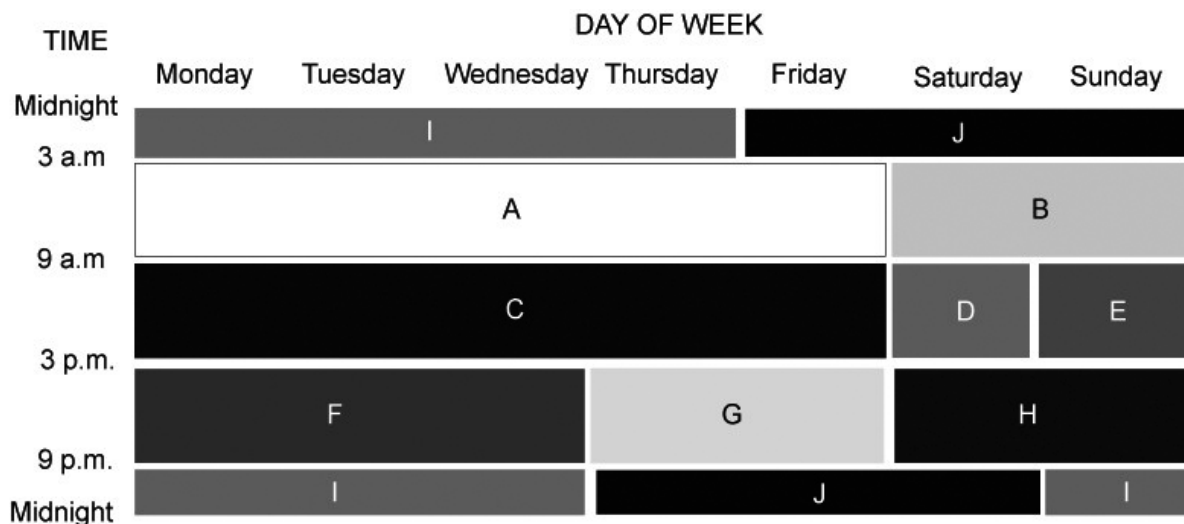
**Table 7b: Total crashes, time period, day of week**

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	314	133	110	119	132	164	325	1,297
02:00 - 03:59	235	76	82	59	95	106	192	845
04:00 - 05:59	173	167	137	161	163	189	171	1,161
06:00 - 07:59	211	509	583	553	559	534	305	3,254
08:00 - 09:59	357	687	767	795	823	772	416	4,617
10:00 - 11:59	564	574	587	574	609	666	849	4,423
12:00 - 13:59	713	639	601	565	633	716	863	4,730
14:00 - 15:59	660	844	765	821	845	935	722	5,592
16:00 - 17:59	619	912	1,018	1,001	1,054	1,034	688	6,326
18:00 - 19:59	472	589	593	606	682	726	547	4,215
20:00 - 21:59	359	340	301	329	395	421	406	2,551
22:00 - Midnight	246	204	224	253	246	392	400	1,965
Unknown	1	0	1	0	0	0	0	2
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>4,924</b>	<b>5,674</b>	<b>5,769</b>	<b>5,836</b>	<b>6,236</b>	<b>6,655</b>	<b>5,884</b>	<b>40,978</b>

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

Time period <sup>1</sup>	Degree of crash						Total crashes	
	Fatal crash		Injury crash		Non-casualty crash			
A	46	(0.8%)	2,474	(41.5%)	3,443	(57.7%)	5,963	(100.0%)
B	12	(0.9%)	535	(38.5%)	842	(60.6%)	1,389	(100.0%)
C	75	(0.8%)	4,223	(44.0%)	5,306	(55.2%)	9,604	(100.0%)
D	18	(0.8%)	1,043	(44.6%)	1,278	(54.6%)	2,339	(100.0%)
E	12	(0.7%)	866	(47.7%)	939	(51.7%)	1,817	(100.0%)
F	42	(0.6%)	2,832	(42.8%)	3,743	(56.6%)	6,617	(100.0%)
G	32	(0.7%)	2,025	(41.2%)	2,864	(58.2%)	4,921	(100.0%)
H	27	(0.8%)	1,470	(43.7%)	1,864	(55.5%)	3,361	(100.0%)
I	17	(0.8%)	817	(36.3%)	1,419	(63.0%)	2,253	(100.0%)
J	35	(1.3%)	985	(36.3%)	1,692	(62.4%)	2,712	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	2	(100.0%)	2	(100.0%)
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>316</b>	<b>(0.8%)</b>	<b>17,270</b>	<b>(42.1%)</b>	<b>23,392</b>	<b>(57.1%)</b>	<b>40,978</b>	<b>(100.0%)</b>

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



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

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

Figure 2: Crashes, road user movement

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

PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 698	 CROSS TRAFFIC 3,154	 HEAD ON (not overtaking) 1,253	 REAR END 7,558	 U TURN 633	 HEAD ON (incl. side swipe) 27	 PARKED 163	 OFF CARRIAGEWAY TO LEFT 510	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 443	 FELL IN/FROM VEHICLE 70
 EMERGING 121	 RIGHT FAR 408	 RIGHT THRU 3,480	 LEFT REAR 267	 U TURN INTO FIXED OBJECT PKD VEHICLE 85	 OUT OF CONTROL 60	 DOUBLE PARKED 5	 LEFT OF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 3,869	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 2,028	 LOAD OR MISSILE STRUCK VEHICLE 26
 FAR SIDE 462	 LEFT FAR 116	 LEFT THRU 3	 RIGHT REAR 1,082	 LEAVING PARKING 454	 PULLING OUT 5	 ACCIDENT OR BREAK DOWN 150	 OFF CARRIAGEWAY TO RIGHT 275	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 161	 STRUCK TRAIN / AEROPLANE 2
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 120	 RIGHT NEAR 1,683	 RIGHT/LEFT 31	 LANE SIDE SWIPE 380	 ENTERING PARKING 47	 OVERTAKE TURNING 134	 VEHICLE DOOR 195	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,621	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 760	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 103
 WALKING WITH TRAFFIC 25	 TWO R TURNING 88	 RIGHT/RIGHT 2	 LANE CHANGE RIGHT (not overtaking) 574	 PARKING VEHICLES ONLY 85	 CUTTING IN 29	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 7	 OUT OF CONTROL ON CARRIAGEWAY 531	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 218	 PARKED VEH RUN AWAY INTO VEHICLE 9
 FACING TRAFFIC 16	 RIGHT/LEFT FAR 32	 LEFT/LEFT 0	 LANE CHANGE LEFT 664	 REVERSING 58	 PULLING OUT REAR END 19	 TEMPORARY ROADWORKS 22	 OFF END OF ROAD/ T INTERSECTION 135	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 1,044	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 11
 ON FOOTPATH/ MEDIAN 48	 LEFT NEAR 332		 RIGHT TURN SIDE SWIPE 212	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 79		 STRUCK OBJECT ON CARRIAGEWAY 181	 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 190		
 DRIVEWAY 73	 LEFT/RIGHT FAR 0		 LEFT TURN SIDE SWIPE 311	 EMERGING FROM DRIVEWAY 850		 ANIMAL (not ridden) 618	 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 961		
	 TWO LEFT TURNING 3			 FROM FOOTPATH 137			 OUT OF CONTROL ON CARRIAGEWAY 442		 OTHER 0
 OTHER PEDESTRIAN 32	 OTHER ADJACENT 5	 OTHER OPPOSING 4	 OTHER SAME DIRECTION 32	 OTHER MANOEUVRING 180	 OTHER OVERTAKING 2	 OTHER ON PATH 41	 OTHER STRAIGHT 27	 OTHER CURVE 7	 UNKNOWN 0

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

Object hit in first impact	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Bridge/wall	2	37	67	106
Fence/post	21	746	1,641	2,408
Pole	10	457	565	1,032
Embankment	16	396	463	875
Tree	53	970	1,104	2,127
Street furniture	5	192	429	626
Drain or culvert	6	160	192	358
Building	1	34	102	137
Other object	10	273	491	774
Stock	0	38	129	167
Kangaroo/wallaby	2	106	258	366
Other animal	0	38	49	87
Unknown	0	0	2	2
<b>Sub-total</b>	<b>126</b>	<b>3,447</b>	<b>5,492</b>	<b>9,065</b>
<b>No object hit</b>	<b>190</b>	<b>13,823</b>	<b>17,900</b>	<b>31,913</b>
<b>CRASHES: TOTAL</b>	<b>316</b>	<b>17,270</b>	<b>23,392</b>	<b>40,978</b>

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

Vehicle type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Car	87	3,009	5,557	8,653
Light truck	19	476	691	1,186
Heavy rigid truck	0	49	80	129
Articulated truck	2	106	127	235
Bus	0	16	14	30
Other motor vehicle	2	52	43	97
Motorcycle	34	1,096	53	1,183
<b>SINGLE MOTOR CRASHES: TOTAL</b>	<b>144</b>	<b>4,804</b>	<b>6,565</b>	<b>11,513</b>

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

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

Type of crash <sup>1</sup>	Degree of crash <sup>2</sup>						Degree of casualty <sup>3</sup>				
	F		I C		N		Total crashes		K	I	Total killed & injured
Car crash	211	(1%)	14,153	(39%)	21,879	(60%)	36,243	(100%)	228	18,227	18,455
Light truck crash	62	(1%)	2,631	(38%)	4,185	(61%)	6,878	(100%)	63	3,424	3,487
Heavy truck crash	49	(2%)	830	(36%)	1,424	(62%)	2,303	(100%)	53	1,051	1,104
Heavy rigid truck crash	22	(2%)	424	(34%)	812	(65%)	1,258	(100%)	24	540	564
Articulated truck crash	30	(3%)	423	(39%)	629	(58%)	1,082	(100%)	32	534	566
Bus crash	2	(0%)	226	(42%)	305	(57%)	533	(100%)	2	318	320
Emergency vehicle crash	2	(1%)	128	(48%)	135	(51%)	265	(100%)	2	201	203
Motorcycle crash	70	(2%)	2,545	(87%)	306	(10%)	2,921	(100%)	71	2,747	2,818
Pedal cycle crash	14	(1%)	1,020	(98%)	4	(0%)	1,038	(100%)	14	1,055	1,069
Pedestrian crash	44	(3%)	1,610	(97%)	4	(0%)	1,658	(100%)	44	1,732	1,776
<b>All types of crashes</b>	<b>316</b>	<b>(1%)</b>	<b>17,270</b>	<b>(42%)</b>	<b>23,392</b>	<b>(57%)</b>	<b>40,978</b>	<b>(100%)</b>	<b>333</b>	<b>21,709</b>	<b>22,042</b>

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

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

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

3 K – Killed; I – Injured.

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

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

Vehicle type	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		All crashes	
Passenger vehicle <sup>2</sup>	269	<i>0.7</i>	21,601	<i>53.3</i>	35,660	<i>88.0</i>	57,530	<i>141.9</i>
Rigid truck, van or utility	93	<i>1.4</i>	3,906	<i>58.0</i>	6,570	<i>97.6</i>	10,569	<i>157.0</i>
Articulated truck <sup>3</sup>	34	<i>18.6</i>	452	<i>247.1</i>	654	<i>357.5</i>	1,140	<i>632.2</i>
Bus	2	<i>1.6</i>	229	<i>179.9</i>	309	<i>242.7</i>	540	<i>424.1</i>
Motorcycle	72	<i>3.6</i>	2,592	<i>131.1</i>	314	<i>15.9</i>	2,978	<i>150.7</i>
<b>All motor vehicles on register<sup>4</sup></b>	<b>476</b>	<b><i>1.0</i></b>	<b>29,642</b>	<b><i>59.8</i></b>	<b>44,577</b>	<b><i>89.9</i></b>	<b>74,695</b>	<b><i>150.7</i></b>

Note: Involvement rates are calculated using registration data in which the vehicle categories differ slightly from those used in the crash database. As a result of a reclassification of types in the registration database, the 2013 involvement rates for the passenger vehicle and rigid truck, van or utility categories are not comparable with previous years.

1 Rates (shown in italics) are expressed as the number of vehicles involved in crashes per 10,000 registered vehicles of that type using registration data as at 30 June 2013.

