NSW GOVERNMENT Transport for NSW

Centre for Road Safety

ROAD TRAFFIC CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended
31 December 2014

Prepared by the Centre for Road Safety, Transport for NSW

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Alcohol for casualties

Summary data for 2014

			Compared with 2013	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	285	*0.8*	-31	*-9.8*
Injury crashes	16,487	*44.6*	-1,233	*-7.0*
Non-casualty crashes	20,209	*54.6*	-2.733	*-11.9*
Total recorded crashes	36,981	*100.0*	-3,997	*-9.8*
CASUALTIES				
Killed	307	*1.5*	-26	*-7.8*
Injured	20,681	*98.5*	-1,590	*-7.1*
Total casualties	20,988	*100.0*	-1,616	*-7.1*
VEHICLES ON REGISTER[1]	5,072,800		+117,000	*+2.4*
Fatalities per 10,000 vehicles	**0.61**			***-9.9***
LICENCE HOLDERS[2]	5,142,400		+81,600	*+1.6*
Fatalities per 10,000 licence holders	**0.60**			***-9.3***
POPULATION OF STATE[3]	7,516,600		+109,600	*+1.5*
Fatalities per 100,000 persons	**4.08**			*-9.2*

[1] As at 30 June 2014. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

[2] As at 30 June 2014. Previously, the number of licences on issue was reported. See also note on Table 33.

[3] Estimated resident population as at 30 June 2014 as published in September 2015. Source - Australian Bureau of Statistics.

Main points for 2014

- The number of persons killed per 100,000 population was 4.1. This is the lowest since records were first compiled in 1908.
- There were 36,981 recorded road crashes in New South Wales during 2014. Of these, 16,772 were casualty crashes. There were 307 persons killed and 20,681 injured.
- The estimated cost to the community of these road crashes using the Willingness to Pay methodology was around $4,690 million.
- The number of persons killed was down by 26 (8 per cent) on the previous year and was the lowest annual fatality total since 1923.
- The number of persons injured in 2014 was down by 1,590 (7 per cent) on the previous year and was the lowest annual injury total since 1958.
- The number of drivers killed was the lowest since 1954 and the number injured was the lowest total since 1967.
- The number of passengers killed was the lowest since records began in 1939 and the number injured was the lowest total since 1950.
- The number of pedestrians killed was the lowest since records began in 1928 and the number injured was the lowest since 1944.
- The number of motorcyclists killed was the lowest since 2011.
- Country roads accounted for 34 per cent of all crashes, but 69 per cent of fatal crashes.
- At least 15 per cent of motor vehicle occupants killed were not wearing available seat belts.
- Two of the 11 pedal cyclists killed and at least 16 per cent of those injured failed to wear a helmet.
- Thirty-nine 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 the alcohol involvement was known, alcohol was a contributing factor in 46 per cent of fatal crashes on Thursday, Friday and Saturday nights, 18 per cent of all fatal crashes, 7 per cent of injury crashes and 6 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 alcohol concentration. Forty-four per cent of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 41 per cent of fatal crashes and 18 per cent of all crashes.
- Twenty-one per cent of all drivers and motorcycle riders involved in fatal crashes were young persons aged 17 to 25 years, but this age group accounted for only 14 per cent of licence holders.
- Twenty-seven per cent of all speeding drivers and motorcycle riders involved in fatal crashes were males aged 17 to 25 years. In contrast, only six per cent of speeding drivers and motorcycle riders involved in fatal crashes were females in that age group.
- Fatigue was assessed as being involved in at least 16 per cent of fatal crashes.
- Compared with 2013 there was a ten per cent decrease in fatal crashes and an eight per cent decrease in fatalities in 2014. There were several crash characteristics which decreased by more than the overall decrease. In particular, motorcyclist fatalities decreased by 17 per cent (rider fatalities aged 50 years or more decreased by 40 per cent), single vehicle fatal crashes decreased by 20 per cent, alcohol-related fatal crashes on Thursday, Friday and Saturday nights decreased by 43 per cent and P Plate drivers involved in fatal crashes decreased by 36 per cent.
- However, compared with 2013, some notable increases occurred in 2014 – vehicle occupant fatalities not wearing an available restraint increased by 45 per cent, fatal crashes on country roads with a speed limit of 60 km/h or less increased by 24 per cent and the involvement of drivers aged 70 years or more in fatal crashes increased by 54 per cent.

Interpreting tables correctly

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

Convention for table headings

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

EXAMPLE 1

Suppose you wish to know the number of car drivers aged 17-20 years who were killed. If you looked at Table 16a, on page 34, saw the word fatal in the heading and assumed that the table was counting persons killed, you would deduce that 32 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 18.

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 2,522. 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 2,487 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

Significant changes to the collection and processing of crash data have occurred during 2014. The introduction of self-reporting of crashes by NSW Police as well as the identification of serious injury information from NSW Health records have both impacted the 2014 crash data.

Crash statistics included in this Statistical Statement

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

1 The crash was reported to the police

2 The crash occurred on a road open to the public

3 The crash involved at least one moving road vehicle

4 The crash involved at least one person being killed or injured or at least one motor vehicle being towed away.

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

Crash data reported in this Statistical Statement were finalised and released in September 2015.

Criteria for reporting crashes in 2014

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.

As of 15 October 2014 NSW Police do not attend or investigate crashes in which a vehicle is towed away but no-one is injured or killed. These crashes are now required to be self-reported by involved parties to Police via the Police Assistance Line (PAL). If medical attention for an injury is sought more than 24 hours after a crash, this may also be reported via PAL as an injury crash.

Impact of crash self-reporting

The introduction of self-reporting for crashes has impacted trends in the crash data from October 2014. Crash records collected directly from involved parties contain less descriptive data making the determination of attributes such as road user movements and contributing factors less reliable or unavailable for these crashes. Self-reported crashes make up 10.4 per cent of non-casualty crashes and 4.5 per cent of injury crashes in 2014.

The introduction of self-reporting of crashes has resulted in a decrease in the number of crashes recorded by NSW Police. Non-injury crashes reported in 2014 have declined by 12 per cent from 2013. Some of this decrease is attributed to the change since October 2014.

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 and witness accounts, or a Police Assistance Line (PAL) operator from details provided by the person reporting the crash. A sketch or site diagram of the crash site is completed for casualty crashes where a police officer attended the crash scene.

Completed and verified data for all crashes are transferred from COPS, on a weekly basis, and electronically forwarded to the CRS. 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. While less information is captured by PAL for self-reported crashes, these crashes are still coded in the same manner with capture of most data fields possible from the available information.

A computer checking process is performed to identify inconsistencies and errors which may have occurred during the data entry and validation phases. In addition, results of blood alcohol analyses are regularly obtained from the NSW Health Pathology Forensic and 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

Extra injury information 2005 - 2014

In 2014 a project was conducted to match crash records from CrashLink to hospital records from NSW Health. This linkage resulted in the identification of hospital admissions for persons previously identified by Police as uninjured drivers or riders. This extra information has been used to enhance the crash data for 2005 to 2014 by including the additional injured people as casualties. This also has the effect of changing some towaway crashes to injury crashes. This has resulted, on average, in an additional 360 casualties per year for this time period. The total number of crashes each year has not been changed by the inclusion of this information.

Table 1 and Table 5 in this statistical statement include these data from 2005 to 2014. All tables from Table 6 in this statistical statement include these data for 2014. Care must be taken when assessing trends over time from years prior to 2005 or from previously published statistical statements.

Injury statistics recording process change

Due to coding practice changes in the injury recording process since 2012, injury statistics are not directly comparable with those for 2010 and 2011. 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 from 2012 onwards 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.

Historical data changes

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 2014 a system change made it possible for more than one factor to be captured for each vehicle. Table 12 now counts all contributing factors so slight increases in the number of crashes with factors recorded are expected.

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.

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 2014. These boundaries differ from those represented in versions of this publication prior to 2013.

Speed criteria change

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

Definitions and explanatory notes

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

Pedal cycle	Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached.
Pedal cycle passenger	A person on but not controlling a pedal cycle.
Pedal cycle rider	A person occupying the controlling position of a pedal cycle.
Pedestrian	Any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.
Pedestrian Conveyance	Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorised scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorised go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorised wheelchair or any other toy device used as a means of mobility.
Road	The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island.
Road vehicle	Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.
Sydney Metropolitan Area	Comprised of the following local government areas: City of Sydney, 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.
Wollongong Metropolitan Area	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 1: Trends in New South Wales 1950, 1955, 1960, 1965, 1970-2014

Year	Killed	Injured	Fatal crashes	Total crashes	Vehicles on register[1] ('000)	Licence holders[2] ('000)	Population[3] ('000)	Total vehicle kilometres travelled[4] ('000,000)	Fatalities per 10,000 vehicles	Fatalities per 10,000 licences	Fatalities per 100,000 population	Fatalities per 100 million vehicle km
1950	**634**	**11,096**		**18,232**	**478**	**677**	**3,193**	**-**	**13.26**	**9.36**	**19.9**	**-**
1955	**820**	**16,437**		**37,379**	**709**	**1,000**	**3,491**	**-**	**11.57**	**8.20**	**23.5**	**-**
1960	**978**	**22,655**	**910**	**51,316**	**972**	**1,275**	**3,833**	**-**	**10.06**	**7.67**	**25.5**	**-**
1965	**1,151**	**29,157**	**1,026**	**65,348**	**1,296**	**1,608**	**4,172**	**-**	**8.88**	**7.16**	**27.6**	**-**
1970	**1,309**	**34,886**	**1,135**	**92,998**	**1,712**	**2,049**	**4,522**	**-**	**7.65**	**6.39**	**28.9**	**-**
1971	1,249	36,660	1,096	99,547	1,818	2,155	4,726[3]	29,105	6.87	5.80	26.4	4.29
1972	1,092	36,814	981	113,375	1,909	2,223	4,795	-	5.72	4.91	22.8	-
1973	1,230	39,294	1,082	119,426	2,009	2,299	4,842	-	6.12	5.35	25.4	-
1974	1,275	40,429	1,121	128,842	2,098	2,391	4,894	-	6.08	5.33	26.1	-
1975	**1,288**	**38,141**	**1,150**	**111,565**	**2,204**	**2,532**	**4,932**	**-**	**5.84**	**5.09**	**26.1**	**-**
1976	1,264	37,327	1,119	69,204[5]	2,251	2,634	4,960	34,188	5.62	4.80	25.5	3.70
1977	1,268	38,407	1,118	70,535	2,309	2,744	5,002	-	5.49	4.62	25.4	-
1978	1,384	40,875	1,222	76,127	2,389	2,849	5,054	-	5.79	4.86	27.4	-
1979	1,290	36,984	1,125	66,738	2,490	2,887	5,111	37,674	5.18	4.47	25.2	3.42
1980	**1,303**	**38,816**	**1,152**	**66,770**	**2,587**	**2,980**	**5,172**	**-**	**5.04**	**4.37**	**25.2**	**-**
1981	1,291	38,968	1,130	68,290	2,691	3,087	5,235	-	4.80	4.18	24.7	-
1982	1,253	34,553	1,115	64,056	2,788	3,198	5,304	43,751	4.49	3.92	23.6	2.86
1983	966	33,978	877	61,606	2,839	3,275	5,353	-	3.40	2.95	18.0	-
1984	1,037	36,271	910	65,203	2,891	3,358	5,403	-	3.59	3.09	19.2	-
1985	**1,067**	**39,336**	**954**	**70,848**	**2,986**	**3,438**	**5,465**	**46,622**	**3.57**	**3.10**	**19.5**	**2.29**
1986	1,029	38,230	908	68,664	3,043	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	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	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	6,246	-	1.69	1.46	9.2	-
1998	556	26,415	491	52,575	3,493	4,030	6,306	s54,216	1.59	1.38	8.8	1.03
1999	577	26,748	506	52,866	3,545	4,086	6,375	s57,259	1.63	1.41	9.1	1.01
2000	**603**	**28,812**	**543**	**52,914**	**3,635**	**4,146**	**6,447**	**s56,262**	**1.66**	**1.45**	**9.4**	**1.07**
2001	524	29,913	486	51,814	3,737	4,157	6,530	s60,210	1.40	1.26	8.0	0.87
2002	561	28,447	501	50,448	3,830	4,243	6,581	s63,425	1.46	1.32	8.5	0.88
2003	539	27,208	483	49,266	3,939	4,317	6,621	s63,617	1.37	1.25	8.1	0.85
2004	510	26,323	458	47,310	4,054	4,345	6,651	s60.661	1.26	1.17	7.7	0.84
2005	**508**	**d25,598**	**459**	**45,554**	**4,125**	**4,397**	**6,693**	**s66,025**	**1.23**	**1.16**	**7.6**	**0.77**
2006	496	d25,869	449	45,528	4,220	4,474	6,743	s64,384	1.18	1.11	7.4	0.77
2007	435	d26,238	405	45,395	4,311	4,577	6,834	s64,237	1.01	0.95	6.4	0.68
2008	374	d24,444	353	42,833	4,420	4,642	6,943	s67,683	0.85	0.81	5.4	0.55
2009	453	d24,513	408	42,952	4,516	4,721	7,054	-	1.00	0.96	6.4	-
2010	**405**	**d25,055**	**365**	**42,299**	**4,633**	**4,791**	**7,144**	**s69,183**	**0.87**	**0.85**	**5.7**	**0.59**
2011	364	d26,748	336	42,953	4,743	4,894	7,219	-	0.77	0.74	5.0	-
2012	369	d23,464	336	41,520	4,849	4,985	7,307	s67,081	0.76	0.74	5.0	0.55
2013	333	d22,271	316	40,978	4,956	5,061	r7.407	-	0.67	0.66	4.5	-
2014	**307**	**20,681**	**285**	**36,981**	**5,073**	**5,142**	**p7,517**	**s71,372**	**0.61**	**0.60**	**4.1**	**0.43**

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 2014 are preliminary as at published in September 2015.