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

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

4 Includes other and unknown motor vehicle types.

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

Factors possibly contributing to crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	All crashes
<b>Controller Disadvantaged</b>				
Chronic illness/physical infirmity	0	4	4	8
Sudden illness	10	387	292	689
Swerving to avoid animal	3	345	546	894
Distraction inside vehicle*	6	630	1,034	1,670
Distraction outside vehicle	25	1,778	2,387	4,190
<b>Equipment failure/fault</b>				
Brakes	0	40	70	110
Steering	0	15	40	55
Tyres	8	128	253	389
Wheel, axle/suspension	0	16	53	69
Lights	0	12	2	14
Towing/coupling	0	7	21	28
Insecure load	1	25	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 <sup>1</sup>										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
Fatal	Yes	5	5	1	0	0	2	4	6	8	21	0	52
	No	36	7	65	18	11	33	23	21	8	12	0	234
	Unknown	5	0	9	0	1	7	5	0	1	2	0	30
	<b>Sub-total</b>	<b>46</b>	<b>12</b>	<b>75</b>	<b>18</b>	<b>12</b>	<b>42</b>	<b>32</b>	<b>27</b>	<b>17</b>	<b>35</b>	<b>0</b>	<b>316</b>
Injury	Yes	47	78	31	17	15	81	77	92	121	194	0	753
	No	1,716	346	2,996	760	656	1,881	1,361	1,005	515	554	0	11,790
	Unknown	711	111	1,196	266	195	870	587	373	181	237	0	4,727
	<b>Sub-total</b>	<b>2,474</b>	<b>535</b>	<b>4,223</b>	<b>1,043</b>	<b>866</b>	<b>2,832</b>	<b>2,025</b>	<b>1,470</b>	<b>817</b>	<b>985</b>	<b>0</b>	<b>17,270</b>
Non-casualty	Yes	36	72	30	6	13	67	71	70	138	228	0	731
	No	2,599	520	4,109	1,033	727	2,745	2,115	1,360	864	924	0	16,996
	Unknown	808	250	1,167	239	199	931	678	434	417	540	2	5,665
	<b>Sub-total</b>	<b>3,443</b>	<b>842</b>	<b>5,306</b>	<b>1,278</b>	<b>939</b>	<b>3,743</b>	<b>2,864</b>	<b>1,864</b>	<b>1,419</b>	<b>1,692</b>	<b>2</b>	<b>23,392</b>
Total crashes	Yes	88	155	62	23	28	150	152	168	267	443	0	1,536
	No	4,351	873	7,170	1,811	1,394	4,659	3,499	2,386	1,387	1,490	0	29,020
	Unknown	1,524	361	2,372	505	395	1,808	1,270	807	599	779	2	10,422
	<b>TOTAL</b>	<b>5,963</b>	<b>1,389</b>	<b>9,604</b>	<b>2,339</b>	<b>1,817</b>	<b>6,617</b>	<b>4,921</b>	<b>3,361</b>	<b>2,253</b>	<b>2,712</b>	<b>2</b>	<b>40,978</b>

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

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

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

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

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

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

Degree of crash	Alcohol involved	Urbanisation						Total
		Metropolitan <sup>1</sup>			Country <sup>2</sup>			
		Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	
Fatal	Yes	10	0	1	22	19	0	52
	No	62	12	7	51	102	0	234
	Unknown	13	0	0	5	12	0	30
	<b>Sub-total</b>	<b>85</b>	<b>12</b>	<b>8</b>	<b>78</b>	<b>133</b>	<b>0</b>	<b>316</b>
Injury	Yes	262	48	26	288	128	1	753
	No	6,296	489	463	2,836	1,688	18	11,790
	Unknown	2,966	224	168	931	431	7	4,727
	<b>Sub-total</b>	<b>9,524</b>	<b>761</b>	<b>657</b>	<b>4,055</b>	<b>2,247</b>	<b>26</b>	<b>17,270</b>
Non-casualty	Yes	326	38	32	273	62	0	731
	No	9,995	741	562	3,876	1,801	21	16,996
	Unknown	3,398	263	148	1,212	638	6	5,665
	<b>Sub-total</b>	<b>13,719</b>	<b>1,042</b>	<b>742</b>	<b>5,361</b>	<b>2,501</b>	<b>27</b>	<b>23,392</b>
Total crashes	Yes	598	86	59	583	209	1	1,536
	No	16,353	1,242	1,032	6,763	3,591	39	29,020
	Unknown	6,377	487	316	2,148	1,081	13	10,422
	<b>TOTAL</b>	<b>23,328</b>	<b>1,815</b>	<b>1,407</b>	<b>9,494</b>	<b>4,881</b>	<b>53</b>	<b>40,978</b>

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			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	52	753	731	1,536
No	234	11,790	16,996	29,020
Unknown	30	4,727	5,665	10,422
<b>Crashes: Total</b>	<b>316</b>	<b>17,270</b>	<b>23,392</b>	<b>40,978</b>

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

Speeding involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	135	2,986	3,910	7,031
No or unknown	181	14,284	19,482	33,947
<b>Crashes: Total</b>	<b>316</b>	<b>17,270</b>	<b>23,392</b>	<b>40,978</b>

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

Fatigue involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	58	1,346	2,041	3,445
No or Unknown	258	15,924	21,351	37,533
<b>Crashes: Total</b>	<b>316</b>	<b>17,270</b>	<b>23,392</b>	<b>40,978</b>

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

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	0	17	26	18	23	25	16	18	21	1	165
	F	0	0	10	9	15	9	16	18	13	11	0	101
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>35</b>	<b>33</b>	<b>32</b>	<b>41</b>	<b>34</b>	<b>31</b>	<b>32</b>	<b>1</b>	<b>266</b>
Light truck driver	M	0	0	6	14	1	12	10	3	8	3	0	57
	F	0	0	1	0	0	1	0	1	2	0	0	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>1</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>62</b>
Heavy rigid truck driver	M	0	0	1	0	2	4	8	4	2	0	0	21
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>
Articulated truck driver	M	0	0	0	0	2	7	15	4	6	0	0	34
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>15</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>34</b>
Bus driver	M	0	0	0	0	0	0	0	0	2	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
Motorcycle rider	M	0	2	6	5	3	15	9	15	11	2	0	68
	F	0	0	0	0	0	1	0	1	0	2	0	4
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>16</b>	<b>9</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>72</b>
Other motor vehicle driver	M	0	0	0	1	1	1	1	0	1	0	0	5
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>46</b>	<b>27</b>	<b>62</b>	<b>68</b>	<b>42</b>	<b>48</b>	<b>26</b>	<b>1</b>	<b>352</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>16</b>	<b>20</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>110</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>55</b>	<b>42</b>	<b>73</b>	<b>84</b>	<b>62</b>	<b>63</b>	<b>39</b>	<b>2</b>	<b>463</b>

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

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	37	1,236	1,481	1,023	2,042	1,768	1,461	1,040	991	216	11,295
	F	0	34	1,090	1,249	866	1,929	1,754	1,356	816	605	109	9,808
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>71</b>	<b>2,327</b>	<b>2,730</b>	<b>1,890</b>	<b>3,974</b>	<b>3,526</b>	<b>2,820</b>	<b>1,856</b>	<b>1,596</b>	<b>535</b>	<b>21,325</b>
Light truck driver	M	0	5	231	318	206	483	459	365	207	69	38	2,381
	F	0	1	29	43	25	59	52	38	22	8	3	280
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>6</b>	<b>260</b>	<b>361</b>	<b>231</b>	<b>543</b>	<b>511</b>	<b>403</b>	<b>229</b>	<b>77</b>	<b>63</b>	<b>2,684</b>
Heavy rigid truck driver	M	0	0	4	29	25	103	99	92	47	4	5	408
	F	0	0	0	0	0	1	0	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>25</b>	<b>104</b>	<b>99</b>	<b>92</b>	<b>47</b>	<b>4</b>	<b>10</b>	<b>414</b>
Articulated truck driver	M	0	0	1	19	28	89	119	114	48	7	6	431
	F	0	0	0	0	1	2	1	1	0	0	0	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>29</b>	<b>91</b>	<b>120</b>	<b>115</b>	<b>48</b>	<b>7</b>	<b>12</b>	<b>442</b>
Bus driver	M	0	0	3	2	7	40	31	64	34	5	6	192
	F	0	0	0	0	1	3	5	5	1	0	0	15
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>43</b>	<b>36</b>	<b>69</b>	<b>35</b>	<b>5</b>	<b>19</b>	<b>220</b>
Motorcycle rider	M	0	43	280	363	234	459	433	341	116	34	28	2,331
	F	0	5	21	35	33	54	47	44	8	2	0	249
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>48</b>	<b>301</b>	<b>398</b>	<b>267</b>	<b>513</b>	<b>480</b>	<b>385</b>	<b>124</b>	<b>36</b>	<b>35</b>	<b>2,587</b>
Other motor vehicle driver	M	0	2	2	19	46	105	103	109	53	22	54	515
	F	0	0	1	2	3	8	7	2	1	4	31	59
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>21</b>	<b>49</b>	<b>113</b>	<b>110</b>	<b>111</b>	<b>54</b>	<b>26</b>	<b>345</b>	<b>834</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>87</b>	<b>1,757</b>	<b>2,231</b>	<b>1,569</b>	<b>3,321</b>	<b>3,012</b>	<b>2,546</b>	<b>1,545</b>	<b>1,132</b>	<b>353</b>	<b>17,553</b>
	<b>F</b>	<b>0</b>	<b>40</b>	<b>1,141</b>	<b>1,329</b>	<b>929</b>	<b>2,056</b>	<b>1,866</b>	<b>1,446</b>	<b>848</b>	<b>619</b>	<b>143</b>	<b>10,417</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>127</b>	<b>2,899</b>	<b>3,560</b>	<b>2,499</b>	<b>5,381</b>	<b>4,882</b>	<b>3,995</b>	<b>2,393</b>	<b>1,751</b>	<b>1,019</b>	<b>28,506</b>

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

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	60	2,765	2,976	1,899	3,786	2,869	2,280	1,493	1,172	349	19,649
	F	0	39	1,761	2,081	1,296	2,701	2,452	1,730	978	742	142	13,922
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>99</b>	<b>4,527</b>	<b>5,062</b>	<b>3,199</b>	<b>6,496</b>	<b>5,326</b>	<b>4,017</b>	<b>2,474</b>	<b>1,914</b>	<b>930</b>	<b>34,044</b>
Light truck driver	M	0	4	404	473	378	867	704	548	294	108	62	3,842
	F	0	1	24	38	31	86	70	55	24	6	4	339
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>5</b>	<b>428</b>	<b>511</b>	<b>409</b>	<b>954</b>	<b>776</b>	<b>603</b>	<b>318</b>	<b>114</b>	<b>137</b>	<b>4,255</b>
Heavy rigid truck driver	M	0	0	10	68	71	184	174	166	77	8	13	771
	F	0	0	0	1	0	1	2	1	0	0	0	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>71</b>	<b>185</b>	<b>176</b>	<b>167</b>	<b>77</b>	<b>8</b>	<b>26</b>	<b>789</b>
Articulated truck driver	M	0	0	1	17	44	123	186	140	83	7	14	615
	F	0	0	0	0	0	1	1	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>44</b>	<b>124</b>	<b>187</b>	<b>140</b>	<b>83</b>	<b>7</b>	<b>40</b>	<b>643</b>
Bus driver	M	0	0	0	1	15	39	57	95	49	5	5	266
	F	0	0	0	0	3	7	6	9	1	0	1	27
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>46</b>	<b>63</b>	<b>104</b>	<b>50</b>	<b>5</b>	<b>13</b>	<b>300</b>
Motorcycle rider	M	0	1	33	48	21	64	37	38	5	0	8	255
	F	0	0	3	1	3	6	2	3	0	0	0	18
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>49</b>	<b>24</b>	<b>70</b>	<b>39</b>	<b>41</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>277</b>
Other motor vehicle driver	M	0	0	5	27	58	137	122	138	66	13	50	616
	F	0	0	3	4	3	8	4	5	0	0	8	35
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>31</b>	<b>61</b>	<b>145</b>	<b>127</b>	<b>143</b>	<b>66</b>	<b>13</b>	<b>442</b>	<b>1,036</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>65</b>	<b>3,218</b>	<b>3,610</b>	<b>2,486</b>	<b>5,200</b>	<b>4,149</b>	<b>3,405</b>	<b>2,067</b>	<b>1,313</b>	<b>501</b>	<b>26,014</b>
	<b>F</b>	<b>0</b>	<b>40</b>	<b>1,791</b>	<b>2,125</b>	<b>1,336</b>	<b>2,810</b>	<b>2,537</b>	<b>1,803</b>	<b>1,003</b>	<b>748</b>	<b>155</b>	<b>14,348</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>105</b>	<b>5,010</b>	<b>5,740</b>	<b>3,826</b>	<b>8,020</b>	<b>6,694</b>	<b>5,215</b>	<b>3,073</b>	<b>2,061</b>	<b>1,600</b>	<b>41,344</b>

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

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

Road user class	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car driver	M	0	97	4,018	4,483	2,940	5,851	4,662	3,757	2,551	2,184	566	31,109
	F	0	73	2,861	3,339	2,177	4,639	4,222	3,104	1,807	1,358	251	23,831
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>170</b>	<b>6,881</b>	<b>7,827</b>	<b>5,122</b>	<b>10,502</b>	<b>8,893</b>	<b>6,871</b>	<b>4,361</b>	<b>3,542</b>	<b>1,466</b>	<b>55,635</b>
Light truck driver	M	0	9	641	805	585	1,362	1,173	916	509	180	100	6,280
	F	0	2	54	81	56	146	122	94	48	14	7	624
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>11</b>	<b>695</b>	<b>886</b>	<b>641</b>	<b>1,510</b>	<b>1,297</b>	<b>1,010</b>	<b>557</b>	<b>194</b>	<b>200</b>	<b>7,001</b>
Heavy rigid truck driver	M	0	0	15	97	98	291	281	262	126	12	18	1,200
	F	0	0	0	1	0	2	2	1	0	0	0	6
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>98</b>	<b>98</b>	<b>293</b>	<b>283</b>	<b>263</b>	<b>126</b>	<b>12</b>	<b>36</b>	<b>1,224</b>
Articulated truck driver	M	0	0	2	36	74	219	320	258	137	14	20	1,080
	F	0	0	0	0	1	3	2	1	0	0	0	7
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>75</b>	<b>222</b>	<b>322</b>	<b>259</b>	<b>137</b>	<b>14</b>	<b>52</b>	<b>1,119</b>
Bus driver	M	0	0	3	3	22	79	88	159	85	10	11	460
	F	0	0	0	0	4	10	11	14	2	0	1	42
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>26</b>	<b>89</b>	<b>99</b>	<b>173</b>	<b>87</b>	<b>10</b>	<b>32</b>	<b>522</b>
Motorcycle rider	M	0	46	319	416	258	538	479	394	132	36	36	2,654
	F	0	5	24	36	36	61	49	48	8	4	0	271
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>51</b>	<b>343</b>	<b>452</b>	<b>294</b>	<b>599</b>	<b>528</b>	<b>442</b>	<b>140</b>	<b>40</b>	<b>47</b>	<b>2,936</b>
Other motor vehicle driver	M	0	2	7	47	105	243	226	247	120	35	104	1,136
	F	0	0	4	6	6	16	11	7	1	4	39	94
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>53</b>	<b>111</b>	<b>259</b>	<b>238</b>	<b>254</b>	<b>121</b>	<b>39</b>	<b>788</b>	<b>1,876</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>154</b>	<b>5,005</b>	<b>5,887</b>	<b>4,082</b>	<b>8,583</b>	<b>7,229</b>	<b>5,993</b>	<b>3,660</b>	<b>2,471</b>	<b>855</b>	<b>43,919</b>
	<b>F</b>	<b>0</b>	<b>80</b>	<b>2,943</b>	<b>3,463</b>	<b>2,280</b>	<b>4,877</b>	<b>4,419</b>	<b>3,269</b>	<b>1,866</b>	<b>1,380</b>	<b>298</b>	<b>24,875</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>234</b>	<b>7,950</b>	<b>9,355</b>	<b>6,367</b>	<b>13,474</b>	<b>11,660</b>	<b>9,272</b>	<b>5,529</b>	<b>3,851</b>	<b>2,621</b>	<b>70,313</b>

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

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

Road user class	Licence status	Degree of crash			All crashes
		Fatal crash	Injury crash	Non-casualty crash	
Car driver	Learner	3	215	398	616
	Provisional <sup>2</sup>	41	3,563	6,633	10,237
	Standard	184	14,686	22,724	37,594
	Unlicensed <sup>1</sup>	17	559	781	1,357
	Unknown <sup>2</sup>	21	2,302	3,508	5,831
	<b>Sub-total</b>		<b>266</b>	<b>21,325</b>	<b>34,044</b>
Light truck driver	Learner	1	16	18	35
	Provisional <sup>2</sup>	8	355	555	918
	Standard	43	1,971	3,152	5,166
	Unlicensed <sup>1</sup>	5	74	109	188
	Unknown <sup>2</sup>	5	268	421	694
	<b>Sub-total</b>		<b>62</b>	<b>2,684</b>	<b>4,255</b>
Heavy rigid truck driver	Provisional <sup>2</sup>	1	9	9	19
	Standard	18	357	690	1,065
	Unlicensed <sup>1</sup>	0	7	12	19
	Unknown <sup>2</sup>	2	41	78	121
<b>Sub-total</b>		<b>21</b>	<b>414</b>	<b>789</b>	<b>1,224</b>
Articulated truck driver	Standard	33	334	487	854
	Unlicensed <sup>1</sup>	0	7	5	12
	Unknown <sup>2</sup>	1	101	151	253
<b>Sub-total</b>		<b>34</b>	<b>442</b>	<b>643</b>	<b>1,119</b>
Bus driver	Learner	0	0	0	0
	Provisional <sup>2</sup>	0	4	0	4
	Standard	2	187	267	456
	Unlicensed <sup>1</sup>	0	2	2	4
	Unknown <sup>2</sup>	0	27	31	58
	<b>Sub-total</b>		<b>2</b>	<b>220</b>	<b>300</b>
Motorcycle rider	Learner	3	379	48	430
	Provisional <sup>2</sup>	3	384	38	425
	Standard	52	1,282	141	1,475
	Unlicensed <sup>1</sup>	9	197	11	217
	Unknown <sup>2</sup>	5	345	39	389
	<b>Sub-total</b>		<b>72</b>	<b>2,587</b>	<b>277</b>
Other motor vehicle driver	Learner	0	0	0	0
	Provisional <sup>2</sup>	0	3	13	16
	Standard	4	429	558	991
	Unlicensed <sup>1</sup>	0	10	5	15
	Unknown <sup>2</sup>	2	392	460	854
	<b>Sub-total</b>		<b>6</b>	<b>834</b>	<b>1,036</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>TOTAL</b>	<b>463</b>	<b>28,506</b>	<b>41,344</b>	<b>70,313</b>

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

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	1	26	34	20	42	56	35	42	17	0	273
	F	0	0	11	8	15	9	15	17	14	13	0	102
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>42</b>	<b>35</b>	<b>51</b>	<b>71</b>	<b>52</b>	<b>56</b>	<b>30</b>	<b>0</b>	<b>375</b>
.001 – .019 <sup>3</sup>	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
.020 – .049 <sup>4</sup>	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
.050 – .079	M	0	0	1	2	0	2	1	2	1	0	0	9
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
.080 – .149	M	0	0	1	2	0	6	5	1	0	0	0	15
	F	0	0	0	0	0	1	1	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
≥ .150	M	0	0	1	6	4	6	5	0	1	1	0	24
	F	0	0	0	1	0	1	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>26</b>
Unknown	M	0	1	0	2	3	6	1	4	4	8	1	30
	F	0	0	0	0	0	0	0	3	1	0	0	4
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>35</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>46</b>	<b>27</b>	<b>62</b>	<b>68</b>	<b>42</b>	<b>48</b>	<b>26</b>	<b>1</b>	<b>352</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>16</b>	<b>20</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>110</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>55</b>	<b>42</b>	<b>73</b>	<b>84</b>	<b>62</b>	<b>63</b>	<b>39</b>	<b>2</b>	<b>463</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	52	1,381	1,715	1,169	2,459	2,287	1,992	1,233	912	69	13,269
	F	0	30	939	1,031	702	1,560	1,406	1,123	690	505	33	8,019
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>82</b>	<b>2,320</b>	<b>2,746</b>	<b>1,872</b>	<b>4,022</b>	<b>3,696</b>	<b>3,118</b>	<b>1,923</b>	<b>1,417</b>	<b>107</b>	<b>21,303</b>
.001 – .019 <sup>3</sup>	M	0	0	5	0	2	3	0	0	0	0	0	10
	F	0	0	2	0	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
.020 – .049 <sup>4</sup>	M	0	1	6	2	1	2	1	0	0	0	0	13
	F	0	1	3	0	1	2	0	0	0	0	0	7
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
.050 – .079	M	0	2	12	18	6	17	14	4	0	1	1	75
	F	0	0	1	3	1	4	5	4	1	1	0	20
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>21</b>	<b>7</b>	<b>21</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>95</b>
.080 – .149	M	0	1	37	40	38	66	33	16	9	5	0	245
	F	0	0	8	11	4	14	10	5	4	1	0	57
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>51</b>	<b>42</b>	<b>80</b>	<b>43</b>	<b>21</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>302</b>
≥ .150	M	0	1	21	40	33	71	47	28	11	6	4	262
	F	0	0	4	4	13	14	15	9	2	1	2	64
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>44</b>	<b>46</b>	<b>85</b>	<b>62</b>	<b>37</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>326</b>
Unknown	M	0	30	295	416	320	703	630	506	292	208	279	3,679
	F	0	9	184	280	208	462	430	305	151	111	108	2,248
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>39</b>	<b>480</b>	<b>696</b>	<b>528</b>	<b>1,166</b>	<b>1,061</b>	<b>811</b>	<b>443</b>	<b>319</b>	<b>905</b>	<b>6,448</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>87</b>	<b>1,757</b>	<b>2,231</b>	<b>1,569</b>	<b>3,321</b>	<b>3,012</b>	<b>2,546</b>	<b>1,545</b>	<b>1,132</b>	<b>353</b>	<b>17,553</b>
	<b>F</b>	<b>0</b>	<b>40</b>	<b>1,141</b>	<b>1,329</b>	<b>929</b>	<b>2,056</b>	<b>1,866</b>	<b>1,446</b>	<b>848</b>	<b>619</b>	<b>143</b>	<b>10,417</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>127</b>	<b>2,899</b>	<b>3,560</b>	<b>2,499</b>	<b>5,381</b>	<b>4,882</b>	<b>3,995</b>	<b>2,393</b>	<b>1,751</b>	<b>1,019</b>	<b>28,506</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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



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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	46	2,674	2,882	1,935	4,152	3,354	2,793	1,691	1,101	123	20,751
	F	0	33	1,531	1,761	1,093	2,319	2,068	1,483	863	640	54	11,845
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>79</b>	<b>4,206</b>	<b>4,645</b>	<b>3,031</b>	<b>6,478</b>	<b>5,428</b>	<b>4,283</b>	<b>2,554</b>	<b>1,741</b>	<b>199</b>	<b>32,644</b>
.001 – .019 <sup>3</sup>	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	1	0	0	0	1	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
.020 – .049 <sup>4</sup>	M	0	1	5	6	1	2	1	0	1	0	0	17
	F	0	1	2	0	0	0	0	0	0	0	0	3
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>20</b>
.050 – .079	M	0	0	5	12	11	14	9	5	1	5	0	62
	F	0	0	1	3	3	3	3	0	0	2	0	15
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>15</b>	<b>14</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>77</b>
.080 – .149	M	0	0	44	59	44	58	42	14	17	4	0	282
	F	0	1	6	9	5	11	8	6	4	0	0	50
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>69</b>	<b>49</b>	<b>69</b>	<b>50</b>	<b>20</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>333</b>
≥ .150	M	0	0	17	54	38	42	36	23	11	2	1	224
	F	0	0	2	16	4	22	21	9	1	0	2	77
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>42</b>	<b>64</b>	<b>57</b>	<b>32</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>301</b>
Unknown	M	0	18	472	597	457	932	707	570	346	201	377	4,677
	F	0	5	248	336	231	455	436	305	135	106	99	2,356
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>23</b>	<b>720</b>	<b>935</b>	<b>689</b>	<b>1,390</b>	<b>1,145</b>	<b>875</b>	<b>484</b>	<b>307</b>	<b>1,398</b>	<b>7,966</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>65</b>	<b>3,218</b>	<b>3,610</b>	<b>2,486</b>	<b>5,200</b>	<b>4,149</b>	<b>3,405</b>	<b>2,067</b>	<b>1,313</b>	<b>501</b>	<b>26,014</b>
	<b>F</b>	<b>0</b>	<b>40</b>	<b>1,791</b>	<b>2,125</b>	<b>1,336</b>	<b>2,810</b>	<b>2,537</b>	<b>1,803</b>	<b>1,003</b>	<b>748</b>	<b>155</b>	<b>14,348</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>105</b>	<b>5,010</b>	<b>5,740</b>	<b>3,826</b>	<b>8,020</b>	<b>6,694</b>	<b>5,215</b>	<b>3,073</b>	<b>2,061</b>	<b>1,600</b>	<b>41,344</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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