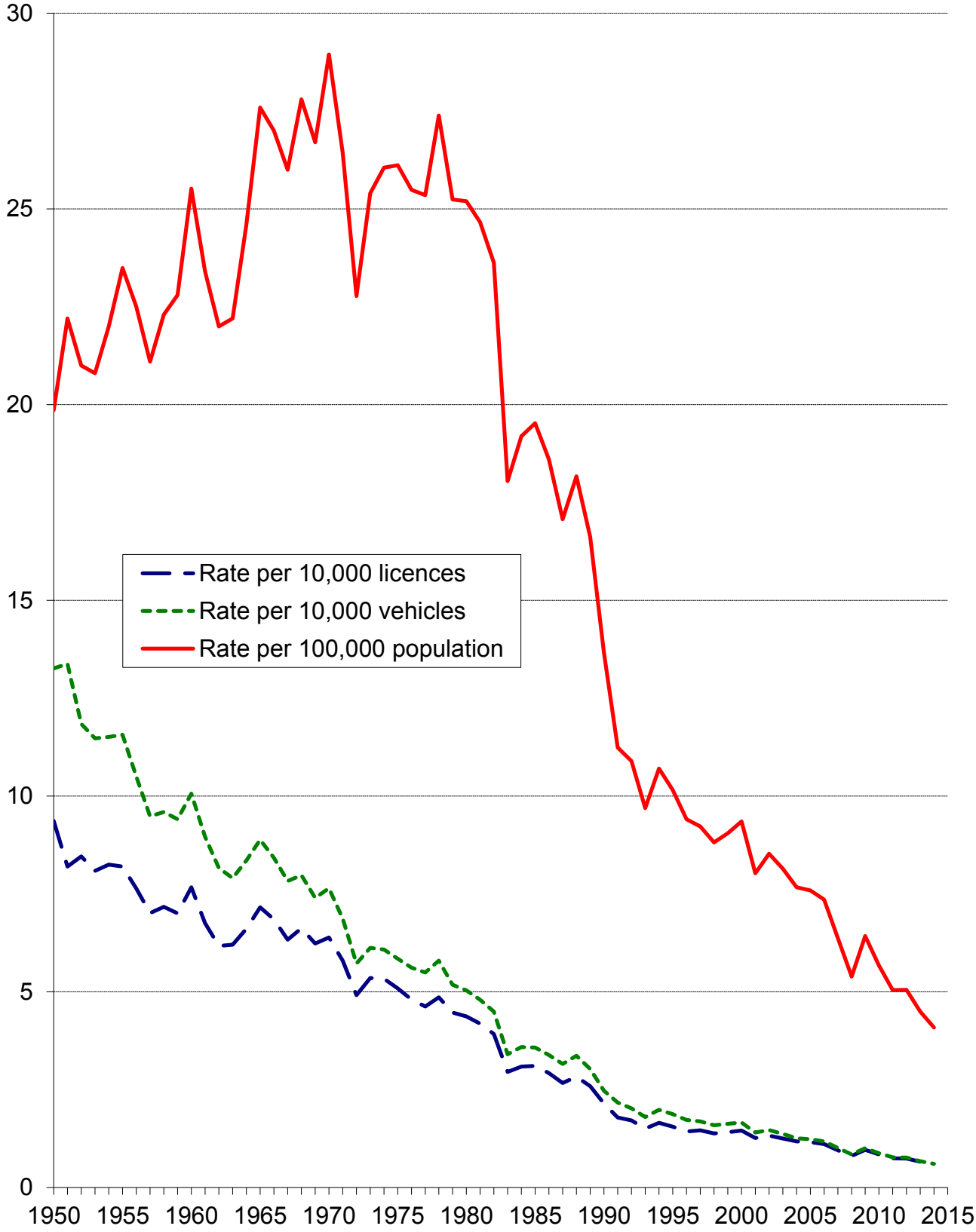
4 From Australian Bureau of Statistics Survey of Motor Vehicle Use. Prior to 1988 travel by commercial buses was excluded. Prior to 1998 travel is for the 12 months ended 30 September. New methodology introduced for the years 1998 to 2007. Travel for 1998 is for the 12 months ended 31 July. Travel from 2000 to 2011 is for the 12 months ended 31 October. Changes to methodology introduced for 2008. Travel estimate for 2012 is for the 12 months ended 30 June. Travel estimate for 2014 is for the 12 months ended 31 October.

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 d - Injury figures for 2005 to 2013 revised following matching with NSW Health data for 2005 to 2013.

s - Revised estimates of motor vehicle travel for 2008 onwards based on NSW State of Operation figures, estimates prior to 2008 remain based on NSW State of Registration figures.

Figure 1: Fatality rate per 10,000 vehicles, 10,000 licence holders and 100,000 population for years 1950 to 2014 in NSW



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

Table 2: Comparison with other Australian States[1] and other countries[2]

	Killed	Vehicles[3] ('000)	Population[4] ('000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	**307**	**5,073**	**7,517**	**0.6**	**4.1**
Victoria	249	4,483	5,839	0.6	4.3
Queensland	223	3,705	4,721	0.6	4.7
Western Australia	183	2,142	2,561	0.9	7.1
South Australia	107	1,326	1,685	0.8	6.3
Tasmania	35	443	515	0.8	6.8
Australian Capital Territory	10	279	385	0.4	2.6
Northern Territory	39	152	244	2.6	16.0
AUSTRALIA	**1,153**	**17,604**	**23,470**	**0.7**	**4.9**
CANADA	1,923(13)	23,006(13)	35,154(13)	0.8	5.5
DENMARK	183	2,957(13)	5,627	0.6	3.3
FRANCE	3,384	41,204(13)	65,857	0.8	5.1
GERMANY	3,368	52,391(13)	80,780	0.6	4.2
JAPAN	4,838	83,666(13)	127,083	0.6	3.8
NETHERLANDS	570	9,612(13)	16,829	0.6	3.4
NEW ZEALAND	295	3,398	4,510	0.9	6.5
NORWAY	147	3,571(13)	5,109	0.4	2.9
SWEDEN	270	5,708(13)	9,665	0.5	2.8
UNITED KINGDOM	1,854	35,321(13)	64,597	0.5	2.9
UNITED STATES OF AMERICA	32,675	269,294(13)	318,857	1.2	10.2

1 Australian fatality data (except for New South Wales) for 2014 based on the Bureau of Infrastructure, Transport and Regional Economics fatality database as at 25 October 2015.

2 Fatality data are for 2014 for most other countries and are based on Reported Road Casualties Great Britain Annual Report 2014 or the relevant National Statistical Reporting Authorities. Some fatality data for 2014 were not available and so 2013 data have been included.

3 Australian figures (except for New South Wales) are as at 31 January 2014 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 2014. International figures are sourced from 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 2014 as published for March 2015. Canada population estimates are for 1 July from Statistics Canada. European population estimates are for 1 January 2014 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 Kingdom population estimate for for 30 June 2014 is based on published data from the UK Office of National Statistics, Mid Year Population Estimates. United States population estimate for 1 July 2014 is based on published data from United States Census Bureau, Population Division.

13 Data for 2013.

Table 3: Deaths within NSW, causes of death, sex, age for 2013

2013	Age (years)									TOTAL[3]
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
Males										
Deaths from all causes[1]	276	88	137	158	442	879	2,029	3,766	17,854	25,632
All accidental deaths[1]	26	34	57	56	122	143	123	110	363	1,034
Road deaths[2]	5	19	33	19	35	37	33	28	34	243
as % of accidental deaths	19	56	58	34	29	26	27	25	9	24
as % of all deaths	2	22	24	12	8	4	2	1	<1	1
Females										
Deaths from all causes[1]	225	48	64	71	242	536	1,139	2,252	19,736	24,317
All accidental deaths[1]	18	10	17	14	34	40	52	41	446	673
Road deaths[2]	5	9	10	10	8	6	11	11	20	90
as % of accidental deaths	28	90	59	71	24	15	21	27	4	13
as % of all deaths	2	19	16	14	3	1	1	1	<1	<1
All persons										
Deaths from all causes[1]	501	136	201	229	684	1,415	3,168	6,018	37,590	49,949
All accidental deaths[1]	44	44	74	70	156	183	175	151	809	1,707
Road deaths[2]	10	28	43	29	43	43	44	39	54	333
as % of accidental deaths	23	64	58	41	28	23	25	26	7	20
as % of all deaths	2	21	21	13	6	3	1	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												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
1950	**51**	**36**	**54**	**59**	**50**	**57**	**63**	**46**	**51**	**46**	**68**	**53**	**634**
1951	53	40	72	64	66	77	55	59	63	68	50	61	728
1952	58	58	65	82	70	52	50	49	51	52	50	63	700
1953	54	51	59	63	61	60	60	68	61	64	35	68	704
1954	51	70	56	76	65	54	62	73	67	73	47	60	754
1955	79	57	70	90	64	56	66	65	48	73	72	80	820
1956	56	60	80	66	71	71	62	57	70	64	65	79	801
1957	52	53	63	61	82	66	60	76	53	48	76	75	765
1958	70	54	70	60	86	67	76	64	66	63	64	84	824
1959	79	34	63	66	80	94	75	78	66	66	79	79	859
1960	**79**	**82**	**73**	**94**	**81**	**87**	**110**	**89**	**62**	**79**	**59**	**83**	**978**
1961	63	55	83	70	79	102	92	79	93	52	63	87	918
1962	72	58	72	62	91	66	88	75	74	67	58	93	876
1963	70	46	79	73	86	85	78	93	72	81	43	94	900
1964	78	76	93	83	111	72	78	87	84	88	71	89	1,010
1965	79	89	94	101	96	129	99	71	83	112	88	110	1,151
1966	98	66	88	126	99	94	96	73	71	117	95	120	1,143
1967	87	79	94	82	93	89	106	100	94	98	92	103	1,117
1968	90	104	103	72	102	110	102	96	100	100	105	127	1,211
1969	86	77	80	119	103	111	107	103	91	97	98	116	1,188
1970	**105**	**89**	**118**	**136**	**116**	**91**	**92**	**115**	**94**	**129**	**107**	**117**	**1,309**
1971	85	93	99	101	124	108	109	118	102	115	92	103	1,249
1972	73	59	86	94	112	74	85	114	95	94	90	116	1,092
1973	98	85	88	113	107	96	88	112	126	80	107	130	1,230
1974	103	95	101	94	108	113	93	113	112	105	105	133	1,275
1975	106	111	115	94	116	108	88	111	121	100	109	109	1,288
1976	92	76	95	113	126	102	99	106	129	116	98	112	1,264
1977	92	106	109	121	104	87	98	111	89	121	109	121	1,268
1978	114	95	126	101	122	129	128	123	113	104	104	125	1,384
1979	73	75	134	121	120	92	108	109	122	107	103	126	1,290
1980	**99**	**62**	**97**	**128**	**112**	**103**	**134**	**128**	**92**	**118**	**124**	**106**	**1,303**
1981	112	93	85	125	107	85	112	94	104	116	124	134	1,291
1982	134	113	90	119	101	96	104	106	98	101	107	84	1,253
1983	70	57	91	91	79	79	81	79	86	77	83	93	966
1984	89	76	103	71	96	90	56	91	85	75	97	108	1,037
1985	74	85	77	84	92	71	82	81	97	98	94	132	1,067
1986	89	85	100	74	107	76	76	74	81	101	77	89	1,029
1987	86	58	82	84	69	83	77	63	84	112	74	87	959
1988	89	75	97	75	81	74	85	79	92	107	84	99	1,037
1989	56	82	82	45	77	97	75	64	93	96	69	124	960
1990	**52**	**52**	**87**	**57**	**59**	**70**	**83**	**66**	**80**	**62**	**55**	**74**	**797**
1991	61	47	52	59	55	52	61	55	59	57	49	56	663
1992	55	56	56	47	41	59	53	65	50	62	55	50	649
1993	44	31	56	51	37	42	42	59	42	59	55	63	581
1994	56	41	65	54	51	42	52	38	43	73	69	63	647
1995	38	50	61	46	48	57	51	53	41	60	59	56	620
1996	23	49	49	62	48	56	50	52	43	52	47	50	581
1997	69	44	39	42	58	38	53	47	35	47	62	42	576
1998	47	39	61	43	58	51	36	51	37	47	31	55	556
1999	52	41	61	47	60	40	39	44	52	43	48	50	577
2000	**50**	**52**	**48**	**55**	**53**	**48**	**58**	**33**	**50**	**39**	**49**	**68**	**603**
2001	38	39	42	42	56	35	44	51	35	46	46	50	524
2002	39	45	50	46	56	57	35	51	50	45	43	44	561
2003	42	40	49	47	42	32	35	51	40	57	52	52	539
2004	52	44	48	34	39	41	44	43	35	43	47	40	510
2005	35	38	37	45	56	40	50	40	44	40	37	46	508
2006	57	39	54	49	37	43	34	34	33	42	38	36	496
2007	34	30	42	47	31	41	41	30	32	33	37	37	435
2008	28	29	29	26	24	30	34	35	33	39	31	36	374
2009	26	34	39	55	36	34	27	49	42	45	30	36	453
2010	**43**	**34**	**26**	**43**	**37**	**33**	**23**	**27**	**37**	**39**	**38**	**25**	**405**
2011	28	30	31	25	25	27	29	38	29	23	39	40	364
2012	32	25	33	33	31	34	24	36	30	28	35	28	369
2013	15	33	30	26	24	32	26	33	15	37	34	28	333
2014	**34**	**29**	**26**	**20**	**30**	**25**	**19**	**27**	**24**	**26**	**29**	**18**	**307**

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

Year	Road user class							
	Vehicle occupant				Motorcyclist			
	Driver		Passenger		Rider		Passenger	
	K	I	K	I	K	I	K	I
1960	**273**	**7,029**	**248**	**8,801**	**39**	**1,409**	**9**	**241**
1961	272	7,360	252	8,475	41	1,159	4	151
1962	263	7,603	241	8,260	45	952	4	116
1963	282	8,835	262	9,826	18	877	4	111
1964	330	9,860	280	10,778	26	861	7	110
1965	411	11,225	373	11,714	28	901	4	95
1966	428	11,183	321	11,642	32	1,020	2	112
1967	405	11,609	301	11,406	54	1,337	4	122
1968	455	11,908	358	11,786	62	1,899	6	184
1969	436	12,515	358	12,053	75	2,562	4	266
1970	**494**	**13,710**	**387**	**12,719**	**93**	**2,967**	**17**	**311**
1971	465	14,671	395	12,620	106	3,783	16	437
1972	370	14,392	331	12,271	98	4,292	17	443
1973	426	15,754	358	12,904	130	4,852	22	533
1974	436	16,156	361	12,974	140	5,181	16	617
1975	475	14,469	368	13,384	142	4,483	19	609
1976	455	14,131	370	13,154	135	4,239	25	551
1977	489	14,744	347	13,619	125	4,055	15	508
1978	537	16,339	396	14,700	137	3,731	10	498
1979	515	14,821	362	12,623	127	3,783	22	506
1980	**487**	**15,390**	**359**	**12,940**	**152**	**4,366**	**21**	**610**
1981	504	15,538	325	12,883	146	4,643	26	655
1982	453	13,258	322	11,087	178	4,387	25	631
1983	339	12,684	232	10,381	143	4,817	10	590
1984	374	14,001	275	10,753	135	5,181	18	571
1985	412	15,861	264	11,779	122	5,220	21	573
1986	393	15,964	262	11,591	146	4,364	18	560
1987	356	16,117	262	11,447	119	4,053	19	455
1988	403	15,795	270	10,685	111	3,609	12	388
1989	356	15,627	303	10,535	98	3,064	11	307
1990	**310**	**14,469**	**200**	**9,082**	**84**	**2,537**	**6**	**240**
1991	304	12,563	172	8,160	54	2,220	4	212
1992	287	11,883	176	7,490	55	1,936	4	194
1993	274	12,197	135	7,577	41	1,884	5	164
1994	258	12,388	181	7,127	50	1,897	6	193
1995	281	12,228	139	7,375	57	1,848	2	174
1996	234	12,280	146	7,174	52	1,808	6	166
1997	263	11,705	137	6,713	43	1,707	1	142
1998	247	12,653	148	7,344	49	1,879	3	163
1999	263	13,348	139	7,289	51	1,770	4	149
2000	**278**	**15,270**	**146**	**7,308**	**60**	**1,894**	**2**	**138**
2001	219	16,270	133	7,468	68	2,007	2	151
2002	276	15,553	123	6,856	51	1,994	4	141
2003	239	15,125	137	6,549	56	1,826	3	110
2004	229	14,749	122	6,051	57	1,963	1	123
2005	235	14,273	100	5,808	61	1,978	3	123
2006	249	14,644	102	5,589	65	2,218	1	112
2007	215	14,941	77	5,728	57	2,151	4	130
2008	194	13,827	67	4,981	52	2,334	3	125
2009	210	13,861	102	4,931	66	2,512	3	120
2010	**185**	**14,518**	**89**	**5,103**	**57**	**2,379**	**4**	**105**
2011	181	15,724	73	5,602	47	2,462	4	100
2012	164	13,650	82	4,380	60	2,600	1	113
2013	155	12,841	49	4,120	67	2,507	4	123
2014	**153**	**11,841**	**43**	**3,810**	**58**	**2,444**	**1**	**105**

1 K – Killed I – Injured
Injury figures for 2005 to 2013 revised following matching with NSW Health data for 2005 to 2013.

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

Year	Road user class							
	Pedestrian		Pedal cyclist[2]		Other[3]		All road users	
	K	I	K	I	K	I	K	I
1960	**367**	**4,022**	**42**	**1,128**	**0**	**25**	**978**	**22,655**
1961	319	3,627	30	1,039	0	28	918	21,839
1962	296	3,548	24	961	3	28	876	21,468
1963	310	4,000	24	967	0	36	900	24,652
1964	328	4,012	38	974	1	36	1,010	26,631
1965	301	4,254	29	942	5	26	1,151	29,157
1966	341	4,111	16	869	3	44	1,143	28,981
1967	329	4,155	23	837	1	35	1,117	29,501
1968	292	4,175	37	935	1	32	1,211	30,919
1969	294	4,469	19	868	2	19	1,188	32,752
1970	**291**	**4,346**	**26**	**792**	**1**	**41**	**1,309**	**34,886**
1971	250	4,292	16	820	1	37	1,249	36,660
1972	256	4,586	19	788	1	42	1,092	36,814
1973	271	4,563	21	648	2	40	1,230	39,294
1974	296	4,719	25	738	1	44	1,275	40,429
1975	257	4,370	22	766	5	60	1,288	38,141
1976	259	4,335	19	857	1	60	1,264	37,327
1977	266	4,349	23	1,089	3	43	1,268	38,407
1978	281	4,571	22	1,020	1	16	1,384	40,875
1979	230	4,120	32	1,115	2	16	1,290	36,984
1980	**252**	**4,161**	**31**	**1,326**	**1**	**23**	**1,303**	**38,816**
1981	267	3,953	22	1,272	1	24	1,291	38,968
1982	256	3,788	19	1,390	0	12	1,253	34,553
1983	212	3,963	29	1,522	1	21	966	33,978
1984	211	4,116	23	1,624	1	25	1,037	36,271
1985	223	4,210	23	1,682	2	11	1,067	39,336
1986	191	3,989	19	1,747	0	15	1,029	38,230
1987	178	4,255	22	1,870	3	22	959	38,219
1988	205	4,177	34	1,949	2	13	1,037	36,616
1989	173	3,980	19	1,800	0	11	960	35,324
1990	**177**	**3,944**	**20**	**1,860**	**0**	**21**	**797**	**32,153**
1991	119	3,431	10	1,468	0	31	663	28,085
1992	121	3,104	6	1,300	0	13	649	25,920
1993	117	3,091	8	1,443	1	12	581	26,368
1994	129	3,220	23	1,320	0	15	647	26,160
1995	130	3,154	11	1,170	0	14	620	25,963
1996	130	3,234	13	1,346	0	21	581	26,029
1997	114	2,985	18	1,194	0	8	576	24,454
1998	102	3,150	7	1,223	0	3	556	26,415
1999	108	3,024	12	1,164	0	4	577	26,748
2000	**110**	**2,979**	**6**	**1,218**	**1**	**5**	**603**	**28,812**
2001	88	2,861	13	1,142	1	14	524	29,913
2002	94	2,607	13	1,292	0	4	561	28,447
2003	94	2,490	9	1,107	1	1	539	27,208
2004	85	2,301	16	1,116	0	20	510	26,323
2005	96	2,221	13	1,188	0	7	508	25,598
2006	72	2,126	7	1,179	0	1	496	25,869
2007	68	2,122	14	1,163	0	3	435	26,238
2008	49	2,087	8	1,090	1	0	374	24,444
2009	59	1,933	13	1,155	0	1	453	24,513
2010	**59**	**1,872**	**11**	**1,077**	**0**	**1**	**405**	**25,055**
2011	49	1,862	10	995	0	3	364	26,748
2012	55	1,696	7	1,025	0	0	369	23,464
2013	44	1,661	14	1,017	0	2	333	22,271
2014	**41**	**1,554**	**11**	**923**	**0**	**4**	**307**	**20,681**

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.
Injury figures for 2005 to 2013 revised following matching with NSW Health data for 2005 to 2013.

Road crashes in 2014

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

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

Period	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	**Total crashes**	K	I	**Total killed & injured**
New Year (1 January) (1 day)	0	22	43	65	0	36	36
Australia Day (24 January to 27 January) (4 days)	3	159	199	361	3	234	237
Easter (17 April to 21 April) (5 days)	2	196	243	441	2	261	263
Anzac Day (24 April to 27 April) (4 days)	3	177	183	363	4	232	236
Queen's Birthday (6 June to 9 June) (4 days)	3	170	227	400	3	222	225
Labour Day (3 October to 6 October) (4 days)	2	161	193	356	2	217	219
Christmas (24 December to 31 December) (8 days)	5	266	220	491	6	344	350
SCHOOL HOLIDAYS							
January (1 January to 27 January) (27 days)	30	1,108	1,303	2,441	30	1,481	1,511
End Term 1 (12 April to 27 April) (16 days)	9	690	824	1,523	10	893	903
End Term 2 (28 June to 13 July) (16 days)	12	765	999	1,776	13	998	1,011
End Term 3 (20 September to 6 October) (17 days)	8	727	832	1,567	9	948	957
December (20 December to 31 December) (12 days)	7	436	357	800	8	565	573

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

	Day of week							
Time period[1]	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	4	0	1	2	4	3	2	16
02:00 - 03:59	4	0	0	0	1	1	2	8
04:00 - 05:59	0	1	1	1	0	4	3	10
06:00 - 07:59	5	1	3	1	5	3	5	23
08:00 - 09:59	0	3	1	6	4	3	5	22
10:00 - 11:59	7	6	0	2	4	2	5	26
12:00 - 13:59	2	6	3	7	4	5	8	35
14:00 - 15:59	7	6	3	12	3	4	9	44
16:00 - 17:59	5	5	8	5	7	6	3	39
18:00 - 19:59	5	4	2	4	4	6	5	30
20:00 - 21:59	2	3	3	0	6	0	1	15
22:00 - Midnight	1	3	2	3	1	5	2	17
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**42**	**38**	**27**	**43**	**43**	**42**	**50**	**285**

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

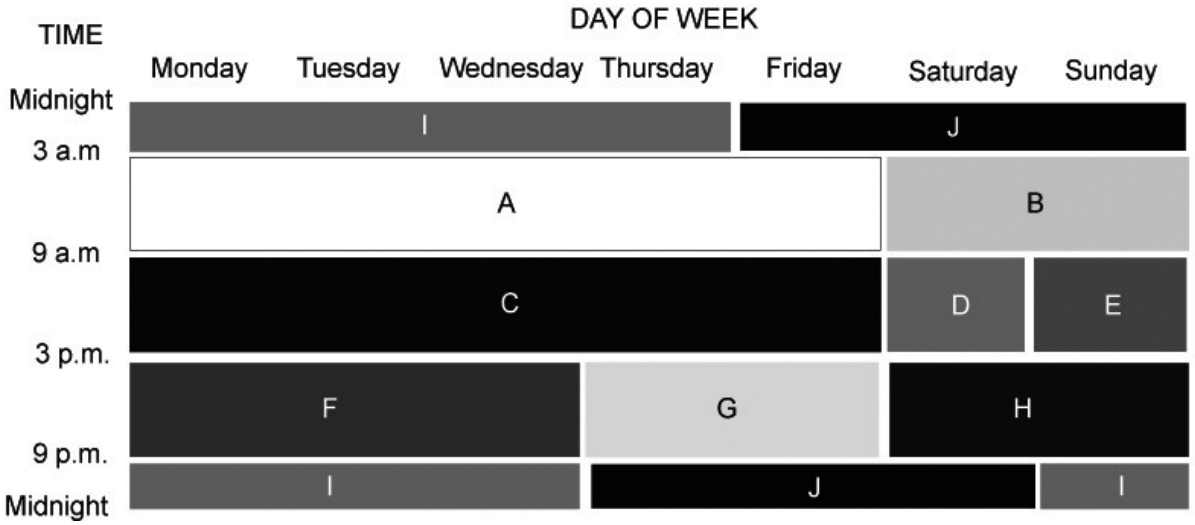
Table 7b: Total crashes, time period, day of week