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

**DEGREE OF CRASH: ALL CRASHES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	99	4,081	4,631	3,124	6,653	5,697	4,820	2,966	2,030	192	34,293
	F	0	63	2,481	2,800	1,810	3,888	3,489	2,623	1,567	1,158	87	19,966
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>162</b>	<b>6,563</b>	<b>7,433</b>	<b>4,938</b>	<b>10,551</b>	<b>9,195</b>	<b>7,453</b>	<b>4,533</b>	<b>3,188</b>	<b>306</b>	<b>54,322</b>
.001 – .019 <sup>3</sup>	M	0	0	6	0	2	3	0	0	0	0	0	11
	F	0	0	3	0	0	0	1	0	0	0	0	4
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
.020 – .049 <sup>4</sup>	M	0	2	12	8	2	4	2	0	1	0	0	31
	F	0	2	5	0	1	2	0	0	0	0	0	10
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>41</b>
.050 – .079	M	0	2	18	32	17	33	24	11	2	6	1	146
	F	0	0	2	6	4	7	8	4	1	3	0	35
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>38</b>	<b>21</b>	<b>40</b>	<b>32</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>181</b>
.080 – .149	M	0	1	82	101	82	130	80	31	26	9	0	542
	F	0	1	14	20	9	26	19	11	8	1	0	109
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>122</b>	<b>91</b>	<b>156</b>	<b>99</b>	<b>42</b>	<b>34</b>	<b>10</b>	<b>0</b>	<b>652</b>
≥ .150	M	0	1	39	100	75	119	88	51	23	9	5	510
	F	0	0	6	21	17	37	36	18	3	1	4	143
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>121</b>	<b>92</b>	<b>156</b>	<b>124</b>	<b>69</b>	<b>26</b>	<b>10</b>	<b>9</b>	<b>653</b>
Unknown	M	0	49	767	1,015	780	1,641	1,338	1,080	642	417	657	8,386
	F	0	14	432	616	439	917	866	613	287	217	207	4,608
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>63</b>	<b>1,200</b>	<b>1,633</b>	<b>1,220</b>	<b>2,562</b>	<b>2,207</b>	<b>1,693</b>	<b>932</b>	<b>634</b>	<b>2,305</b>	<b>14,449</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>154</b>	<b>5,005</b>	<b>5,887</b>	<b>4,082</b>	<b>8,583</b>	<b>7,229</b>	<b>5,993</b>	<b>3,660</b>	<b>2,471</b>	<b>855</b>	<b>43,919</b>
	<b>F</b>	<b>0</b>	<b>80</b>	<b>2,943</b>	<b>3,463</b>	<b>2,280</b>	<b>4,877</b>	<b>4,419</b>	<b>3,269</b>	<b>1,866</b>	<b>1,380</b>	<b>298</b>	<b>24,875</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>234</b>	<b>7,950</b>	<b>9,355</b>	<b>6,367</b>	<b>13,474</b>	<b>11,660</b>	<b>9,272</b>	<b>5,529</b>	<b>3,851</b>	<b>2,621</b>	<b>70,313</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Degree of crash	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Fatal	M	0	1	12	27	8	23	24	9	11	4	0	119
	F	0	0	4	1	3	4	3	3	3	1	0	22
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>28</b>	<b>11</b>	<b>27</b>	<b>27</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>141</b>
Injury	M	0	25	355	319	199	400	304	227	112	86	23	2,050
	F	0	9	213	146	79	162	130	100	65	47	6	957
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>34</b>	<b>568</b>	<b>465</b>	<b>279</b>	<b>562</b>	<b>434</b>	<b>327</b>	<b>177</b>	<b>133</b>	<b>48</b>	<b>3,027</b>
Non-casualty	M	0	18	606	531	271	473	293	205	136	90	87	2,710
	F	0	5	235	177	91	188	166	98	68	47	11	1,086
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>23</b>	<b>842</b>	<b>710</b>	<b>362</b>	<b>661</b>	<b>459</b>	<b>303</b>	<b>204</b>	<b>137</b>	<b>243</b>	<b>3,944</b>
<b>SPEEDING</b>													
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>44</b>	<b>973</b>	<b>877</b>	<b>478</b>	<b>896</b>	<b>621</b>	<b>441</b>	<b>259</b>	<b>180</b>	<b>110</b>	<b>4,879</b>
	<b>F</b>	<b>0</b>	<b>14</b>	<b>452</b>	<b>324</b>	<b>173</b>	<b>354</b>	<b>299</b>	<b>201</b>	<b>136</b>	<b>95</b>	<b>17</b>	<b>2,065</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>58</b>	<b>1,426</b>	<b>1,203</b>	<b>652</b>	<b>1,250</b>	<b>920</b>	<b>642</b>	<b>395</b>	<b>275</b>	<b>291</b>	<b>7,112</b>

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

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

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

Degree of crash	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Fatal	M	0	0	4	4	4	6	6	6	6	5	0	41
	F	0	0	1	1	4	2	1	2	4	2	0	17
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>58</b>
Injury	M	0	2	120	139	103	185	143	94	78	63	7	934
	F	0	3	53	48	37	59	55	46	49	50	1	401
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>5</b>	<b>173</b>	<b>187</b>	<b>140</b>	<b>244</b>	<b>198</b>	<b>140</b>	<b>127</b>	<b>113</b>	<b>19</b>	<b>1,346</b>
Non-casualty	M	0	6	184	204	147	254	164	121	78	70	73	1,301
	F	0	2	55	66	32	86	74	45	34	35	10	439
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>8</b>	<b>239</b>	<b>270</b>	<b>179</b>	<b>341</b>	<b>238</b>	<b>166</b>	<b>112</b>	<b>105</b>	<b>383</b>	<b>2,041</b>
<b>FATIGUED MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>8</b>	<b>308</b>	<b>347</b>	<b>254</b>	<b>445</b>	<b>313</b>	<b>221</b>	<b>162</b>	<b>138</b>	<b>80</b>	<b>2,276</b>
	<b>F</b>	<b>0</b>	<b>5</b>	<b>109</b>	<b>115</b>	<b>73</b>	<b>147</b>	<b>130</b>	<b>93</b>	<b>87</b>	<b>87</b>	<b>11</b>	<b>857</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>13</b>	<b>417</b>	<b>462</b>	<b>327</b>	<b>593</b>	<b>443</b>	<b>314</b>	<b>249</b>	<b>225</b>	<b>402</b>	<b>3,445</b>

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

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

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

Location type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
<b>INTERSECTION</b>				
Cross	13	2,947	3,645	6,605
'T'	43	4,101	5,794	9,938
'Y'	0	14	22	36
Multiple	0	31	27	58
Roundabout	1	792	1,111	1,904
<b>Sub-total</b>	<b>57</b>	<b>7,885</b>	<b>10,599</b>	<b>18,541</b>
<b>NON-INTERSECTION</b>				
One-way	0	78	82	160
2-way undivided	223	6,713	8,251	15,187
Dual carriageway (non-freeway)	27	1,855	3,001	4,883
Dual carriageway (freeway)	9	541	1,149	1,699
Other limited access	0	13	18	31
Other	0	185	292	477
Unknown	0	0	0	0
<b>Sub-total</b>	<b>259</b>	<b>9,385</b>	<b>12,793</b>	<b>22,437</b>
<b>CRASHES: TOTAL</b>	<b>316</b>	<b>17,270</b>	<b>23,392</b>	<b>40,978</b>

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

Feature of location	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Bridge	2	248	403	653
Causeway	1	4	5	10
Railway crossing	0	14	14	28
Entrance/driveway	20	1,091	1,436	2,547
Hazardous road surface	18	617	530	1,165
Roadworks/detour/diversion	8	209	304	521
Previous crash	2	47	104	153

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

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

Area <sup>1</sup> /speed limit	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
<b>METROPOLITAN</b>				
30 km/h or less	0	30	26	56
40 km/h	1	217	176	394
50 km/h	33	4,351	5,899	10,283
60 km/h	38	4,118	5,866	10,022
70 km/h	11	1,147	1,730	2,888
80 km/h	14	647	964	1,625
90 km/h	2	135	301	438
100 km/h	3	140	271	414
110 km/h	2	127	231	360
Unknown	1	30	39	70
<b>Sub-total</b>	<b>105</b>	<b>10,942</b>	<b>15,503</b>	<b>26,550</b>
<b>COUNTRY</b>				
30 km/h or less	0	5	6	11
40 km/h	1	68	78	147
50 km/h	19	1,809	2,406	4,234
60 km/h	13	1,058	1,577	2,648
70 km/h	6	212	298	516
80 km/h	39	903	996	1,938
90 km/h	10	145	155	310
100 km/h	105	1,742	1,678	3,525
110 km/h	18	360	668	1,046
Unknown	0	26	27	53
<b>Sub-total</b>	<b>211</b>	<b>6,328</b>	<b>7,889</b>	<b>14,428</b>
<b>CRASHES: TOTAL</b>	<b>316</b>	<b>17,270</b>	<b>23,392</b>	<b>40,978</b>

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

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

Alignment/surface condition	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
<b>STRAIGHT</b>				
Wet	20	1,763	3,151	4,934
Dry	168	11,330	14,823	26,321
Snow or ice	0	4	12	16
Unknown	0	11	7	18
<b>Sub-total</b>	<b>188</b>	<b>13,108</b>	<b>17,993</b>	<b>31,289</b>
<b>CURVE</b>				
Wet	30	1,056	1,847	2,933
Dry	97	3,088	3,516	6,701
Snow or ice	0	11	28	39
Unknown	1	5	6	12
<b>Sub-total</b>	<b>128</b>	<b>4,160</b>	<b>5,397</b>	<b>9,685</b>
<b>TOTAL CRASHES<sup>1</sup></b>				
Wet	50	2,819	4,999	7,868
Dry	265	14,420	18,340	33,025
Snow or ice	0	15	40	55
Unknown	1	16	13	30
<b>CRASHES: TOTAL</b>	<b>316</b>	<b>17,270</b>	<b>23,392</b>	<b>40,978</b>

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

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

Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	IC	N	Total crashes	K	I	Total killed & injured
<b>SYDNEY REGION</b>							
<b>Sydney Metropolitan Area</b>							
Ashfield	3	111	147	261	4	126	130
Auburn	0	247	479	726	0	288	288
Bankstown	4	636	787	1,427	4	792	796
Blacktown	7	618	1,034	1,659	7	775	782
Botany Bay	0	125	237	362	0	149	149
Burwood	0	110	115	225	0	140	140
Camden	1	87	171	259	1	114	115
Campbelltown	8	307	450	765	8	412	420
Canada Bay	1	240	243	484	1	294	295
Canterbury	2	343	468	813	2	444	446
Fairfield	4	525	722	1,251	4	701	705
Holroyd	2	328	499	829	2	388	390
Hornsby	3	297	510	810	4	357	361
Hunters Hill	1	20	39	60	1	23	24
Hurstville	0	126	232	358	0	166	166
Kogarah	0	89	183	272	0	110	110
Ku-ring-gai	1	191	308	500	1	233	234
Lane Cove	0	55	111	166	0	65	65
Leichhardt	0	124	141	265	0	143	143
Liverpool	5	496	585	1,086	5	626	631
Manly	2	58	91	151	2	68	70
Marrickville	3	256	300	559	3	293	296
Mosman	0	41	47	88	0	43	43
North Sydney	2	148	173	323	2	169	171
Parramatta	3	488	730	1,221	3	596	599

1. F – Fatal crash IC – Injury crash N – Non-casualty crash.

2. K – Killed I – Injured.



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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>SYDNEY REGION (continued)</b>							
Penrith	6	393	599	998	6	514	520
Pittwater	2	99	137	238	3	123	126
Randwick	1	295	335	631	1	329	330
Rockdale	1	264	472	737	1	312	313
Ryde	2	235	403	640	2	276	278
Strathfield	1	121	229	351	1	153	154
Sutherland	5	285	482	772	5	365	370
Sydney	3	842	704	1,549	3	945	948
The Hills	2	261	591	854	2	324	326
Warringah	5	273	463	741	5	323	328
Waverley	1	129	115	245	1	150	151
Willoughby	3	158	236	397	3	189	192
Woollahra	1	103	151	255	1	113	114
<b>Sydney Metropolitan</b>							
<b>Area Sub-total</b>	<b>85</b>	<b>9,524</b>	<b>13,719</b>	<b>23,328</b>	<b>88</b>	<b>11,631</b>	<b>11,719</b>
<b>Outer Sydney Area</b>							
Blue Mountains	1	160	223	384	1	202	203
Gosford	9	365	685	1,059	10	474	484
Hawkesbury	4	178	260	442	4	229	233
Wollondilly	4	97	149	250	4	121	125
Wyong	4	274	475	753	4	354	358
<b>Outer Sydney Area</b>							
<b>Sub-total</b>	<b>22</b>	<b>1,074</b>	<b>1,792</b>	<b>2,888</b>	<b>23</b>	<b>1,380</b>	<b>1,403</b>
<b>TOTAL</b>	<b>107</b>	<b>10,598</b>	<b>15,511</b>	<b>26,216</b>	<b>111</b>	<b>13,011</b>	<b>13,122</b>

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

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>HUNTER REGION</b>							
Cessnock	6	188	195	389	6	251	257
Dungog	0	32	11	43	0	37	37
Gloucester	1	28	25	54	1	39	40
Great Lakes	0	97	118	215	0	134	134
Lake Macquarie	6	343	417	766	6	439	445
Maitland	2	134	185	321	2	173	175
Muswellbrook	2	47	58	107	2	60	62
Newcastle	6	418	625	1,049	6	510	516
Port Stephens	3	131	145	279	3	167	170
Singleton	3	83	93	179	3	98	101
Upper Hunter	0	54	34	88	0	73	73
<b>TOTAL</b>	<b>29</b>	<b>1,555</b>	<b>1,906</b>	<b>3,490</b>	<b>29</b>	<b>1,981</b>	<b>2,010</b>
<b>ILLAWARRA REGION</b>							
Kiama	2	34	40	76	2	48	50
Shellharbour	3	154	164	321	3	195	198
Shoalhaven	9	214	311	534	9	296	305
Wingecaribee	2	136	167	305	2	172	174
Wollongong	5	503	578	1,086	5	634	639
<b>TOTAL</b>	<b>21</b>	<b>1,041</b>	<b>1,260</b>	<b>2,322</b>	<b>21</b>	<b>1,345</b>	<b>1,366</b>