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	242	88	100	100	115	125	265	1,035
02:00 - 03:59	187	53	74	76	72	99	174	735
04:00 - 05:59	143	144	132	137	148	124	153	981
06:00 - 07:59	187	457	517	500	486	437	265	2,849
08:00 - 09:59	320	681	734	726	727	667	463	4,318
10:00 - 11:59	549	512	522	516	548	579	723	3,949
12:00 - 13:59	607	555	538	544	580	676	747	4,247
14:00 - 15:59	625	747	752	766	827	861	688	5,266
16:00 - 17:59	528	774	899	898	933	935	655	5,622
18:00 - 19:59	415	477	530	597	574	667	544	3,804
20:00 - 21:59	283	293	315	313	416	377	387	2,384
22:00 - Midnight	192	190	204	247	266	338	352	1,789
Unknown	0	0	1	0	1	0	0	2
CRASHES:								
TOTAL	**4,278**	**4,971**	**5,318**	**5,420**	**5,693**	**5,885**	**5,416**	**36,981**

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

	Degree of crash							
Time period[1]	Fatal crash		Injury crash		Non-casualty crash		**Total crashes**	
A	30	(0.6%)	2,281	(43.4%)	2,950	(56.1%)	5,261	(100.0%)
B	17	(1.4%)	530	(42.5%)	701	(56.2%)	1,248	(100.0%)
C	56	(0.6%)	4,066	(46.7%)	4,576	(52.6%)	8,698	(100.0%)
D	18	(0.9%)	942	(45.6%)	1,106	(53.5%)	2,066	(100.0%)
E	12	(0.7%)	827	(50.2%)	810	(49.1%)	1,649	(100.0%)
F	47	(0.8%)	2,671	(44.4%)	3,297	(54.8%)	6,015	(100.0%)
G	30	(0.7%)	2,006	(44.5%)	2,473	(54.8%)	4,509	(100.0%)
H	29	(0.9%)	1,425	(44.8%)	1,726	(54.3%)	3,180	(100.0%)
I	19	(1.0%)	780	(39.9%)	1,154	(59.1%)	1,953	(100.0%)
J	27	(1.1%)	957	(39.9%)	1,416	(59.0%)	2,400	(100.0%)
Unknown	0	(0.0%)	2	(100.0%)	0	(0.0%)	2	(100.0%)
CRASHES:								
TOTAL	**285**	**(0.8%)**	**16,487**	**(44.6%)**	**20,209**	**(54.6%)**	**36,981**	**(100.0%)**

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



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

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

Figure 2: Crashes, road user movement

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

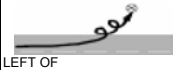
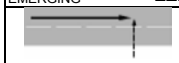
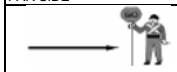
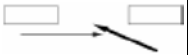
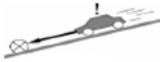
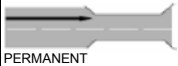
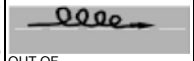
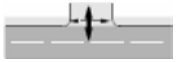
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 620	 CROSS TRAFFIC 2,801	HEAD ON (not overtaking) 1,171	Vehicles in same lane REAR END 6,653	 U TURN 593	 HEAD ON (incl. side swipe) 23	 PARKED 160	 OFF CARRIAGEWAY TO LEFT 393	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 393	 FELL IN/FROM VEHICLE 59
 EMERGING 122	 RIGHT FAR 370	 RIGHT THRU 3,047	 LEFT REAR 221	 U TURN INTO FIXED OBJECT PKD VEHICLE 93	 OUT OF CONTROL 36	 DOUBLE PARKED 0	 LEFT OF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 3,561	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 1,729	 LOAD OR MISSILE STRUCK VEHICLE 23
 FAR SIDE 431	 LEFT FAR 97	 LEFT THRU 4	 RIGHT REAR 957	 LEAVING PARKING 439	 PULLING OUT 11	 ACCIDENT OR BREAK DOWN 108	 OFF CARRIAGEWAY TO RIGHT 207	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 131	 STRUCK TRAIN / AEROPLANE 0
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 95	 RIGHT NEAR 1,427	 RIGHT/LEFT 18	Vehicles in parallel lanes  LANE SIDE SWIPE 372	 ENTERING PARKING 41	 OVERTAKE TURNING 127	 VEHICLE DOOR 160	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,417	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 596	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 85
 WALKING WITH TRAFFIC 35	 TWO R TURNING 66	 RIGHT/RIGHT 8	 LANE CHANGE RIGHT (not overtaking) 544	 PARKING VEHICLES ONLY 78	 CUTTING IN 13	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 13	 OUT OF CONTROL ON CARRIAGEWAY 519	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 166	 PARKED VEH RUN AWAY INTO VEHICLE 8
 FACING TRAFFIC 18	 RIGHT/LEFT FAR 25	 LEFT/LEFT 0	 LANE CHANGE LEFT 608	 REVERSING 62	 PULLING OUT REAR END 13	 TEMPORARY ROADWORKS 17	 OFF END OF ROAD/ 'T' INTERSECTION 162	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 878	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 14
 ON FOOTPATH/ MEDIAN 49	 LEFT NEAR 277		 RIGHT TURN SIDE SWIPE 196	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 71		 STRUCK OBJECT ON CARRIAGEWAY 114		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 194	
 DRIVEWAY 56	 LEFT/RIGHT FAR 2		 LEFT TURN SIDE SWIPE 296	 EMERGING FROM DRIVEWAY 789		 ANIMAL (not ridden) 545		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 895	
	 TWO LEFT TURNING 1			 FROM FOOTPATH 124				 OUT OF CONTROL ON CARRIAGEWAY 471	OTHER 2
OTHER PEDESTRIAN 37	OTHER ADJACENT 43	OTHER OPPOSING 58	OTHER SAME DIRECTION 309	OTHER MANOEUVRING 211	OTHER OVERTAKING 13	OTHER ON PATH 33	OTHER STRAIGHT 59	OTHER CURVE 27	? UNKNOWN 71

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

Object hit in first impact	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	**Total crashes**
Bridge/wall	2	40	68	110
Fence/post	14	767	1,331	2,112
Pole	13	413	444	870
Embankment	8	333	425	766
Tree	47	927	898	1,872
Street furniture	4	187	341	532
Drain or culvert	4	151	130	285
Building	0	38	62	100
Other object	6	225	367	598
Stock	1	39	134	174
Kangaroo/wallaby	0	95	190	285
Other animal	1	36	50	87
Unknown	0	0	5	5
Sub-total	**100**	**3,251**	**4,445**	**7,796**
No object hit	**185**	**13,236**	**15,764**	**29,185**
CRASHES: TOTAL	**285**	**16,487**	**20,209**	**36,981**

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

Vehicle type	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	**Total crashes**
Car	70	2,786	4,389	7,245
Light truck	15	498	707	1,220
Heavy rigid truck	0	55	74	129
Articulated truck	4	112	120	236
Bus	0	12	14	26
Other motor vehicle	1	23	4	28
Motorcycle	25	1,051	60	1,136
SINGLE MOTOR CRASHES: TOTAL	**115**	**4,537**	**5,368**	**10,020**

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

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

	Degree of crash[2]								Degree of casualty[3]		
Type of crash[1]	F		I C		N		**Total crashes**		K	I	**Total killed & injured**
Car crash	197	(1%)	13,576	(42%)	18,841	(58%)	32,614	(100%)	214	17,328	17,542
Light truck crash	48	(1%)	2,822	(41%)	4,023	(58%)	6,893	(100%)	53	3,715	3,768
Heavy truck crash	48	(2%)	822	(39%)	1,244	(59%)	2,114	(100%)	51	1,091	1,142
Heavy rigid truck crash	21	(2%)	459	(39%)	705	(59%)	1,185	(100%)	21	601	622
Articulated truck crash	28	(3%)	384	(40%)	555	(57%)	967	(100%)	31	523	554
Bus crash	6	(1%)	221	(45%)	266	(54%)	493	(100%)	6	348	354
Emergency vehicle crash	1	(1%)	82	(42%)	112	(57%)	195	(100%)	1	119	120
Motorcycle crash	59	(2%)	2,487	(87%)	310	(11%)	2,856	(100%)	60	2,683	2,743
Pedal cycle crash	11	(1%)	929	(99%)	3	(0%)	943	(100%)	11	973	984
Pedestrian crash	42	(3%)	1,476	(97%)	4	(0%)	1,522	(100%)	43	1,620	1,663
All types of crashes	**285**	**(1%)**	**16,487**	**(45%)**	**20,209**	**(55%)**	**36,981**	**(100%)**	**307**	**20,681**	**20,988**

Note: Percentages of all crashes involving those traffic unit types are shown in brackets.
1 Crash categories listed are those involving at least one traffic unit of that type.
2 F – Fatal crash; I C – Injury crash; N – Non-casualty crash.
3 K – Killed; I – Injured.

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

Table 11: Motor vehicles involved and involvement rate[1], vehicle type, degree of crash

	Degree of crash							
Vehicle type	Fatal crash		Injury crash		Non-casualty crash		**All crashes**	
Passenger vehicle[2]	230	*0.6*	20,883	*50.5*	31,178	*75.4*	52,291	*126.5*
Rigid truck, van or utility	90	*1.3*	4,060	*58.2*	5,956	*85.3*	10,106	*144.8*
Articulated truck[3]	32	*17.0*	401	*212.9*	573	*304.2*	1,006	*534.1*
Bus	6	*4.6*	224	*171.9*	268	*205.7*	498	*382.3*
Motorcycle	61	*2.9*	2,522	*121.0*	313	*15.0*	2,896	*138.9*
All motor vehicles on register[4]	**423**	***0.8***	**28,515**	***56.2***	**38,779**	***76.4***	**67,717**	***133.5***

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 involvement rates for the passenger vehicle and rigid truck, van or utility categories are not comparable with years prior to 2013.

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 2014.

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

	Degree of crash			
Factors possibly contributing to crash	Fatal crash	Injury crash	Non-casualty crash	**All crashes**
Controller Disadvantaged				
Chronic illness/physical infirmity	2	6	7	15
Sudden illness	14	453	196	663
Swerving to avoid animal	1	293	441	735
Distraction inside vehicle*	7	585	803	1,395
Distraction outside vehicle	17	1,828	1,968	3,813
Equipment failure/fault				
Brakes	3	52	56	111
Steering	1	10	51	62
Tyres	6	122	178	306
Wheel, axle/suspension	0	7	17	24
Lights	5	3	6	14
Towing/coupling	1	9	13	23
Insecure load	0	17	26	43

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

* Data under-reported due to difficulty in collection.

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

Degree of crash	Alcohol involved	Time Period[1] A	B	C	D	E	F	G	H	I	J	Unknown	Total
Fatal	Yes	2	5	0	0	3	7	5	3	8	12	0	45
	No	25	12	48	16	7	34	23	22	11	14	0	212
	Unknown	3	0	8	2	2	6	2	4	0	1	0	28
	Sub-total	**30**	**17**	**56**	**18**	**12**	**47**	**30**	**29**	**19**	**27**	**0**	**285**
Injury	Yes	36	51	47	17	17	84	75	104	103	228	0	762
	No	1,503	350	2,724	637	576	1,676	1,277	899	480	497	1	10,620
	Unknown	742	129	1,295	288	234	911	654	422	197	232	1	5,105
	Sub-total	**2,281**	**530**	**4,066**	**942**	**827**	**2,671**	**2,006**	**1,425**	**780**	**957**	**2**	**16,487**
Non-casualty	Yes	25	56	25	11	9	77	79	81	107	170	0	640
	No	1,985	406	3,215	786	573	2,127	1,615	1,124	624	701	0	13,156
	Unknown	940	239	1,336	309	228	1,093	779	521	423	545	0	6,413
	Sub-total	**2,950**	**701**	**4,576**	**1,106**	**810**	**3,297**	**2,473**	**1,726**	**1,154**	**1,416**	**0**	**20,209**
Total crashes	Yes	63	112	72	28	29	168	159	188	218	410	0	1,447
	No	3,513	768	5,987	1,439	1,156	3,837	2,915	2,045	1,115	1,212	1	23,988
	Unknown	1,685	368	2,639	599	464	2,010	1,435	947	620	778	1	11,546
	TOTAL	**5,261**	**1,248**	**8,698**	**2,066**	**1,649**	**6,015**	**4,509**	**3,180**	**1,953**	**2,400**	**2**	**36,981**

Note: Assessment of alcohol involvement in a crash is based on the blood alcohol concentration (BAC) readings of the motor vehicle controllers involved in the crash as follows:
Yes – at least one motor vehicle controller was over the legal limit.
No – (1) BAC levels for all motor vehicle controllers are known and were under the legal limit; or
– (2) no motor vehicle controllers were involved in the crash.
Unknown – at least one motor vehicle controller had unknown BAC and all known BAC levels were under the legal limit.