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

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>NORTH COAST REGION</b>							
Ballina	6	88	127	221	8	108	116
Bellingen	1	40	41	82	1	54	55
Byron	4	93	142	239	5	122	127
Clarence Valley	13	151	182	346	13	227	240
Coffs Harbour	3	140	218	361	3	184	187
Greater Taree	5	134	177	316	5	173	178
Kempsey	3	81	86	170	3	116	119
Kyogle	0	45	37	82	0	54	54
Lismore	4	145	186	335	4	175	179
Lord Howe Island	0	6	1	7	0	8	8
Nambucca	2	40	54	96	2	57	59
Port Macquarie-Hastings	3	185	206	394	4	223	227
Richmond Valley	4	52	78	134	6	76	82
Tweed	4	202	244	450	5	253	258
<b>TOTAL</b>	<b>52</b>	<b>1,402</b>	<b>1,779</b>	<b>3,233</b>	<b>59</b>	<b>1,830</b>	<b>1,889</b>

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

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>NEW ENGLAND REGION</b>							
Armidale Dumaresq	0	64	66	130	0	82	82
Glen Innes Severn	0	34	19	53	0	42	42
Gunnedah	1	31	19	51	1	35	36
Guyra	1	11	15	27	1	16	17
Gwydir	1	13	15	29	1	16	17
Inverell	1	46	35	82	1	60	61
Liverpool Plains	2	17	19	38	2	24	26
Moree Plains	3	33	34	70	3	41	44
Narrabri	4	34	32	70	6	53	59
Tamworth Regional	3	129	149	281	3	164	167
Tenterfield	1	30	30	61	1	40	41
Uralla	2	22	17	41	2	30	32
Walcha	1	29	26	56	1	39	40
<b>TOTAL</b>	<b>20</b>	<b>493</b>	<b>476</b>	<b>989</b>	<b>22</b>	<b>642</b>	<b>664</b>

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

2. K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>ORANA REGION</b>							
Bogan	2	4	8	14	2	7	9
Bourke	1	11	4	16	1	20	21
Brewarrina	0	3	0	3	0	3	3
Cobar	2	25	9	36	2	30	32
Coonamble	0	6	6	12	0	12	12
Dubbo	2	93	109	204	2	135	137
Gilgandra	0	13	7	20	0	14	14
Mid-Western Regional	2	100	91	193	2	123	125
Narromine	0	17	12	29	0	22	22
Walgett	2	15	11	28	2	22	24
Warren	2	15	5	22	2	22	24
Warrumbungle	3	32	28	63	3	41	44
Wellington	0	27	31	58	0	33	33
<b>TOTAL</b>	<b>16</b>	<b>361</b>	<b>321</b>	<b>698</b>	<b>16</b>	<b>484</b>	<b>500</b>
<b>CENTRAL WESTERN REGION</b>							
Bathurst Regional	3	104	150	257	3	128	131
Bland	1	16	8	25	1	19	20
Blayney	3	16	24	43	3	25	28
Cabonne	0	47	46	93	0	60	60
Cowra	3	20	25	48	3	29	32
Forbes	0	29	26	55	0	42	42
Lachlan	2	19	15	36	2	25	27
Lithgow	3	89	110	202	3	119	122
Oberon	0	21	14	35	0	36	36
Orange	0	76	108	184	0	93	93
Parkes	0	34	38	72	0	46	46
Weddin	0	6	6	12	0	7	7
<b>TOTAL</b>	<b>15</b>	<b>477</b>	<b>570</b>	<b>1,062</b>	<b>15</b>	<b>629</b>	<b>644</b>

1. F – Fatal crash IC – Injury crash N – Non-casualty crash.

2. K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>SOUTH-EASTERN REGION</b>							
Bega Valley	4	89	97	190	4	122	126
Bombala	1	17	8	26	1	28	29
Boorowa	1	21	10	32	1	31	32
Cooma-Monaro	0	29	53	82	0	32	32
Eurobodalla	2	100	97	199	2	126	128
Goulburn Mulwaree	6	85	118	209	6	114	120
Harden	0	25	20	45	0	28	28
Palerang	3	70	85	158	3	89	92
Queanbeyan	2	51	77	130	2	68	70
Snowy River	1	45	54	100	1	59	60
Upper Lachlan	1	41	66	108	1	55	56
Yass Valley	4	75	87	166	4	98	102
Young	1	30	26	57	1	44	45
<b>TOTAL</b>	<b>26</b>	<b>678</b>	<b>798</b>	<b>1,502</b>	<b>26</b>	<b>894</b>	<b>920</b>

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

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>RIVERINA REGION</b>							
Carrathool	2	11	12	25	4	18	22
Coolamon	1	7	8	16	1	9	10
Cootamundra	0	11	14	25	0	11	11
Griffith	1	42	73	116	1	57	58
Gundagai	2	29	35	66	2	52	54
Hay	0	11	1	12	0	15	15
Junee	0	12	16	28	0	13	13
Leeton	0	13	25	38	0	16	16
Lockhart	1	6	3	10	1	9	10
Murrumbidgee	2	6	10	18	2	7	9
Narrandera	2	17	22	41	2	30	32
Temora	0	12	8	20	0	15	15
Tumut	1	40	36	77	1	46	47
Wagga Wagga	1	123	187	311	1	153	154
<b>TOTAL</b>	<b>13</b>	<b>340</b>	<b>450</b>	<b>803</b>	<b>15</b>	<b>451</b>	<b>466</b>
<b>MURRAY REGION</b>							
Albury	4	101	156	261	4	129	133
Balranald	0	9	7	16	0	9	9
Berrigan	0	13	8	21	0	19	19
Conargo	1	9	3	13	1	13	14
Corowa	1	18	14	33	2	26	28
Deniliquin	0	11	7	18	0	13	13
Greater Hume	4	35	39	78	4	54	58
Jerilderie	0	5	3	8	0	12	12
Murray	0	12	12	24	0	15	15
Tumbarumba	2	16	12	30	2	21	23
Urana	0	4	3	7	0	5	5
Wakool	3	9	2	14	3	11	14
Wentworth	1	22	12	35	2	31	33
<b>TOTAL</b>	<b>16</b>	<b>264</b>	<b>278</b>	<b>558</b>	<b>18</b>	<b>358</b>	<b>376</b>

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

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>FAR WESTERN REGION</b>							
Broken Hill	0	27	23	50	0	38	38
Central Darling	0	14	10	24	0	21	21
Unincorporated Area	1	20	10	31	1	25	26
<b>TOTAL</b>	<b>1</b>	<b>61</b>	<b>43</b>	<b>105</b>	<b>1</b>	<b>84</b>	<b>85</b>
<b>METROPOLITAN<sup>3</sup>:</b>							
<b>TOTAL</b>	<b>105</b>	<b>10,942</b>	<b>15,503</b>	<b>26,550</b>	<b>108</b>	<b>13,409</b>	<b>13,517</b>
<b>COUNTRY<sup>3</sup>: TOTAL</b>							
	<b>211</b>	<b>6,328</b>	<b>7,889</b>	<b>14,428</b>	<b>225</b>	<b>8,300</b>	<b>8,525</b>
<b>NSW STATE</b>							
<b>TOTAL</b>	<b>316</b>	<b>17,270</b>	<b>23,392</b>	<b>40,978</b>	<b>333</b>	<b>21,709</b>	<b>22,042</b>

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

2 K – Killed I – Injured.

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

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



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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>FREEWAYS AND MOTORWAYS</b>							
<b>M2 MOTORWAY includes LANE COVE TUNNEL (ARTARMON to BAULKHAM HILLS)</b>							
Willoughby	0	0	2	2	0	0	0
Lane Cove	0	0	0	0	0	0	0
Ryde	0	8	13	21	0	9	9
Hornsby	0	10	8	18	0	10	10
The Hills	0	6	39	45	0	7	7
<b>Sub-total</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>86</b>	<b>0</b>	<b>26</b>	<b>26</b>
<b>SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)</b>							
Ku-ring-gai	0	3	5	8	0	3	3
Hornsby	0	20	37	57	0	30	30
Gosford	1	38	117	156	2	58	60
Wyong	0	12	62	74	0	16	16
Lake Macquarie	0	17	34	51	0	20	20
Cessnock	0	0	0	0	0	0	0
Newcastle	0	2	11	13	0	2	2
<b>Sub-total</b>	<b>1</b>	<b>92</b>	<b>266</b>	<b>359</b>	<b>2</b>	<b>129</b>	<b>131</b>
<b>M4 MOTORWAY (CONCORD to LAPSTONE)</b>							
Canada Bay	0	5	7	12	0	7	7
Strathfield	1	11	25	37	1	12	13
Auburn	0	46	100	146	0	55	55
Parramatta	1	14	45	60	1	20	21
Holroyd	0	50	112	162	0	56	56
Blacktown	0	33	75	108	0	45	45
Penrith	1	32	61	94	1	46	47
Blue Mountains	0	0	2	2	0	0	0
<b>Sub-total</b>	<b>3</b>	<b>191</b>	<b>427</b>	<b>621</b>	<b>3</b>	<b>241</b>	<b>244</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	I C	N	Total crashes	K	I	Total killed & injured
<b>M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)</b>							
Rockdale	0	13	15	28	0	14	14
Canterbury	0	43	49	92	0	60	60
Hurstville	0	0	0	0	0	0	0
Bankstown	0	16	43	59	0	19	19
Liverpool	1	25	44	70	1	34	35
Campbelltown	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>1</b>	<b>97</b>	<b>151</b>	<b>249</b>	<b>1</b>	<b>127</b>	<b>128</b>
<b>SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS and NORTH WOLLONGONG to YALLAH)</b>							
Sutherland	0	0	0	0	0	0	0
Wollongong	1	31	51	83	1	39	40
<b>Sub-total</b>	<b>1</b>	<b>31</b>	<b>51</b>	<b>83</b>	<b>1</b>	<b>39</b>	<b>40</b>
<b>M7 WESTLINK (BAULKHAM HILLS to PRESTONS)</b>							
The Hills	0	0	1	1	0	0	0
Blacktown	0	17	33	50	0	21	21
Fairfield	0	5	9	14	0	5	5
Liverpool	0	7	19	26	0	10	10
<b>Sub-total</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>91</b>	<b>0</b>	<b>36</b>	<b>36</b>
<b>EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)</b>							
Sydney	0	11	14	25	0	14	14
Randwick	0	0	1	1	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>11</b>	<b>15</b>	<b>26</b>	<b>0</b>	<b>14</b>	<b>14</b>
<b>CROSS CITY TUNNEL</b>							
Sydney	0	1	2	3	0	1	1
<b>Sub-total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>FREEWAYS/MOTORWAYS: TOTAL</b>							
	<b>6</b>	<b>476</b>	<b>1,036</b>	<b>1,518</b>	<b>7</b>	<b>613</b>	<b>620</b>

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

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>STATE HIGHWAYS</b>							
<b>PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)</b>							
Sydney	1	25	18	44	1	28	29
Marrickville	1	39	52	92	1	46	47
Rockdale	0	26	65	91	0	30	30
Kogarah	0	17	33	50	0	19	19
Sutherland	2	45	101	148	2	59	61
Wollongong	1	102	105	208	1	124	125
Shellharbour	0	26	37	63	0	36	36
Kiama	1	11	17	29	1	17	18
Shoalhaven	5	64	114	183	5	102	107
Eurobodalla	0	34	41	75	0	46	46
Bega Valley	1	32	30	63	1	45	46
<b>Sub-total</b>	<b>12</b>	<b>421</b>	<b>613</b>	<b>1,046</b>	<b>12</b>	<b>552</b>	<b>564</b>
<b>HUME (SH 2) (ASHFIELD to ALBURY)</b>							
Ashfield	0	17	17	34	0	19	19
Burwood	0	8	11	19	0	10	10
Strathfield	0	17	24	41	0	22	22
Bankstown	1	60	78	139	1	78	79
Fairfield	0	26	31	57	0	31	31
Liverpool	1	88	108	197	1	110	111
Campbelltown	2	30	60	92	2	53	55
Wollondilly	0	7	18	25	0	8	8
Wingecaribee	1	24	47	72	1	35	36
Goulburn Mulwaree	3	16	49	68	3	23	26
Upper Lachlan	0	6	25	31	0	8	8
Yass Valley	0	17	18	35	0	24	24
Harden	0	4	7	11	0	5	5
Gundagai	1	14	28	43	1	32	33
Wagga Wagga	0	7	13	20	0	9	9
Greater Hume	0	10	17	27	0	16	16
Albury	2	7	18	27	2	11	13
<b>Sub-total</b>	<b>11</b>	<b>358</b>	<b>569</b>	<b>938</b>	<b>11</b>	<b>494</b>	<b>505</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)</b>							
Goulburn Mulwaree	1	10	9	20	1	14	15
Upper Lachlan	0	4	8	12	0	5	5
Palerang	0	11	26	37	0	15	15
Yass Valley	0	7	9	16	0	8	8
<b>Sub-total</b>	<b>1</b>	<b>32</b>	<b>52</b>	<b>85</b>	<b>1</b>	<b>42</b>	<b>43</b>
<b>SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI)</b>							
Bega Valley	0	4	6	10	0	5	5
Cooma-Monaro	0	1	3	4	0	1	1
Snowy River	0	15	5	20	0	15	15
Tumut	1	17	13	31	1	21	22
Gundagai	0	4	0	4	0	8	8
<b>Sub-total</b>	<b>1</b>	<b>41</b>	<b>27</b>	<b>69</b>	<b>1</b>	<b>50</b>	<b>51</b>
<b>GREAT WESTERN (SH 5) (SYDNEY to BATHURST)</b>							
Sydney	0	24	8	32	0	25	25
Leichhardt	0	14	9	23	0	23	23
Marrickville	0	16	15	31	0	17	17
Ashfield	1	17	35	53	1	19	20
Canada Bay	0	26	17	43	0	37	37
Burwood	0	11	12	23	0	14	14
Strathfield	0	8	20	28	0	13	13
Auburn	0	25	37	62	0	28	28
Parramatta	0	16	41	57	0	19	19
Holroyd	0	32	75	107	0	38	38
Blacktown	2	35	55	92	2	43	45
Penrith	0	47	62	109	0	61	61
Blue Mountains	1	85	97	183	1	112	113
Lithgow	0	39	51	90	0	53	53
Bathurst Regional	0	33	34	67	0	42	42
<b>Sub-total</b>	<b>4</b>	<b>428</b>	<b>598</b>	<b>1,000</b>	<b>4</b>	<b>544</b>	<b>548</b>

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

2. K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	IC	N	Total crashes	K	I	Total killed & injured
<b>MID WESTERN (SH 6) (BATHURST to HAY)</b>							
Bathurst Regional	0	1	2	3	0	1	1
Blayney	1	6	7	14	1	7	8
Cowra	0	11	6	17	0	15	15
Weddin	0	3	2	5	0	3	3
Bland	0	2	0	2	0	3	3
Carrathool	0	3	5	8	0	3	3
Hay	0	1	0	1	0	1	1
<b>Sub-total</b>	<b>1</b>	<b>27</b>	<b>22</b>	<b>50</b>	<b>1</b>	<b>33</b>	<b>34</b>
<b>MITCHELL (SH 7) (BATHURST to BARRINGUN)</b>							
Bathurst Regional	0	7	12	19	0	9	9
Cabonne	0	7	10	17	0	8	8
Orange	0	15	14	29	0	21	21
Wellington	0	11	17	28	0	13	13
Dubbo	0	24	28	52	0	45	45
Narromine	0	6	6	12	0	10	10
Warren	0	4	2	6	0	4	4
Bogan	1	3	0	4	1	6	7
Bourke	0	2	2	4	0	9	9
<b>Sub-total</b>	<b>1</b>	<b>79</b>	<b>91</b>	<b>171</b>	<b>1</b>	<b>125</b>	<b>126</b>
<b>BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)</b>							
Bogan	1	0	3	4	1	0	1
Cobar	1	8	4	13	1	8	9
Central Darling	0	3	6	9	0	6	6
Unincorporated Area	1	5	4	10	1	8	9
Broken Hill	0	6	7	13	0	10	10
<b>Sub-total</b>	<b>3</b>	<b>22</b>	<b>24</b>	<b>49</b>	<b>3</b>	<b>32</b>	<b>35</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)</b>							
Newcastle	0	12	27	39	0	14	14
Maitland	0	37	73	110	0	44	44
Cessnock	0	10	15	25	0	14	14
Singleton	0	19	48	67	0	25	25
Muswellbrook	0	11	23	34	0	16	16
Upper Hunter	0	13	11	24	0	22	22
Liverpool Plains	0	3	7	10	0	3	3
Tamworth Regional	0	21	23	44	0	34	34
Uralla	2	1	3	6	2	1	3
Armidale Dumaresq	0	6	1	7	0	6	6
Guyra	0	4	8	12	0	9	9
Glen Innes Severn	0	13	5	18	0	16	16
Tenterfield	1	4	5	10	1	5	6
<b>Sub-total</b>	<b>3</b>	<b>154</b>	<b>249</b>	<b>406</b>	<b>3</b>	<b>209</b>	<b>212</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>PACIFIC (SH 10) (NORTH SYDNEY to TWEED HEADS)</b>							
North Sydney	0	23	14	37	0	25	25
Lane Cove	0	8	28	36	0	8	8
Willoughby	0	24	30	54	0	28	28
Ku-ring-gai	0	43	77	120	0	50	50
Hornsby	2	35	52	89	2	43	45
Gosford	1	23	35	59	1	28	29
Wyong	1	55	79	135	1	78	79
Lake Macquarie	1	40	56	97	1	50	51
Newcastle	2	41	69	112	2	51	53
Port Stephens	1	15	31	47	1	17	18
Great Lakes	0	23	34	57	0	37	37
Greater Taree	1	29	60	90	1	40	41
Port Macquarie-Hastings	0	24	35	59	0	37	37
Kempsey	0	18	26	44	0	30	30
Nambucca	2	9	27	38	2	14	16
Bellingen	0	7	15	22	0	9	9
Coffs Harbour	2	49	92	143	2	73	75
Clarence Valley	6	47	56	109	6	89	95
Richmond Valley	1	7	17	25	1	15	16
Ballina	2	14	21	37	3	21	24
Byron	1	13	27	41	2	19	21
Tweed	1	25	62	88	2	32	34
<b>Sub-total</b>	<b>24</b>	<b>572</b>	<b>943</b>	<b>1,539</b>	<b>27</b>	<b>794</b>	<b>821</b>

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

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)</b>							
Port Macquarie-Hastings	0	32	32	64	0	35	35
Walcha	1	14	8	23	1	17	18
Tamworth Regional	0	12	25	37	0	19	19
Gunnedah	1	3	5	9	1	5	6
Warrumbungle	1	1	3	5	1	1	2
Gilgandra	0	0	1	1	0	0	0
Warren	1	1	2	4	1	3	4
<b>Sub-total</b>	<b>4</b>	<b>63</b>	<b>76</b>	<b>143</b>	<b>4</b>	<b>80</b>	<b>84</b>
<b>GWYDIR (SH 12) (SOUTH GRAFTON to WALGETT)</b>							
Clarence Valley	2	9	12	23	2	12	14
Glen Innes Severn	0	10	4	14	0	14	14
Inverell	0	14	5	19	0	19	19
Gwydir	0	2	0	2	0	2	2
Moree Plains	1	4	7	12	1	5	6
Walgett	0	1	0	1	0	1	1
<b>Sub-total</b>	<b>3</b>	<b>40</b>	<b>28</b>	<b>71</b>	<b>3</b>	<b>53</b>	<b>56</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.



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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)</b>							
Liverpool	0	3	6	9	0	4	4
Fairfield	1	46	58	105	1	58	59
Holroyd	0	47	52	99	0	57	57
Parramatta	0	30	51	81	0	36	36
The Hills	0	15	33	48	0	19	19
Hornsby	0	55	111	166	0	62	62
<b>Sub-total</b>	<b>1</b>	<b>196</b>	<b>311</b>	<b>508</b>	<b>1</b>	<b>236</b>	<b>237</b>
<b>STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)</b>							
Wagga Wagga	0	21	33	54	0	30	30
Narrandera	0	3	9	12	0	5	5
Murrumbidgee	0	1	5	6	0	1	1
Hay	0	5	0	5	0	7	7
Wakool	1	2	1	4	1	3	4
Balranald	0	6	6	12	0	6	6
Wentworth	0	4	3	7	0	9	9
<b>Sub-total</b>	<b>1</b>	<b>42</b>	<b>57</b>	<b>100</b>	<b>1</b>	<b>61</b>	<b>62</b>
<b>BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)</b>							
Yass Valley	3	17	10	30	3	25	28
<b>Sub-total</b>	<b>3</b>	<b>17</b>	<b>10</b>	<b>30</b>	<b>3</b>	<b>25</b>	<b>28</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>BRUXNER (SH 16) (Pacific Hwy near BALLINA to New England Hwy, TENTERFIELD)</b>							
Ballina	1	8	10	19	2	13	15
Lismore	0	25	26	51	0	28	28
Richmond Valley	0	6	15	21	0	7	7
Kyogle	0	6	5	11	0	9	9
Tenterfield	0	8	8	16	0	8	8
<b>Sub-total</b>	<b>1</b>	<b>53</b>	<b>64</b>	<b>118</b>	<b>2</b>	<b>65</b>	<b>67</b>
<b>NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)</b>							
Berrigan	0	5	3	8	0	6	6
Jerilderie	0	4	1	5	0	11	11
Urana	0	1	0	1	0	1	1
Narrandera	1	2	3	6	1	3	4
Coolamon	1	1	1	3	1	3	4
Bland	0	5	4	9	0	6	6
Weddin	0	0	0	0	0	0	0
Forbes	0	7	7	14	0	7	7
Parkes	0	9	8	17	0	12	12
Narromine	0	2	2	4	0	2	2
Dubbo	1	17	20	38	1	20	21
Gilgandra	0	2	4	6	0	2	2
Warrumbungle	0	3	2	5	0	4	4
Narrabri	0	11	16	27	0	20	20
Moree Plains	1	16	14	31	1	19	20
<b>Sub-total</b>	<b>4</b>	<b>85</b>	<b>85</b>	<b>174</b>	<b>4</b>	<b>116</b>	<b>120</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)</b>							
Lithgow	0	5	7	12	0	6	6
Mid-Western Regional	1	20	18	39	1	27	28
Warrumbungle	0	5	1	6	0	6	6
Gilgandra	0	5	1	6	0	6	6
Coonamble	0	2	1	3	0	2	2
Walgett	1	4	0	5	1	4	5
Brewarrina	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>2</b>	<b>41</b>	<b>28</b>	<b>71</b>	<b>2</b>	<b>51</b>	<b>53</b>
<b>MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)</b>							
Cooma-Monaro	0	16	26	42	0	19	19
Bombala	0	4	4	8	0	4	4
<b>Sub-total</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>50</b>	<b>0</b>	<b>23</b>	<b>23</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>RIVERINA (SH 20) (HUME WEIR to DENILIQVIN)</b>							
Albury	0	21	30	51	0	24	24
Greater Hume	0	0	2	2	0	0	0
Corowa	1	2	3	6	2	3	5
Berrigan	0	0	0	0	0	0	0
Conargo	0	1	0	1	0	2	2
Deniliquin	0	1	0	1	0	1	1
<b>Sub-total</b>	<b>1</b>	<b>25</b>	<b>35</b>	<b>61</b>	<b>2</b>	<b>30</b>	<b>32</b>
<b>COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)</b>							
Murray	0	2	6	8	0	3	3
Deniliquin	0	4	3	7	0	5	5
Conargo	0	1	0	1	0	1	1
Hay	0	2	0	2	0	3	3
Carrathool	0	0	0	0	0	0	0
Central Darling	0	1	1	2	0	1	1
<b>Sub-total</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>13</b>	<b>13</b>
<b>SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Queensland border at WARRI GATE)</b>							
Wentworth	0	6	4	10	0	6	6
Unincorporated Area	0	8	2	10	0	9	9
Broken Hill	0	4	2	6	0	8	8
<b>Sub-total</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>26</b>	<b>0</b>	<b>23</b>	<b>23</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	IC	N	Total crashes	K	I	Total killed & injured
<b>CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)</b>							
Lake Macquarie	0	8	5	13	0	13	13
Newcastle	0	23	44	67	0	24	24
<b>Sub-total</b>	<b>0</b>	<b>31</b>	<b>49</b>	<b>80</b>	<b>0</b>	<b>37</b>	<b>37</b>
<b>ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)</b>							
Shellharbour	1	23	23	47	1	30	31
Wingecarribee	1	21	27	49	1	24	25
<b>Sub-total</b>	<b>2</b>	<b>44</b>	<b>50</b>	<b>96</b>	<b>2</b>	<b>54</b>	<b>56</b>
<b>GOLDEN (SH 27) (SINGLETON to DUBBO)</b>							
Singleton	0	9	6	15	0	9	9
Muswellbrook	1	7	8	16	1	11	12
Upper Hunter	0	13	6	19	0	17	17
Warrumbungle	0	4	0	4	0	6	6
Wellington	0	2	2	4	0	2	2
Dubbo	0	11	6	17	0	16	16
<b>Sub-total</b>	<b>1</b>	<b>46</b>	<b>28</b>	<b>75</b>	<b>1</b>	<b>61</b>	<b>62</b>
<b>CARNARVON (SH 28) (MOREE to MUNGINDI)</b>							
Moree Plains	1	2	2	5	1	3	4
<b>Sub-total</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>4</b>

1. F – Fatal crash IC – Injury crash N – Non-casualty crash.

2. K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>KAMILAROI (SH 29) (WILLOW TREE to BOURKE)</b>							
Liverpool Plains	1	4	3	8	1	5	6
Gunnedah	0	4	2	6	0	5	5
Narrabri	2	8	4	14	2	12	14
Walgett	0	0	4	4	0	0	0
Brewarrina	0	2	0	2	0	2	2
Bourke	0	3	0	3	0	3	3
<b>Sub-total</b>	<b>3</b>	<b>21</b>	<b>13</b>	<b>37</b>	<b>3</b>	<b>27</b>	<b>30</b>
<b>CENTRAL COAST (SH 30) (SOMERSBY to DOYALSON)</b>							
Gosford	0	45	100	145	0	53	53
Wyong	0	33	49	82	0	51	51
<b>Sub-total</b>	<b>0</b>	<b>78</b>	<b>149</b>	<b>227</b>	<b>0</b>	<b>104</b>	<b>104</b>
<b>GOLD COAST (SH 31) (TWEED HEADS)</b>							
Tweed	0	0	1	1	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>STATE HIGHWAYS:</b>							
<b>TOTAL</b>	<b>88</b>	<b>2,966</b>	<b>4,192</b>	<b>7,246</b>	<b>93</b>	<b>3,937</b>	<b>4,030</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