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

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

		Urbanisation						
		Metropolitan[1]			Country[2]			
Degree of crash	**Alcohol involved**	Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	**Total**
Fatal	Yes	9	0	1	17	18	0	45
	No	60	8	4	57	83	0	212
	Unknown	3	2	2	7	14	0	28
	Sub-total	**72**	**10**	**7**	**81**	**115**	**0**	**285**
Injury	Yes	248	39	40	275	160	0	762
	No	5,688	472	422	2,421	1,615	2	10,620
	Unknown	3,251	221	168	972	492	1	5,105
	Sub-total	**9,187**	**732**	**630**	**3,668**	**2,267**	**3**	**16,487**
Non-casualty	Yes	350	30	27	179	54	0	640
	No	7,699	598	486	2,885	1,488	0	13,156
	Unknown	3,966	289	187	1,275	695	1	6,413
	Sub-total	**12,015**	**917**	**700**	**4,339**	**2,237**	**1**	**20,209**
Total crashes	Yes	607	69	68	471	232	0	1,447
	No	13,447	1,078	912	5,363	3,186	2	23,988
	Unknown	7,220	512	357	2,254	1,201	2	11,546
	TOTAL	**21,274**	**1,659**	**1,337**	**8,088**	**4,619**	**4**	**36,981**

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

	Degree of crash			
Alcohol involved in crash	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	45	762	640	1,447
No	212	10,620	13,156	23,988
Unknown	28	5,105	6,413	11,546
Crashes: Total	**285**	**16,487**	**20,209**	**36,981**

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

	Degree of crash			
Speeding involved in crash	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	116	3,076	3,531	6,723
No or unknown	169	13,411	16,678	30,258
Crashes: Total	**285**	**16,487**	**20,209**	**36,981**

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

	Degree of crash			
Fatigue involved in crash	Fatal crash	Injury crash	Non-casualty crash	**Total crashes**
Yes	47	1,437	2,053	3,537
No or Unknown	238	15,050	18,156	33,444
Crashes: Total	**285**	**16,487**	**20,209**	**36,981**

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

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

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	0	23	22	6	24	20	17	14	28	1	155
	F	0	1	9	5	5	13	14	13	8	17	0	85
	Sub-total[1]	**0**	**1**	**32**	**27**	**11**	**37**	**34**	**30**	**22**	**45**	**1**	**240**
Light truck driver	M	0	0	4	3	4	7	8	5	9	6	0	46
	F	0	1	0	0	1	1	0	1	0	0	0	4
	Sub-total[1]	**0**	**1**	**4**	**3**	**5**	**8**	**8**	**6**	**9**	**6**	**0**	**50**
Heavy rigid truck	M	0	0	0	2	1	7	3	3	4	0	0	20
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**2**	**1**	**7**	**3**	**3**	**4**	**0**	**0**	**20**
Articulated truck	M	0	0	0	3	4	5	8	10	2	0	0	32
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**3**	**4**	**5**	**8**	**10**	**2**	**0**	**0**	**32**
Bus driver	M	0	0	0	0	0	1	1	2	1	1	0	6
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**1**	**1**	**0**	**6**
Motorcycle rider	M	0	1	2	11	7	10	10	13	5	0	0	59
	F	0	0	0	1	0	0	0	0	0	1	0	2
	Sub-total[1]	**0**	**1**	**2**	**12**	**7**	**10**	**10**	**13**	**5**	**1**	**0**	**61**
Other motor vehicle	M	0	0	0	1	1	0	0	0	0	2	0	4
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**4**
MOTOR VEHICLE	**M**	**0**	**1**	**29**	**42**	**23**	**54**	**50**	**50**	**35**	**37**	**1**	**322**
CONTROLLERS:	**F**	**0**	**2**	**9**	**6**	**6**	**14**	**14**	**14**	**8**	**18**	**0**	**91**
	TOTAL[1]	**0**	**3**	**38**	**48**	**29**	**68**	**64**	**64**	**43**	**55**	**1**	**413**

1 Unknown sex included.

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

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	23	1,150	1,418	983	1,958	1,696	1,396	967	1,041	220	10,852
	F	0	25	1,048	1,215	880	1,799	1,629	1,206	736	641	159	9,338
	Sub-total[1]	**0**	**48**	**2,198**	**2,633**	**1,864**	**3,757**	**3,326**	**2,602**	**1,703**	**1,683**	**583**	**20,397**
Light truck driver	M	0	7	201	332	256	538	522	400	210	87	36	2,589
	F	0	2	25	24	26	70	70	46	22	7	6	298
	Sub-total[1]	**0**	**9**	**226**	**356**	**282**	**609**	**592**	**446**	**232**	**94**	**71**	**2,917**
Heavy rigid truck	M	0	0	2	41	50	100	91	92	49	4	6	435
driver	F	0	0	0	0	0	1	1	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**2**	**41**	**50**	**101**	**92**	**92**	**49**	**4**	**12**	**443**
Articulated truck	M	0	0	0	18	26	77	108	90	54	0	9	382
driver	F	0	0	0	0	2	1	1	0	0	0	0	4
	Sub-total[1]	**0**	**0**	**0**	**18**	**28**	**78**	**109**	**90**	**54**	**0**	**17**	**394**
Bus driver	M	0	0	0	2	7	20	45	62	43	5	7	191
	F	0	0	0	0	1	2	5	5	2	0	1	16
	Sub-total[1]	**0**	**0**	**0**	**2**	**8**	**22**	**50**	**67**	**45**	**5**	**18**	**217**
Motorcycle rider	M	0	38	254	354	221	457	376	334	169	26	18	2,247
	F	0	1	28	41	29	55	51	47	7	1	2	262
	Sub-total[1]	**0**	**39**	**282**	**395**	**250**	**512**	**427**	**381**	**176**	**27**	**30**	**2,519**
Other motor vehicle	M	0	1	3	5	4	11	8	9	5	20	46	112
driver	F	0	1	0	2	2	1	3	4	3	2	15	33
	Sub-total[1]	**0**	**2**	**3**	**7**	**6**	**12**	**11**	**13**	**8**	**22**	**320**	**404**
MOTOR VEHICLE	**M**	**0**	**69**	**1,610**	**2,170**	**1,547**	**3,161**	**2,846**	**2,383**	**1,497**	**1,183**	**342**	**16,808**
CONTROLLERS:	**F**	**0**	**29**	**1,101**	**1,282**	**940**	**1,929**	**1,760**	**1,308**	**770**	**651**	**183**	**9,953**
	TOTAL[1]	**0**	**98**	**2,711**	**3,452**	**2,488**	**5,091**	**4,607**	**3,691**	**2,267**	**1,835**	**1,051**	**27,291**

1 Unknown sex included.

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

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	48	2,166	2,467	1,657	3,267	2,483	1,991	1,314	1,074	451	16,918
	F	0	27	1,443	1,782	1,151	2,305	2,112	1,534	951	641	188	12,134
	Sub-total[1]	**0**	**75**	**3,609**	**4,249**	**2,809**	**5,574**	**4,597**	**3,526**	**2,265**	**1,715**	**1,052**	**29,471**
Light truck driver	M	0	2	335	496	376	723	685	535	303	104	86	3,645
	F	0	1	33	48	36	75	78	47	17	8	8	351
	Sub-total[1]	**0**	**3**	**368**	**544**	**412**	**799**	**764**	**582**	**320**	**112**	**152**	**4,056**
Heavy rigid truck driver	M	0	0	1	46	56	129	189	143	65	6	16	651
	F	0	0	0	0	1	1	2	0	1	1	0	6
	Sub-total[1]	**0**	**0**	**1**	**46**	**57**	**130**	**191**	**143**	**66**	**7**	**35**	**676**
Articulated truck driver	M	0	0	1	27	46	135	116	121	64	4	18	532
	F	0	0	0	0	1	2	4	0	0	0	0	7
	Sub-total[1]	**0**	**0**	**1**	**27**	**47**	**137**	**120**	**121**	**64**	**4**	**42**	**563**
Bus driver	M	0	0	0	5	10	27	49	83	46	6	4	230
	F	0	0	0	0	0	1	4	9	7	0	1	22
	Sub-total[1]	**0**	**0**	**0**	**5**	**10**	**28**	**53**	**92**	**53**	**6**	**12**	**259**
Motorcycle rider	M	0	1	26	49	41	61	42	25	9	3	9	266
	F	0	1	0	1	1	5	1	4	1	0	0	14
	Sub-total[1]	**0**	**2**	**26**	**50**	**42**	**66**	**43**	**29**	**10**	**3**	**12**	**283**
Other motor vehicle driver	M	0	0	2	1	3	11	8	6	3	1	47	82
	F	0	0	1	1	1	1	0	1	0	2	5	12
	Sub-total[1]	**0**	**0**	**3**	**2**	**4**	**12**	**8**	**7**	**3**	**3**	**425**	**467**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**51**	**2,531**	**3,091**	**2,189**	**4,353**	**3,572**	**2,904**	**1,804**	**1,198**	**631**	**22,324**
	F	**0**	**29**	**1,477**	**1,832**	**1,191**	**2,390**	**2,201**	**1,595**	**977**	**652**	**202**	**12,546**
	TOTAL[1]	**0**	**80**	**4,008**	**4,923**	**3,381**	**6,746**	**5,776**	**4,500**	**2,781**	**1,850**	**1,730**	**35,775**

1 Unknown sex included.

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

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	71	3,339	3,907	2,646	5,249	4,199	3,404	2,295	2,143	672	27,925
	F	0	53	2,500	3,002	2,036	4,117	3,755	2,753	1,695	1,299	347	21,557
	Sub-total[1]	**0**	**124**	**5,839**	**6,909**	**4,684**	**9,368**	**7,957**	**6,158**	**3,990**	**3,443**	**1,636**	**50,108**
Light truck driver	M	0	9	540	831	636	1,268	1,215	940	522	197	122	6,280
	F	0	4	58	72	63	146	148	94	39	15	14	653
	Sub-total[1]	**0**	**13**	**598**	**903**	**699**	**1,416**	**1,364**	**1,034**	**561**	**212**	**223**	**7,023**
Heavy rigid truck driver	M	0	0	3	89	107	236	283	238	118	10	22	1,106
	F	0	0	0	0	1	2	3	0	1	1	0	8
	Sub-total[1]	**0**	**0**	**3**	**89**	**108**	**238**	**286**	**238**	**119**	**11**	**47**	**1,139**
Articulated truck driver	M	0	0	1	48	76	217	232	221	120	4	27	946
	F	0	0	0	0	3	3	5	0	0	0	0	11
	Sub-total[1]	**0**	**0**	**1**	**48**	**79**	**220**	**237**	**221**	**120**	**4**	**59**	**989**
Bus driver	M	0	0	0	7	17	48	95	147	90	12	11	427
	F	0	0	0	0	1	3	9	14	9	0	2	38
	Sub-total[1]	**0**	**0**	**0**	**7**	**18**	**51**	**104**	**161**	**99**	**12**	**30**	**482**
Motorcycle rider	M	0	40	282	414	269	528	428	372	183	29	27	2,572
	F	0	2	28	43	30	60	52	51	8	2	2	278
	Sub-total[1]	**0**	**42**	**310**	**457**	**299**	**588**	**480**	**423**	**191**	**31**	**42**	**2,863**
Other motor vehicle driver	M	0	1	5	7	8	22	16	15	8	23	93	198
	F	0	1	1	3	3	2	3	5	3	4	20	45
	Sub-total[1]	**0**	**2**	**6**	**10**	**11**	**24**	**19**	**20**	**11**	**27**	**745**	**875**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**121**	**4,170**	**5,303**	**3,759**	**7,568**	**6,468**	**5,337**	**3,336**	**2,418**	**974**	**39,454**
	F	**0**	**60**	**2,587**	**3,120**	**2,137**	**4,333**	**3,975**	**2,917**	**1,755**	**1,321**	**385**	**22,590**
	TOTAL[1]	**0**	**181**	**6,757**	**8,423**	**5,898**	**11,905**	**10,447**	**8,255**	**5,091**	**3,740**	**2,782**	**63,479**