# Casualties in 2013

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

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

Road user class	Degree of casualty		Total killed & injured
	Killed	Injured	
<b>CONTROLLER</b>			
<b>Driver</b>			
Car	124	10,734	10,858
Light truck	21	1,120	1,141
Heavy rigid truck	2	96	98
Articulated truck	6	158	164
Bus	0	19	19
Other motor vehicle	2	159	161
<b>Sub-total</b>	<b>155</b>	<b>12,286</b>	<b>12,441</b>
<b>Motorcycle rider</b>	<b>67</b>	<b>2,501</b>	<b>2,568</b>
<b>Pedal cycle rider</b>	<b>14</b>	<b>1,014</b>	<b>1,028</b>
<b>Other/Unknown</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>CONTROLLER</b>			
<b>Sub-total</b>	<b>236</b>	<b>15,803</b>	<b>16,039</b>
<b>PASSENGER</b>			
Car	45	3,595	3,640
Light truck	3	302	305
Heavy rigid truck	0	16	16
Articulated truck	0	10	10
Bus	0	91	91
Other motor vehicle	1	106	107
<b>Sub-total</b>	<b>49</b>	<b>4,120</b>	<b>4,169</b>
<b>Motorcycle</b>	<b>4</b>	<b>123</b>	<b>127</b>
<b>Pedal cycle</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Other/Unknown</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PASSENGER</b>			
<b>Sub-total</b>	<b>53</b>	<b>4,245</b>	<b>4,298</b>
<b>PEDESTRIAN</b>			
<b>Sub-total</b>	<b>44</b>	<b>1,661</b>	<b>1,705</b>
<b>CASUALTIES: TOTAL</b>	<b>333</b>	<b>21,709</b>	<b>22,042</b>

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

Road user class	Sex	Age (years)										Unknown	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Car driver	M	0	0	7	15	7	6	12	7	8	14	0	76
	F	0	0	6	4	7	4	5	9	7	6	0	48
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>14</b>	<b>10</b>	<b>17</b>	<b>16</b>	<b>15</b>	<b>20</b>	<b>0</b>	<b>124</b>
Car passenger	M	0	1	6	2	3	5	3	2	1	2	0	25
	F	0	5	1	3	2	1	0	0	0	8	0	20
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>45</b>
Other motor vehicle driver	M	0	0	3	6	0	5	6	2	5	2	0	29
	F	0	0	1	0	0	0	0	0	1	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>31</b>
Other motor vehicle passenger	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	1	2	0	0	0	0	1	0	0	4
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
Motorcycle rider	M	0	2	6	4	3	13	8	15	10	2	0	63
	F	0	0	0	0	0	1	0	1	0	2	0	4
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>8</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>67</b>
Motorcycle passenger	M	0	0	0	0	0	1	1	0	0	0	0	2
	F	0	0	0	1	0	1	0	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
Pedal cycle rider/passenger	M	0	1	0	1	1	2	4	1	1	0	0	11
	F	0	0	0	0	0	1	1	0	1	0	0	3
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>
Pedestrian	M	1	1	3	2	1	3	3	6	3	14	0	37
	F	0	1	0	0	0	0	0	1	1	4	0	7
	<b>Sub-total<sup>1</sup></b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>18</b>	<b>0</b>	<b>44</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>1</b>	<b>5</b>	<b>25</b>	<b>30</b>	<b>15</b>	<b>35</b>	<b>37</b>	<b>33</b>	<b>28</b>	<b>34</b>	<b>0</b>	<b>243</b>
	<b>F</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>20</b>	<b>0</b>	<b>90</b>
	<b>TOTAL<sup>1</sup></b>	<b>1</b>	<b>11</b>	<b>34</b>	<b>40</b>	<b>24</b>	<b>43</b>	<b>43</b>	<b>44</b>	<b>39</b>	<b>54</b>	<b>0</b>	<b>333</b>

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

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

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

Road user class	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car driver	M	0	17	560	628	448	869	735	581	445	537	40	4,860
	F	0	19	724	717	519	1,072	958	863	535	424	36	5,867
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>36</b>	<b>1,284</b>	<b>1,345</b>	<b>967</b>	<b>1,941</b>	<b>1,694</b>	<b>1,444</b>	<b>980</b>	<b>961</b>	<b>82</b>	<b>10,734</b>
Car passenger	M	95	268	193	157	77	118	59	73	27	55	156	1,278
	F	94	389	210	190	107	162	178	195	151	190	290	2,156
	<b>Sub-total<sup>1</sup></b>	<b>192</b>	<b>661</b>	<b>405</b>	<b>347</b>	<b>184</b>	<b>280</b>	<b>237</b>	<b>268</b>	<b>178</b>	<b>245</b>	<b>598</b>	<b>3,595</b>
Other motor vehicle driver	M	0	6	111	144	107	276	267	231	147	58	9	1,356
	F	0	0	20	27	18	43	36	24	10	12	4	194
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>6</b>	<b>131</b>	<b>171</b>	<b>125</b>	<b>319</b>	<b>303</b>	<b>255</b>	<b>157</b>	<b>70</b>	<b>15</b>	<b>1,552</b>
Other motor vehicle passenger	M	7	43	35	45	26	32	30	20	7	5	32	282
	F	4	38	27	25	19	24	25	27	14	10	18	231
	<b>Sub-total<sup>1</sup></b>	<b>11</b>	<b>83</b>	<b>62</b>	<b>70</b>	<b>45</b>	<b>56</b>	<b>55</b>	<b>47</b>	<b>21</b>	<b>15</b>	<b>60</b>	<b>525</b>
Motorcycle rider	M	0	43	275	351	228	441	426	330	113	33	19	2,259
	F	0	5	21	34	32	53	44	43	8	2	0	242
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>48</b>	<b>296</b>	<b>385</b>	<b>260</b>	<b>494</b>	<b>470</b>	<b>373</b>	<b>121</b>	<b>35</b>	<b>19</b>	<b>2,501</b>
Motorcycle passenger	M	1	17	4	3	3	5	2	2	0	0	3	40
	F	0	5	5	12	5	15	16	15	3	0	5	81
	<b>Sub-total<sup>1</sup></b>	<b>1</b>	<b>22</b>	<b>9</b>	<b>15</b>	<b>8</b>	<b>20</b>	<b>18</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>123</b>
Pedal cycle rider/passenger	M	0	85	59	74	66	172	176	112	59	23	6	832
	F	0	9	9	31	20	38	28	28	8	1	10	182
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>94</b>	<b>68</b>	<b>105</b>	<b>86</b>	<b>210</b>	<b>204</b>	<b>140</b>	<b>67</b>	<b>24</b>	<b>18</b>	<b>1,016</b>
Pedestrian	M	31	168	62	82	52	112	99	71	84	100	17	878
	F	20	99	47	87	65	87	65	97	76	112	27	782
	<b>Sub-total<sup>1</sup></b>	<b>51</b>	<b>267</b>	<b>109</b>	<b>169</b>	<b>117</b>	<b>199</b>	<b>164</b>	<b>168</b>	<b>160</b>	<b>212</b>	<b>45</b>	<b>1,661</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>134</b>	<b>647</b>	<b>1,299</b>	<b>1,484</b>	<b>1,007</b>	<b>2,025</b>	<b>1,794</b>	<b>1,420</b>	<b>882</b>	<b>811</b>	<b>283</b>	<b>11,786</b>
	<b>F</b>	<b>118</b>	<b>564</b>	<b>1,063</b>	<b>1,123</b>	<b>785</b>	<b>1,494</b>	<b>1,351</b>	<b>1,292</b>	<b>805</b>	<b>751</b>	<b>390</b>	<b>9,736</b>
	<b>TOTAL<sup>1</sup></b>	<b>255</b>	<b>1,217</b>	<b>2,364</b>	<b>2,607</b>	<b>1,792</b>	<b>3,519</b>	<b>3,146</b>	<b>2,712</b>	<b>1,687</b>	<b>1,562</b>	<b>848</b>	<b>21,709</b>

1. Unknown sex included.

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

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	17	567	643	455	875	747	588	453	551	40	4,936
	F	0	19	730	721	526	1,076	963	872	542	430	36	5,915
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>36</b>	<b>1,297</b>	<b>1,364</b>	<b>981</b>	<b>1,951</b>	<b>1,711</b>	<b>1,460</b>	<b>995</b>	<b>981</b>	<b>82</b>	<b>10,858</b>
Car passenger	M	95	269	199	159	80	123	62	75	28	57	156	1,303
	F	94	394	211	193	109	163	178	195	151	198	290	2,176
	<b>Sub-total<sup>1</sup></b>	<b>192</b>	<b>667</b>	<b>412</b>	<b>352</b>	<b>189</b>	<b>286</b>	<b>240</b>	<b>270</b>	<b>179</b>	<b>255</b>	<b>598</b>	<b>3,640</b>
Other motor vehicle driver	M	0	6	114	150	107	281	273	233	152	60	9	1,385
	F	0	0	21	27	18	43	36	24	11	12	4	196
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>6</b>	<b>135</b>	<b>177</b>	<b>125</b>	<b>324</b>	<b>309</b>	<b>257</b>	<b>163</b>	<b>72</b>	<b>15</b>	<b>1,583</b>
Other motor vehicle passenger	M	7	43	35	45	26	32	30	20	7	5	32	282
	F	4	38	28	27	19	24	25	27	15	10	18	235
	<b>Sub-total<sup>1</sup></b>	<b>11</b>	<b>83</b>	<b>63</b>	<b>72</b>	<b>45</b>	<b>56</b>	<b>55</b>	<b>47</b>	<b>22</b>	<b>15</b>	<b>60</b>	<b>529</b>
Motorcycle rider	M	0	45	281	355	231	454	434	345	123	35	19	2,322
	F	0	5	21	34	32	54	44	44	8	4	0	246
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>50</b>	<b>302</b>	<b>389</b>	<b>263</b>	<b>508</b>	<b>478</b>	<b>389</b>	<b>131</b>	<b>39</b>	<b>19</b>	<b>2,568</b>
Motorcycle passenger	M	1	17	4	3	3	6	3	2	0	0	3	42
	F	0	5	5	13	5	16	16	15	3	0	5	83
	<b>Sub-total<sup>1</sup></b>	<b>1</b>	<b>22</b>	<b>9</b>	<b>16</b>	<b>8</b>	<b>22</b>	<b>19</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>127</b>
Pedal cycle rider/passenger	M	0	86	59	75	67	174	180	113	60	23	6	843
	F	0	9	9	31	20	39	29	28	9	1	10	185
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>95</b>	<b>68</b>	<b>106</b>	<b>87</b>	<b>213</b>	<b>209</b>	<b>141</b>	<b>69</b>	<b>24</b>	<b>18</b>	<b>1,030</b>
Pedestrian	M	32	169	65	84	53	115	102	77	87	114	17	915
	F	20	100	47	87	65	87	65	98	77	116	27	789
	<b>Sub-total<sup>1</sup></b>	<b>52</b>	<b>269</b>	<b>112</b>	<b>171</b>	<b>118</b>	<b>202</b>	<b>167</b>	<b>175</b>	<b>164</b>	<b>230</b>	<b>45</b>	<b>1,705</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>135</b>	<b>652</b>	<b>1,324</b>	<b>1,514</b>	<b>1,022</b>	<b>2,060</b>	<b>1,831</b>	<b>1,453</b>	<b>910</b>	<b>845</b>	<b>283</b>	<b>12,029</b>
	<b>F</b>	<b>118</b>	<b>570</b>	<b>1,072</b>	<b>1,133</b>	<b>794</b>	<b>1,502</b>	<b>1,357</b>	<b>1,303</b>	<b>816</b>	<b>771</b>	<b>390</b>	<b>9,826</b>
	<b>TOTAL<sup>1</sup></b>	<b>256</b>	<b>1,228</b>	<b>2,398</b>	<b>2,647</b>	<b>1,816</b>	<b>3,562</b>	<b>3,189</b>	<b>2,756</b>	<b>1,726</b>	<b>1,616</b>	<b>848</b>	<b>22,042</b>

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

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

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

Road user class/ safety device used <sup>1</sup>	Degree of casualty		Total killed & injured
	Killed	Injured	
<b>Driver</b>			
Adult belt worn	107	11,467	11,574
Fitted but not worn	17	137	154
No restraint fitted	1	24	25
Unknown	30	657	687
<b>Sub-total</b>	<b>155</b>	<b>12,285</b>	<b>12,440</b>
<b>Passenger</b>			
Adult belt worn	31	2,834	2,865
Child restraint worn	1	179	180
Fitted but not worn	3	79	82
No restraint fitted	2	77	79
Unknown	12	950	962
<b>Sub-total</b>	<b>49</b>	<b>4,119</b>	<b>4,168</b>
<b>Motorcycle rider/passenger</b>			
Open face (jet) helmet worn	12	341	353
Full face helmet worn	53	1,988	2,041
No helmet worn	4	75	79
Unknown	2	220	222
<b>Sub-total</b>	<b>71</b>	<b>2,624</b>	<b>2,695</b>
<b>Pedal cycle rider/passenger</b>			
Helmet worn	11	715	726
No helmet worn	3	156	159
Unknown	0	145	145
<b>Sub-total</b>	<b>14</b>	<b>1,016</b>	<b>1,030</b>
<b>Other/unknown</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>All road vehicle casualties</b>			
<b>Device worn</b>	<b>215</b>	<b>17,524</b>	<b>17,739</b>
<b>Device not worn</b>	<b>30</b>	<b>550</b>	<b>580</b>
<b>Unknown</b>	<b>44</b>	<b>1,973</b>	<b>2,017</b>
<b>ROAD VEHICLE CASUALTIES: TOTAL<sup>2</sup></b>	<b>289</b>	<b>20,046</b>	<b>20,335</b>

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

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	1	12	16	7	13	16	21	21	14	0	121
	F	0	0	7	3	7	3	4	10	7	8	0	49
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>19</b>	<b>14</b>	<b>16</b>	<b>20</b>	<b>31</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>170</b>
.001 – .019 <sup>3</sup>	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
.020 – .049 <sup>4</sup>	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
.050 – .079	M	0	0	1	1	0	2	0	2	1	0	0	7
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
.080 – .149	M	0	0	1	1	0	4	5	1	0	0	0	12
	F	0	0	0	0	0	1	1	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
≥ .150	M	0	0	1	6	3	5	5	0	1	1	0	22
	F	0	0	0	1	0	1	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>24</b>
Unknown	M	0	1	0	1	0	0	0	0	0	3	0	5
	F	0	0	0	0	0	0	0	0	1	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>6</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>25</b>	<b>10</b>	<b>24</b>	<b>26</b>	<b>24</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>168</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>54</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>29</b>	<b>17</b>	<b>29</b>	<b>31</b>	<b>34</b>	<b>31</b>	<b>26</b>	<b>0</b>	<b>222</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	36	751	839	565	1,124	1,072	897	570	513	29	6,396
	F	0	17	652	607	423	874	784	717	464	367	18	4,923
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>53</b>	<b>1,403</b>	<b>1,446</b>	<b>988</b>	<b>1,998</b>	<b>1,857</b>	<b>1,614</b>	<b>1,034</b>	<b>880</b>	<b>47</b>	<b>11,320</b>
.001 – .019 <sup>3</sup>	M	0	0	3	0	2	3	0	0	0	0	0	8
	F	0	0	2	0	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
.020 – .049 <sup>4</sup>	M	0	1	4	2	0	2	1	0	0	0	0	10
	F	0	1	2	0	1	1	0	0	0	0	0	5
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
.050 – .079	M	0	1	9	16	4	14	13	1	0	0	0	58
	F	0	0	1	3	0	4	5	2	1	1	0	17
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>19</b>	<b>4</b>	<b>18</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>75</b>
.080 – .149	M	0	1	33	33	32	59	30	14	8	4	0	214
	F	0	0	7	8	4	12	8	5	2	1	0	47
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>41</b>	<b>36</b>	<b>71</b>	<b>38</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>261</b>
≥ .150	M	0	1	19	36	32	67	35	26	9	6	4	235
	F	0	0	4	4	13	14	13	9	2	1	2	62
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>40</b>	<b>45</b>	<b>81</b>	<b>48</b>	<b>35</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>297</b>
Unknown	M	0	26	127	197	148	317	277	204	118	105	35	1,554
	F	0	6	97	156	128	263	228	197	84	68	20	1,247
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>32</b>	<b>224</b>	<b>353</b>	<b>276</b>	<b>580</b>	<b>505</b>	<b>401</b>	<b>202</b>	<b>173</b>	<b>63</b>	<b>2,809</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>66</b>	<b>946</b>	<b>1,123</b>	<b>783</b>	<b>1,586</b>	<b>1,428</b>	<b>1,142</b>	<b>705</b>	<b>628</b>	<b>68</b>	<b>8,475</b>
	<b>F</b>	<b>0</b>	<b>24</b>	<b>765</b>	<b>778</b>	<b>569</b>	<b>1,168</b>	<b>1,038</b>	<b>930</b>	<b>553</b>	<b>438</b>	<b>40</b>	<b>6,303</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>90</b>	<b>1,711</b>	<b>1,901</b>	<b>1,352</b>	<b>2,754</b>	<b>2,467</b>	<b>2,072</b>	<b>1,258</b>	<b>1,066</b>	<b>116</b>	<b>14,787</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	37	763	855	572	1,137	1,088	918	591	527	29	6,517
	F	0	17	659	610	430	877	788	727	471	375	18	4,972
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>54</b>	<b>1,422</b>	<b>1,465</b>	<b>1,002</b>	<b>2,014</b>	<b>1,877</b>	<b>1,645</b>	<b>1,062</b>	<b>902</b>	<b>47</b>	<b>11,490</b>
.001 – .019 <sup>3</sup>	M	0	0	3	0	2	3	0	0	0	0	0	8
	F	0	0	2	0	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
.020 – .049 <sup>4</sup>	M	0	1	5	2	0	2	1	0	0	0	0	11
	F	0	1	2	0	1	1	0	0	0	0	0	5
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
.050 – .079	M	0	1	10	17	4	16	13	3	1	0	0	65
	F	0	0	1	3	0	4	5	2	1	1	0	17
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>20</b>	<b>4</b>	<b>20</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>82</b>
.080 – .149	M	0	1	34	34	32	63	35	15	8	4	0	226
	F	0	0	7	8	4	13	9	5	2	1	0	49
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>42</b>	<b>36</b>	<b>76</b>	<b>44</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>275</b>
≥ .150	M	0	1	20	42	35	72	40	26	10	7	4	257
	F	0	0	4	5	13	15	13	9	2	1	2	64
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>47</b>	<b>48</b>	<b>87</b>	<b>53</b>	<b>35</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>321</b>
Unknown	M	0	27	127	198	148	317	277	204	118	108	35	1,559
	F	0	6	97	156	128	263	228	197	85	68	20	1,248
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>33</b>	<b>224</b>	<b>354</b>	<b>276</b>	<b>580</b>	<b>505</b>	<b>401</b>	<b>203</b>	<b>176</b>	<b>63</b>	<b>2,815</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>68</b>	<b>962</b>	<b>1,148</b>	<b>793</b>	<b>1,610</b>	<b>1,454</b>	<b>1,166</b>	<b>728</b>	<b>646</b>	<b>68</b>	<b>8,643</b>
	<b>F</b>	<b>0</b>	<b>24</b>	<b>772</b>	<b>782</b>	<b>576</b>	<b>1,173</b>	<b>1,043</b>	<b>940</b>	<b>561</b>	<b>446</b>	<b>40</b>	<b>6,357</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>92</b>	<b>1,734</b>	<b>1,930</b>	<b>1,369</b>	<b>2,783</b>	<b>2,498</b>	<b>2,106</b>	<b>1,289</b>	<b>1,092</b>	<b>116</b>	<b>15,009</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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



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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	99	0	1	1	8	12	3	124
Light truck driver	12	0	0	2	2	5	0	21
Heavy rigid truck driver	2	0	0	0	0	0	0	2
Articulated truck driver	6	0	0	0	0	0	0	6
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	50	0	0	4	4	7	2	67
Other motor vehicle driver	1	0	0	0	0	0	1	2
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>170</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>14</b>	<b>24</b>	<b>6</b>	<b>222</b>

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

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

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	8,237	6	13	50	177	214	2,037	10,734
Light truck driver	847	1	0	12	30	45	185	1,120
Heavy rigid truck driver	80	0	0	1	1	0	14	96
Articulated truck driver	132	0	0	0	0	0	26	158
Bus driver	14	0	0	0	0	0	5	19
Motorcycle rider	1,891	3	2	12	51	38	504	2,501
Other motor vehicle driver	119	0	0	0	2	0	38	159
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>11,320</b>	<b>10</b>	<b>15</b>	<b>75</b>	<b>261</b>	<b>297</b>	<b>2,809</b>	<b>14,787</b>

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

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

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	8,336	6	14	51	185	226	2,040	10,858
Light truck driver	859	1	0	14	32	50	185	1,141
Heavy rigid truck driver	82	0	0	1	1	0	14	98
Articulated truck driver	138	0	0	0	0	0	26	164
Bus driver	14	0	0	0	0	0	5	19
Motorcycle rider	1,941	3	2	16	55	45	506	2,568
Other motor vehicle driver	120	0	0	0	2	0	39	161
<b>MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL</b>	<b>11,490</b>	<b>10</b>	<b>16</b>	<b>82</b>	<b>275</b>	<b>321</b>	<b>2,815</b>	<b>15,009</b>

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

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

**Table 3 Ia: Casualties, alcohol involvement in crash, degree of casualty**

Alcohol involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	53	993	1,046
No	249	15,113	15,362
Unknown	31	5,603	5,634
<b>CASUALTIES: Total</b>	<b>333</b>	<b>21,709</b>	<b>22,042</b>

**Table 3 Ib: Casualties, speeding involvement in crash, degree of casualty**

Speeding involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	140	3,923	4,063
No or unknown	193	17,786	17,979
<b>CASUALTIES: Total</b>	<b>333</b>	<b>21,709</b>	<b>22,042</b>

**Table 3 Ic: Casualties, fatigue involvement in crash, degree of casualty**

Fatigue involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	62	1,743	1,805
No or unknown	271	19,966	20,237
<b>CASUALTIES: Total</b>	<b>333</b>	<b>21,709</b>	<b>22,042</b>

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

## Reference information

- Population
- Licence
- Vehicles

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

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	250,110	236,594	486,704
5 – 16	561,984	530,659	1,092,643
17 – 20	195,877	184,495	380,372
21 – 25	260,658	252,656	513,314
26 – 29	213,930	213,667	427,597
30 – 39	509,034	514,034	1,023,068
40 – 49	496,582	509,545	1,006,127
50 – 59	470,738	481,956	952,694
60 – 69	376,495	382,467	758,962
≥70	342,368	425,596	767,964
<b>NEW SOUTH WALES RESIDENTS:</b>			
<b>TOTAL</b>	<b>3,677,776</b>	<b>3,731,669</b>	<b>7,409,445</b>

Source – Australian Bureau of Statistics Australian Demographic Statistics.

1 Preliminary estimated resident population for 30 June 2013 as published in September 2014.

**Table 33: Licence holders\*** as at 30 June 2013

Age (years)	Drivers only			Riders and combined drivers/riders			All licence holders		
	Male	Female	Total <sup>1</sup>	Male	Female	Total <sup>1</sup>	Male	Female	Total <sup>1</sup>
≤ 16	27,758	27,347	55,105	223	14	237	27,981	27,361	55,342
17 – 20	148,429	150,547	298,976	8,801	1,045	9,846	157,230	151,592	308,822
21 – 25	180,813	196,389	377,202	21,915	2,726	24,641	202,728	199,115	401,843
26 – 29	150,244	170,735	320,979	24,424	3,636	28,060	174,668	174,371	349,039
30 – 39	386,850	451,784	838,634	83,318	13,219	96,537	470,168	465,003	935,171
40 – 49	374,227	455,809	830,036	108,523	16,578	125,101	482,750	472,387	955,137
50 – 59	333,989	414,740	748,730	121,150	15,626	136,776	455,139	430,366	885,506
60 – 69	282,321	314,183	596,504	77,971	9,025	86,996	360,292	323,208	683,500
≥ 70	240,147	214,449	454,596	29,567	2,239	31,806	269,714	216,688	486,402
<b>LICENCE HOLDERS</b>									
<b>TOTAL<sup>2</sup></b>	<b>2,124,778</b>	<b>2,395,983</b>	<b>4,520,762</b>	<b>475,892</b>	<b>64,108</b>	<b>540,000</b>	<b>2,600,670</b>	<b>2,460,091</b>	<b>5,060,762</b>

Source – Roads and Maritime Services.

\* Including Learner Licence holders.

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

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

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

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

Vehicle type	Vehicles on register <sup>1</sup>
<b>MOTOR VEHICLES</b>	
Passenger vehicle <sup>2</sup>	4,053,734
Rigid truck, van or utility	673,349
Articulated truck	18,294
Bus	12,732
Motorcycle	197,667
<b>Sub-total</b>	<b>4,955,776</b>
<b>OTHER VEHICLES</b>	
Plant	7,659
Trailer	876,525
<b>Sub-total</b>	<b>884,184</b>
<b>VEHICLES ON REGISTER: TOTAL</b>	<b>5,839,960</b>

Source – Roads and Maritime Services.

Note: As a result of a reclassification of types in the registration database, the 2013 passenger vehicle and rigid truck, van or utility categories are not comparable with previous years.

1 As at 30 June 2013

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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