1 Unknown sex included

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

Road user class	Licence status	Degree of crash			
		Fatal crash	Injury crash	Non-casualty crash	**All crashes**
Car driver	Learner	3	198	298	499
	Provisional[2]	27	3,316	5,359	8,702
	Standard	169	14,043	19,839	34,051
	Unlicensed[1]	12	511	578	1,101
	Unknown[2]	29	2,329	3,397	5,755
	Sub-total	**240**	**20,397**	**29,471**	**50,108**
Light truck driver	Learner	1	12	15	28
	Provisional[2]	5	325	492	822
	Standard	38	2,198	3,018	5,254
	Unlicensed[1]	1	76	71	148
	Unknown[2]	5	306	460	771
	Sub-total	**50**	**2,917**	**4,056**	**7,023**
Heavy rigid truck driver	Provisional[2]	0	9	7	16
	Standard	20	385	576	981
	Unlicensed[1]	0	10	6	16
	Unknown[2]	0	39	87	126
	Sub-total	**20**	**443**	**676**	**1,139**
Articulated truck driver	Standard	26	303	436	765
	Unlicensed[1]	1	6	6	13
	Unknown[2]	5	85	121	211
	Sub-total	**32**	**394**	**563**	**989**
Bus driver	Learner	0	0	1	1
	Provisional[2]	0	0	1	1
	Standard	6	191	235	432
	Unlicensed[1]	0	1	1	2
	Unknown[2]	0	25	21	46
	Sub-total	**6**	**217**	**259**	**482**
Motorcycle rider	Learner	7	350	34	391
	Provisional[2]	4	240	41	285
	Standard	37	1,415	175	1,627
	Unlicensed[1]	8	134	1	143
	Unknown[2]	5	380	32	417
	Sub-total	**61**	**2,519**	**283**	**2,863**
Other motor vehicle driver	Learner	0	0	0	0
	Provisional[2]	0	3	5	8
	Standard	1	33	27	61
	Unlicensed[1]	1	7	5	13
	Unknown[2]	2	361	430	793
	Sub-total	**4**	**404**	**467**	**875**
MOTOR VEHICLE CONTROLLERS:	**TOTAL**	**413**	**27,291**	**35,775**	**63,479**

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

Table 18a: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age

DEGREE OF CRASH: **FATAL**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Legal	M	0	1	23	28	13	39	43	45	32	33	1	258
	F	0	2	6	5	5	13	13	11	6	15	0	76
	Sub-total[2]	**0**	**3**	**29**	**33**	**18**	**52**	**56**	**56**	**38**	**48**	**1**	**334**
.001 – .019[3]	M	0	0	0	2	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	0	1	0	0	1	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**
.080 – .149	M	0	0	3	5	3	4	3	1	0	1	0	20
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[2]	**0**	**0**	**3**	**5**	**3**	**4**	**3**	**2**	**0**	**1**	**0**	**21**
≥ .150	M	0	0	2	3	3	6	1	1	1	0	0	17
	F	0	0	1	1	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**3**	**4**	**3**	**6**	**1**	**1**	**1**	**0**	**0**	**19**
Unknown	M	0	0	0	3	4	5	2	3	2	3	0	22
	F	0	0	2	0	1	1	1	2	2	3	0	12
	Sub-total[2]	**0**	**0**	**2**	**3**	**5**	**6**	**3**	**5**	**4**	**6**	**0**	**34**
MOTOR VEHICLE	**M**	**0**	**1**	**29**	**42**	**23**	**54**	**50**	**50**	**35**	**37**	**1**	**322**
CONTROLLERS:	**F**	**0**	**2**	**9**	**6**	**6**	**14**	**14**	**14**	**8**	**18**	**0**	**91**
	TOTAL[2]	**0**	**3**	**38**	**48**	**29**	**68**	**64**	**64**	**43**	**55**	**1**	**413**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner and Provisional Licence holders.
4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

Table 18b: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age

DEGREE OF CRASH: **INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Legal	M	0	40	1,214	1,561	1,078	2,189	2,021	1,769	1,146	916	47	11,981
	F	0	17	871	912	672	1,363	1,260	923	586	523	37	7,164
	Sub-total[2]	**0**	**57**	**2,085**	**2,473**	**1,751**	**3,553**	**3,282**	**2,692**	**1,732**	**1,440**	**87**	**19,152**
.001 – .019[3]	M	0	1	2	0	2	0	0	0	0	0	0	5
	F	0	0	1	1	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**1**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
.020 – .049[4]	M	0	0	5	2	0	2	1	0	0	0	0	10
	F	0	1	4	0	0	0	1	0	0	0	0	6
	Sub-total[2]	**0**	**1**	**9**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**16**
.050 – .079	M	0	3	14	18	12	17	11	10	2	2	2	91
	F	0	1	3	1	3	3	3	5	2	1	1	23
	Sub-total[2]	**0**	**4**	**17**	**19**	**15**	**20**	**14**	**15**	**4**	**3**	**3**	**114**
.080 – .149	M	0	3	43	52	28	45	37	12	17	9	1	247
	F	0	0	3	9	5	22	12	4	1	1	0	57
	Sub-total[2]	**0**	**3**	**46**	**61**	**33**	**67**	**49**	**16**	**18**	**10**	**1**	**304**
≥ .150	M	0	0	28	46	29	61	57	24	5	4	0	254
	F	0	0	3	7	10	21	14	10	3	1	0	69
	Sub-total[2]	**0**	**0**	**31**	**53**	**39**	**82**	**71**	**34**	**8**	**5**	**0**	**323**
Unknown	M	0	22	304	491	398	847	719	568	327	252	292	4,220
	F	0	10	216	352	250	520	470	366	178	125	145	2,632
	Sub-total[2]	**0**	**32**	**520**	**843**	**648**	**1,367**	**1,189**	**934**	**505**	**377**	**960**	**7,375**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**69**	**1,610**	**2,170**	**1,547**	**3,161**	**2,846**	**2,383**	**1,497**	**1,183**	**342**	**16,808**
	F	**0**	**29**	**1,101**	**1,282**	**940**	**1,929**	**1,760**	**1,308**	**770**	**651**	**183**	**9,953**
	TOTAL[2]	**0**	**98**	**2,711**	**3,452**	**2,488**	**5,091**	**4,607**	**3,691**	**2,267**	**1,835**	**1,051**	**27,291**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner and Provisional Licence holders.
4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

Table 18c: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age

DEGREE OF CRASH: **NON-CASUALTY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Legal	M	0	34	1,907	2,245	1,559	3,057	2,545	2,113	1,341	905	60	15,766
	F	0	20	1,148	1,391	869	1,758	1,612	1,205	729	507	30	9,269
	Sub-total[2]	**0**	**54**	**3,055**	**3,636**	**2,429**	**4,816**	**4,159**	**3,319**	**2,070**	**1,412**	**106**	**25,056**
.001 – .019[3]	M	0	0	2	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	0	8	2	0	4	0	0	0	0	0	14
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[2]	**0**	**0**	**8**	**2**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**15**
.050 – .079	M	0	1	4	7	11	16	12	8	3	1	0	63
	F	0	0	0	4	3	1	5	1	1	3	0	18
	Sub-total[2]	**0**	**1**	**4**	**11**	**14**	**17**	**17**	**9**	**4**	**4**	**0**	**81**
.080 – .149	M	0	2	23	56	36	50	31	18	10	2	0	228
	F	0	0	2	11	9	17	5	4	6	1	0	55
	Sub-total[2]	**0**	**2**	**25**	**67**	**45**	**67**	**36**	**22**	**16**	**3**	**0**	**283**
≥ .150	M	0	0	16	29	27	51	33	20	8	2	1	187
	F	0	0	4	13	3	19	18	11	4	0	0	72
	Sub-total[2]	**0**	**0**	**20**	**42**	**30**	**70**	**51**	**31**	**12**	**2**	**1**	**259**
Unknown	M	0	14	571	752	556	1,175	951	745	442	288	570	6,064
	F	0	9	323	413	306	595	561	373	237	141	172	3,130
	Sub-total[2]	**0**	**23**	**894**	**1,165**	**862**	**1,772**	**1,513**	**1,118**	**679**	**429**	**1,623**	**10,078**
MOTOR VEHICLE	**M**	**0**	**51**	**2,531**	**3,091**	**2,189**	**4,353**	**3,572**	**2,904**	**1,804**	**1,198**	**631**	**22,324**
CONTROLLERS:	**F**	**0**	**29**	**1,477**	**1,832**	**1,191**	**2,390**	**2,201**	**1,595**	**977**	**652**	**202**	**12,546**
	TOTAL[2]	**0**	**80**	**4,008**	**4,923**	**3,381**	**6,746**	**5,776**	**4,500**	**2,781**	**1,850**	**1,730**	**35,775**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner and Provisional Licence holders.
4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

Table 18d: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age

DEGREE OF CRASH: **ALL CRASHES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Legal	M	0	75	3,144	3,834	2,650	5,285	4,609	3,927	2,519	1,854	108	28,005
	F	0	39	2,025	2,308	1,546	3,134	2,885	2,139	1,321	1,045	67	16,509
	Sub-total[2]	**0**	**114**	**5,169**	**6,142**	**4,198**	**8,421**	**7,497**	**6,067**	**3,840**	**2,900**	**194**	**44,542**
.001 – .019[3]	M	0	1	4	2	2	0	0	0	0	0	0	9
	F	0	0	1	1	1	0	0	0	0	0	0	3
	Sub-total[2]	**0**	**1**	**5**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
.020 – .049[4]	M	0	0	14	4	0	6	1	0	0	0	0	25
	F	0	1	4	0	0	0	1	1	0	0	0	7
	Sub-total[2]	**0**	**1**	**18**	**4**	**0**	**6**	**2**	**1**	**0**	**0**	**0**	**32**
.050 – .079	M	0	4	18	26	23	33	24	18	5	3	2	156
	F	0	1	3	5	6	4	8	6	3	4	1	41
	Sub-total[2]	**0**	**5**	**21**	**31**	**29**	**37**	**32**	**24**	**8**	**7**	**3**	**197**
.080 – .149	M	0	5	69	113	67	99	71	31	27	12	1	495
	F	0	0	5	20	14	39	17	9	7	2	0	113
	Sub-total[2]	**0**	**5**	**74**	**133**	**81**	**138**	**88**	**40**	**34**	**14**	**1**	**608**
≥ .150	M	0	0	46	78	59	118	91	45	14	6	1	458
	F	0	0	8	21	13	40	32	21	7	1	0	143
	Sub-total[2]	**0**	**0**	**54**	**99**	**72**	**158**	**123**	**66**	**21**	**7**	**1**	**601**
Unknown	M	0	36	875	1,246	958	2,027	1,672	1,316	771	543	862	10,306
	F	0	19	541	765	557	1,116	1,032	741	417	269	317	5,774
	Sub-total[2]	**0**	**55**	**1,416**	**2,011**	**1,515**	**3,145**	**2,705**	**2,057**	**1,188**	**812**	**2,583**	**17,487**
MOTOR VEHICLE	**M**	**0**	**121**	**4,170**	**5,303**	**3,759**	**7,568**	**6,468**	**5,337**	**3,336**	**2,418**	**974**	**39,454**
CONTROLLERS:	**F**	**0**	**60**	**2,587**	**3,120**	**2,137**	**4,333**	**3,975**	**2,917**	**1,755**	**1,321**	**385**	**22,590**
	TOTAL[2]	**0**	**181**	**6,757**	**8,423**	**5,898**	**11,905**	**10,447**	**8,255**	**5,091**	**3,740**	**2,782**	**63,479**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner and Provisional Licence holders.
4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

		Age (years)											
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Fatal	M	0	0	14	18	6	22	14	7	9	5	0	95
	F	0	0	5	2	2	6	2	3	1	3	0	24
	Sub-total[1]	**0**	**0**	**19**	**20**	**8**	**28**	**16**	**10**	**10**	**8**	**0**	**119**
Injury	M	0	25	359	332	225	357	330	257	156	97	22	2,160
	F	0	6	179	140	83	171	148	97	60	72	4	960
	Sub-total[1]	**0**	**31**	**538**	**472**	**308**	**528**	**478**	**354**	**216**	**169**	**45**	**3,139**
Non-casualty	M	0	13	525	422	251	444	309	221	120	75	102	2,482
	F	0	4	195	169	86	185	137	85	68	38	12	979
	Sub-total[1]	**0**	**17**	**720**	**591**	**338**	**629**	**447**	**306**	**188**	**113**	**245**	**3,594**
SPEEDING MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**38**	**898**	**772**	**482**	**823**	**653**	**485**	**285**	**177**	**124**	**4,737**
	F	**0**	**10**	**379**	**311**	**171**	**362**	**287**	**185**	**129**	**113**	**16**	**1,963**
	TOTAL[1]	**0**	**48**	**1,277**	**1,083**	**654**	**1,185**	**941**	**670**	**414**	**290**	**290**	**6,852**

1 Unknown sex included.

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

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

		Age (years)											
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Fatal	M	0	0	4	6	4	6	3	5	4	3	0	35
	F	0	0	0	0	2	3	0	2	1	4	0	12
	Sub-total[1]	**0**	**0**	**4**	**6**	**6**	**9**	**3**	**7**	**5**	**7**	**0**	**47**
Injury	M	0	7	122	138	87	178	153	129	88	76	15	993
	F	0	3	62	56	34	78	51	51	44	46	1	426
	Sub-total[1]	**0**	**10**	**184**	**194**	**121**	**256**	**204**	**180**	**132**	**122**	**34**	**1,437**
Non-casualty	M	0	1	174	203	142	270	179	110	72	68	72	1,291
	F	0	1	72	68	49	95	76	56	36	43	15	511
	Sub-total[1]	**0**	**2**	**246**	**271**	**191**	**365**	**255**	**166**	**108**	**111**	**338**	**2,053**
FATIGUED MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**8**	**300**	**347**	**233**	**454**	**335**	**244**	**164**	**147**	**87**	**2,319**
	F	**0**	**4**	**134**	**124**	**85**	**176**	**127**	**109**	**81**	**93**	**16**	**949**
	TOTAL[1]	**0**	**12**	**434**	**471**	**318**	**630**	**462**	**353**	**245**	**240**	**372**	**3,537**

1 Unknown sex included.

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

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

Location type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
INTERSECTION				
Cross	14	2,688	3,154	5,856
'T'	44	4,020	5,021	9,085
'Y'	1	22	28	51
Multiple	0	22	22	44
Roundabout	2	793	975	1,770
Sub-total	**61**	**7,545**	**9,200**	**16,806**
NON-INTERSECTION				
One-way	0	52	52	104
2-way undivided	190	6,218	7,194	13,602
Dual carriageway (non-freeway)	24	1,849	2,533	4,406
Dual carriageway (freeway)	8	628	996	1,632
Other limited access	0	18	20	38
Other	2	175	213	390
Unknown	0	2	1	3
Sub-total	**224**	**8,942**	**11,009**	**20,175**
CRASHES: TOTAL	**285**	**16,487**	**20,209**	**36,981**

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	6	222	276	504
Causeway	0	6	6	12
Railway crossing	0	8	6	14
Entrance/driveway	9	1,054	1,281	2,344
Hazardous road surface	10	530	397	937
Roadworks/detour/diversion	3	223	245	471
Previous crash	0	53	85	138

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

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

Area[1]/speed limit	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
METROPOLITAN				
30 km/h or less	0	25	20	45
40 km/h	3	366	325	694
50 km/h	22	4,080	5,347	9,449
60 km/h	43	3,693	4,782	8,518
70 km/h	7	1,124	1,467	2,598
80 km/h	6	746	955	1,707
90 km/h	3	174	246	423
100 km/h	4	181	267	452
110 km/h	1	157	220	378
Unknown	0	3	3	6
Sub-total	**89**	**10,549**	**13,632**	**24,270**
COUNTRY				
30 km/h or less	0	3	3	6
40 km/h	1	92	104	197
50 km/h	24	1,670	2,010	3,704
60 km/h	16	960	1,173	2,149
70 km/h	2	235	306	543
80 km/h	38	708	743	1,489
90 km/h	7	108	114	229
100 km/h	92	1,796	1,583	3,471
110 km/h	16	363	540	919
Unknown	0	3	1	4
Sub-total	**196**	**5,938**	**6,577**	**12,711**
CRASHES: TOTAL	**285**	**16,487**	**20,209**	**36,981**

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

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

Alignment/surface condition	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
STRAIGHT				
Wet	15	1,736	2,731	4,482
Dry	165	11,131	13,350	24,646
Snow or ice	0	8	20	28
Unknown	0	13	18	31
Sub-total	**180**	**12,888**	**16,119**	**29,187**
CURVE				
Wet	23	880	1,451	2,354
Dry	82	2,707	2,599	5,388
Snow or ice	0	10	34	44
Unknown	0	2	6	8
Sub-total	**105**	**3,599**	**4,090**	**7,794**
TOTAL CRASHES[1]				
Wet	38	2,616	4,182	6,836
Dry	247	13,838	15,949	30,034
Snow or ice	0	18	54	72
Unknown	0	15	24	39
CRASHES: TOTAL	**285**	**16,487**	**20,209**	**36,981**

1 Includes cases of unknown alignment.

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SYDNEY REGION							
Sydney Metropolitan Area							
Ashfield	1	106	125	232	1	121	122
Auburn	3	286	413	702	3	347	350
Bankstown	3	603	717	1,323	3	765	768
Blacktown	5	655	986	1,646	5	815	820
Botany Bay	2	118	185	305	2	140	142
Burwood	0	76	96	172	0	100	100
Camden	2	106	163	271	2	145	147
Campbelltown	2	294	381	677	2	375	377
Canada Bay	0	240	206	446	0	299	299
Canterbury	0	314	406	720	0	376	376
Fairfield	5	513	563	1,081	5	682	687
Holroyd	4	334	412	750	4	434	438
Hornsby	5	286	444	735	5	357	362
Hunters Hill	0	23	28	51	0	26	26
Hurstville	1	113	183	297	1	147	148
Kogarah	1	85	140	226	1	108	109
Ku-ring-gai	2	164	286	452	2	187	189
Lane Cove	0	58	85	143	0	65	65
Leichhardt	1	103	110	214	2	113	115
Liverpool	5	496	585	1,086	5	648	653
Manly	0	53	74	127	0	62	62
Marrickville	2	273	294	569	2	330	332
Mosman	1	33	47	81	1	36	37
North Sydney	2	124	142	268	2	137	139
Parramatta	0	507	617	1,124	0	615	615

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)

	Degree of crash[1]				Degree of casualty[2]		
Local Government Area	F	I C	N	**Total crashes**	K	I	**Total killed & injured**
SYDNEY REGION (continued)							
Penrith	6	418	544	968	6	517	523
Pittwater	1	88	127	216	1	99	100
Randwick	2	278	302	582	2	320	322
Rockdale	1	234	407	642	1	275	276
Ryde	0	231	349	580	0	269	269
Strathfield	0	129	195	324	0	162	162
Sutherland	8	284	498	790	8	341	349
Sydney	3	761	645	1,409	3	834	837
The Hills	1	244	496	741	1	287	288
Warringah	2	239	339	580	2	271	273
Waverley	0	108	99	207	0	126	126
Willoughby	1	129	206	336	1	156	157
Woollahra	0	81	120	201	0	91	91
Sydney Metropolitan Area Sub-total	**72**	**9,187**	**12,015**	**21,274**	**73**	**11,178**	**11,251**
Outer Sydney Area							
Blue Mountains	3	159	204	366	3	199	202
Gosford	7	394	549	950	7	493	500
Hawkesbury	5	202	249	456	5	250	255
Wollondilly	8	96	135	239	9	129	138
Wyong	7	301	447	755	7	371	378
Outer Sydney Area Sub-total	**30**	**1,152**	**1,584**	**2,766**	**31**	**1,442**	**1,473**
TOTAL	**102**	**10,339**	**13,599**	**24,040**	**104**	**12,620**	**12,724**

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
HUNTER REGION							
Cessnock	5	133	154	292	5	166	171
Dungog	0	24	15	39	0	29	29
Gloucester	2	23	16	41	2	25	27
Great Lakes	2	72	81	155	2	97	99
Lake Macquarie	8	333	420	761	8	431	439
Maitland	1	111	105	217	1	144	145
Muswellbrook	0	30	43	73	0	46	46
Newcastle	2	399	497	898	2	469	471
Port Stephens	1	129	129	259	1	161	162
Singleton	4	65	71	140	6	89	95
Upper Hunter	0	32	31	63	0	41	41
TOTAL	**25**	**1,351**	**1,562**	**2,938**	**27**	**1,698**	**1,725**
ILLAWARRA REGION							
Kiama	1	43	37	81	1	50	51
Shellharbour	1	132	180	313	1	172	173
Shoalhaven	17	216	277	510	19	290	309
Wingecarribee	5	119	125	249	5	156	161
Wollongong	6	498	520	1,024	6	602	608
TOTAL	**30**	**1,008**	**1,139**	**2,177**	**32**	**1,270**	**1,302**

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NORTH COAST REGION							
Ballina	4	83	107	194	9	106	115
Bellingen	1	36	28	65	1	47	48
Byron	5	110	114	229	5	145	150
Clarence Valley	4	147	138	289	5	192	197
Coffs Harbour	6	155	149	310	6	189	195
Greater Taree	1	99	137	237	2	120	122
Kempsey	3	86	66	155	3	105	108
Kyogle	0	42	21	63	0	50	50
Lismore	2	109	156	267	2	142	144
Lord Howe Island	0	3	0	3	0	3	3
Nambucca	1	40	36	77	1	60	61
Port Macquarie-Hastings	5	152	159	316	7	240	247
Richmond Valley	6	57	58	121	7	84	91
Tweed	2	221	225	448	2	295	297
TOTAL	**40**	**1,340**	**1,394**	**2,774**	**50**	**1,778**	**1,828**

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	**Total killed & injured**
NEW ENGLAND REGION							
Armidale Dumaresq	2	44	54	100	2	71	73
Glen Innes Severn	1	26	22	49	1	36	37
Gunnedah	0	40	18	58	0	51	51
Guyra	0	24	14	38	0	31	31
Gwydir	2	21	11	34	2	31	33
Inverell	1	38	29	68	1	55	56
Liverpool Plains	2	13	14	29	2	20	22
Moree Plains	1	27	31	59	1	37	38
Narrabri	1	28	27	56	1	48	49
Tamworth Regional	1	124	135	260	1	161	162
Tenterfield	1	31	22	54	1	40	41
Uralla	1	16	15	32	1	33	34
Walcha	2	24	14	40	3	28	31
TOTAL	**15**	**456**	**406**	**877**	**16**	**642**	**658**

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	**Total killed & injured**
ORANA REGION							
Bogan	0	7	6	13	0	8	8
Bourke	1	7	6	14	1	9	10
Brewarrina	1	7	1	9	1	10	11
Cobar	0	14	7	21	0	29	29
Coonamble	1	6	3	10	1	6	7
Dubbo	3	92	93	188	3	113	116
Gilgandra	0	11	8	19	0	17	17
Mid-Western Regional	3	73	70	146	3	92	95
Narromine	1	15	12	28	1	27	28
Walgett	0	17	5	22	0	25	25
Warren	0	7	9	16	0	7	7
Warrumbungle	3	33	22	58	4	44	48
Wellington	1	33	33	67	1	44	45
TOTAL	**14**	**322**	**275**	**611**	**15**	**431**	**446**
CENTRAL WESTERN REGION							
Bathurst Regional	2	115	115	232	2	158	160
Bland	3	17	5	25	4	27	31
Blayney	1	17	19	37	1	24	25
Cabonne	1	44	58	103	2	58	60
Cowra	3	21	42	66	3	26	29
Forbes	1	14	9	24	1	19	20
Lachlan	0	13	7	20	0	20	20
Lithgow	1	81	90	172	1	111	112
Oberon	2	20	16	38	2	31	33
Orange	0	69	94	163	0	82	82
Parkes	0	35	27	62	0	45	45
Weddin	0	10	4	14	0	11	11
TOTAL	**14**	**456**	**486**	**956**	**16**	**612**	**628**

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SOUTH-EASTERN REGION							
Bega Valley	3	77	79	159	3	95	98
Bombala	0	7	7	14	0	12	12
Boorowa	0	6	14	20	0	7	7
Cooma-Monaro	1	30	27	58	1	40	41
Eurobodalla	3	98	85	186	4	123	127
Goulburn Mulwaree	2	102	116	220	2	121	123
Harden	1	19	18	38	1	28	29
Palerang	1	60	66	127	1	97	98
Queanbeyan	0	60	57	117	0	77	77
Snowy River	1	29	46	76	1	32	33
Upper Lachlan	2	33	46	81	2	43	45
Yass Valley	4	70	71	145	4	100	104
Young	1	25	27	53	1	29	30
TOTAL	**19**	**616**	**659**	**1,294**	**20**	**804**	**824**

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
RIVERINA REGION							
Carrathool	4	14	7	25	4	18	22
Coolamon	1	9	12	22	1	11	12
Cootamundra	0	16	12	28	0	22	22
Griffith	3	47	55	105	3	58	61
Gundagai	2	28	23	53	2	48	50
Hay	2	12	6	20	2	25	27
Junee	0	9	5	14	0	13	13
Leeton	1	20	13	34	2	27	29
Lockhart	0	3	5	8	0	4	4
Murrumbidgee	1	2	7	10	1	2	3
Narrandera	0	12	15	27	0	15	15
Temora	0	10	14	24	0	13	13
Tumut	2	23	40	65	2	42	44
Wagga Wagga	3	106	157	266	3	125	128
TOTAL	**19**	**311**	**371**	**701**	**20**	**423**	**443**
MURRAY REGION							
Albury	1	92	151	244	1	126	127
Balranald	0	7	1	8	0	8	8
Berrigan	0	16	9	25	0	19	19
Conargo	0	10	3	13	0	15	15
Corowa	2	13	12	27	2	14	16
Deniliquin	0	12	4	16	0	14	14
Greater Hume	2	32	51	85	2	46	48
Jerilderie	1	1	6	8	1	1	2
Murray	0	16	12	28	0	28	28
Tumbarumba	1	15	9	25	1	20	21
Urana	0	3	3	6	0	4	4
Wakool	0	13	6	19	0	17	17
Wentworth	0	15	16	31	0	24	24
TOTAL	**7**	**245**	**283**	**535**	**7**	**336**	**343**

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
FAR WESTERN REGION							
Broken Hill	0	20	18	38	0	24	24
Central Darling	0	14	7	21	0	23	23
Unincorporated Area	0	9	10	19	0	18	18
TOTAL	**0**	**43**	**35**	**78**	**0**	**65**	**65**
METROPOLITAN[3]:							
TOTAL	**89**	**10,549**	**13,632**	**24,270**	**90**	**12,852**	**12,942**
COUNTRY[3]: TOTAL	**196**	**5,938**	**6,577**	**12,711**	**217**	**7,829**	**8,046**
NSW STATE							
TOTAL	**285**	**16,487**	**20,209**	**36,981**	**307**	**20,681**	**20,988**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.
3 'Metropolitan' is comprised of the Sydney, Newcastle and Wollongong Metropolitan Areas. 'Country' is comprised of all other areas of the State

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
FREEWAYS AND MOTORWAYS							
M2 MOTORWAY includes LANE COVE TUNNEL (ARTARMON to BAULKHAM HILLS)							
Willoughby	0	3	5	8	0	3	3
Lane Cove	0	3	0	3	0	3	3
Ryde	0	4	8	12	0	4	4
Hornsby	0	5	16	21	0	12	12
The Hills	0	9	19	28	0	10	10
Sub-total	**0**	**24**	**48**	**72**	**0**	**32**	**32**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	0	1	7	8	0	1	1
Hornsby	1	29	28	58	1	47	48
Gosford	0	48	80	128	0	71	71
Wyong	0	23	41	64	0	28	28
Lake Macquarie	0	19	40	59	0	22	22
Cessnock	0	0	0	0	0	0	0
Newcastle	0	7	9	16	0	8	8
Sub-total	**1**	**127**	**205**	**333**	**1**	**177**	**178**
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay	0	9	7	16	0	15	15
Strathfield	0	5	17	22	0	6	6
Auburn	0	53	99	152	0	61	61
Parramatta	0	25	45	70	0	27	27
Holroyd	2	58	69	129	2	74	76
Blacktown	1	51	61	113	1	61	62
Penrith	0	29	50	79	0	36	36
Blue Mountains	0	0	0	0	0	0	0
Sub-total	**3**	**230**	**348**	**581**	**3**	**280**	**283**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale	0	12	25	37	0	13	13
Canterbury	0	26	44	70	0	32	32
Hurstville	0	0	0	0	0	0	0
Bankstown	0	22	29	51	0	25	25
Liverpool	0	33	37	70	0	47	47
Campbelltown	0	0	1	1	0	0	0
Sub-total	**0**	**93**	**136**	**229**	**0**	**117**	**117**
SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS and NORTH WOLLONGONG to YALLAH)							
Sutherland	0	0	0	0	0	0	0
Wollongong	0	35	47	82	0	46	46
Sub-total	**0**	**35**	**47**	**82**	**0**	**46**	**46**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)							
The Hills	0	1	2	3	0	1	1
Blacktown	0	27	27	54	0	39	39
Fairfield	0	5	12	17	0	6	6
Liverpool	0	13	25	38	0	16	16
Sub-total	**0**	**46**	**66**	**112**	**0**	**62**	**62**
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)							
Sydney	0	14	15	29	0	16	16
Randwick	0	1	1	2	0	1	1
Sub-total	**0**	**15**	**16**	**31**	**0**	**17**	**17**
CROSS CITY TUNNEL							
Sydney	0	1	1	2	0	1	1
Sub-total	**0**	**1**	**1**	**2**	**0**	**1**	**1**
HUNTER EXPRESSWAY (SEAHAMPTON to LOWER BELFORD)							
Lake Macquarie	0	4	1	5	0	6	6
Cessnock	0	0	11	11	0	0	0
Maitland	0	0	0	0	0	0	0
Singleton	0	1	0	1	0	1	1
Sub-total	**0**	**5**	**12**	**17**	**0**	**7**	**7**
FREEWAYS/MOTOR WAYS: TOTAL	**4**	**576**	**879**	**1,459**	**4**	**739**	**743**

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

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

Route/Local Government Area	Degree of crash[1] F	I C	N	Total crashes	Degree of casualty[2] K	I	Total killed & injured
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victoria border near EDEN)							
Sydney	0	17	23	40	0	23	23
Marrickville	0	38	41	79	0	50	50
Rockdale	0	35	59	94	0	39	39
Kogarah	0	22	39	61	0	26	26
Sutherland	0	51	104	155	0	63	63
Wollongong	1	83	95	179	1	101	102
Shellharbour	0	18	38	56	0	23	23
Kiama	1	12	13	26	1	19	20
Shoalhaven	4	77	102	183	4	101	105
Eurobodalla	2	29	18	49	3	37	40
Bega Valley	1	16	26	43	1	21	22
Sub-total	**9**	**398**	**558**	**965**	**10**	**503**	**513**
HUME (SH 2) (ASHFIELD to ALBURY)							
Ashfield	0	16	14	30	0	16	16
Burwood	0	7	7	14	0	10	10
Strathfield	0	15	22	37	0	23	23
Bankstown	1	74	65	140	1	83	84
Fairfield	0	25	18	43	0	31	31
Liverpool	1	74	102	177	1	94	95
Campbelltown	0	31	49	80	0	36	36
Wollondilly	0	14	22	36	0	23	23
Wingecarribee	2	19	25	46	2	23	25
Goulburn Mulwaree	1	21	33	55	1	27	28
Upper Lachlan	1	4	10	15	1	7	8
Yass Valley	1	23	19	43	1	32	33
Harden	0	2	7	9	0	2	2
Gundagai	0	16	17	33	0	24	24
Wagga Wagga	1	9	11	21	1	11	12
Greater Hume	1	10	25	36	1	12	13
Albury	0	11	24	35	0	16	16
Sub-total	**9**	**371**	**470**	**850**	**9**	**470**	**479**

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

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

Route/Local Government Area	Degree of crash[1] F	I C	N	Total crashes	Degree of casualty[2] K	I	Total killed & injured
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT border near SUTTON)							
Goulburn Mulwaree	0	4	12	16	0	4	4
Upper Lachlan	0	2	5	7	0	3	3
Palerang	1	10	9	20	1	22	23
Yass Valley	0	1	11	12	0	1	1
Sub-total	**1**	**17**	**37**	**55**	**1**	**30**	**31**
SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI)							
Bega Valley	1	7	7	15	1	10	11
Cooma-Monaro	1	3	6	10	1	4	5
Snowy River	0	4	11	15	0	5	5
Tumut	0	6	12	18	0	12	12
Gundagai	0	1	0	1	0	4	4
Sub-total	**2**	**21**	**36**	**59**	**2**	**35**	**37**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
Sydney	0	39	23	62	0	45	45
Leichhardt	0	15	5	20	0	15	15
Marrickville	0	20	17	37	0	26	26
Ashfield	1	19	22	42	1	24	25
Canada Bay	0	29	22	51	0	37	37
Burwood	0	6	12	18	0	6	6
Strathfield	0	14	20	34	0	17	17
Auburn	1	25	31	57	1	31	32
Parramatta	0	25	37	62	0	33	33
Holroyd	0	33	45	78	0	45	45
Blacktown	0	36	57	93	0	48	48
Penrith	1	41	50	92	1	49	50
Blue Mountains	2	86	101	189	2	112	114
Lithgow	0	28	38	66	0	35	35
Bathurst Regional	0	35	30	65	0	46	46
Sub-total	**5**	**451**	**510**	**966**	**5**	**569**	**574**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst Regional	0	2	1	3	0	2	2
Blayney	1	5	5	11	1	9	10
Cowra	2	4	11	17	2	5	7
Weddin	0	3	1	4	0	3	3
Bland	0	0	1	1	0	0	0
Carrathool	0	7	2	9	0	8	8
Hay	0	0	1	1	0	0	0
Sub-total	**3**	**21**	**22**	**46**	**3**	**27**	**30**
MITCHELL (SH 7) (BATHURST to BARRINGUN)							
Bathurst Regional	0	8	5	13	0	19	19
Cabonne	0	5	11	16	0	9	9
Orange	0	12	17	29	0	14	14
Wellington	1	9	11	21	1	10	11
Dubbo	0	22	26	48	0	26	26
Narromine	0	4	2	6	0	5	5
Warren	0	0	2	2	0	0	0
Bogan	0	1	2	3	0	1	1
Bourke	0	2	3	5	0	4	4
Sub-total	**1**	**63**	**79**	**143**	**1**	**88**	**89**
BARRIER (SH 8) (NYNGAN to South Australia border near COCKBURN)							
Bogan	0	1	2	3	0	1	1
Cobar	0	7	3	10	0	19	19
Central Darling	0	3	4	7	0	5	5
Unincorporated Area	0	1	5	6	0	1	1
Broken Hill	0	4	3	7	0	4	4
Sub-total	**0**	**16**	**17**	**33**	**0**	**30**	**30**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NEW ENGLAND (SH 9) (HEXHAM to Queensland border at WALLANGARRA)							
Newcastle	0	15	15	30	0	18	18
Maitland	0	25	37	62	0	31	31
Cessnock	0	1	2	3	0	1	1
Singleton	2	15	34	51	2	22	24
Muswellbrook	0	9	15	24	0	16	16
Upper Hunter	0	15	13	28	0	19	19
Liverpool Plains	0	4	5	9	0	5	5
Tamworth Regional	0	17	29	46	0	21	21
Uralla	1	5	6	12	1	13	14
Armidale Dumaresq	0	3	4	7	0	4	4
Guyra	0	8	5	13	0	10	10
Glen Innes Severn	1	8	4	13	1	11	12
Tenterfield	0	3	7	10	0	4	4
Sub-total	**4**	**128**	**176**	**308**	**4**	**175**	**179**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
PACIFIC (SH 10) (NORTH SYDNEY to Queensland border near TWEED HEADS)							
North Sydney	0	16	15	31	0	17	17
Lane Cove	0	6	15	21	0	6	6
Willoughby	0	18	25	43	0	20	20
Ku-ring-gai	1	38	82	121	1	38	39
Hornsby	1	50	48	99	1	61	62
Gosford	1	38	25	64	1	48	49
Wyong	1	53	65	119	1	69	70
Lake Macquarie	1	50	45	96	1	70	71
Newcastle	1	41	48	90	1	47	48
Port Stephens	0	22	25	47	0	28	28
Great Lakes	0	14	29	43	0	20	20
Greater Taree	1	20	36	57	2	27	29
Port Macquarie-Hastings	3	26	27	56	5	48	53
Kempsey	1	17	18	36	1	20	21
Nambucca	0	18	15	33	0	31	31
Bellingen	0	7	12	19	0	13	13
Coffs Harbour	2	48	57	107	2	60	62
Clarence Valley	3	26	35	64	4	46	50
Richmond Valley	1	9	15	25	2	18	20
Ballina	2	15	21	38	6	20	26
Byron	1	18	21	40	1	30	31
Tweed	0	35	32	67	0	39	39
Sub-total	**20**	**585**	**711**	**1,316**	**29**	**776**	**805**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)							
Port Macquarie-Hastings	2	27	27	56	2	32	34
Walcha	2	14	8	24	3	16	19
Tamworth Regional	0	13	16	29	0	16	16
Gunnedah	0	6	5	11	0	7	7
Warrumbungle	1	4	2	7	1	8	9
Gilgandra	0	1	1	2	0	1	1
Warren	0	3	4	7	0	3	3
Sub-total	**5**	**68**	**63**	**136**	**6**	**83**	**89**
GWYDIR (SH 12) (SOUTH GRAFTON to WALGETT)							
Clarence Valley	0	7	4	11	0	7	7
Glen Innes Severn	0	6	8	14	0	6	6
Inverell	1	6	4	11	1	9	10
Gwydir	1	6	7	14	1	13	14
Moree Plains	0	3	3	6	0	4	4
Walgett	0	0	1	1	0	0	0
Sub-total	**2**	**28**	**27**	**57**	**2**	**39**	**41**

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

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

Route/Local Government Area	Degree of crash[1] F	I C	N	Total crashes	Degree of casualty[2] K	I	Total killed & injured
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)							
Liverpool	0	2	8	10	0	3	3
Fairfield	0	36	36	72	0	50	50
Holroyd	0	30	41	71	0	45	45
Parramatta	0	21	33	54	0	24	24
The Hills	0	14	22	36	0	16	16
Hornsby	0	58	108	166	0	72	72
Sub-total	**0**	**161**	**248**	**409**	**0**	**210**	**210**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga	0	17	25	42	0	18	18
Narrandera	0	1	2	3	0	1	1
Murrumbidgee	1	0	6	7	1	2	3
Hay	2	5	3	10	2	16	18
Wakool	0	1	2	3	0	1	1
Balranald	0	5	1	6	0	6	6
Wentworth	0	4	6	10	0	5	5
Sub-total	**3**	**33**	**45**	**81**	**3**	**49**	**52**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass Valley	0	12	11	23	0	21	21
Sub-total	**0**	**12**	**11**	**23**	**0**	**21**	**21**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
BRUXNER (SH 16) (Pacific Hwy near BALLINA to New England Hwy, TENTERFIELD)							
Ballina	0	6	10	16	0	6	6
Lismore	0	24	19	43	0	31	31
Richmond Valley	2	12	5	19	2	18	20
Kyogle	0	3	3	6	0	4	4
Tenterfield	1	11	5	17	1	14	15
Sub-total	**3**	**56**	**42**	**101**	**3**	**73**	**76**
NEWELL (SH 17) (TOCUMWAL to Queensland Border at GOONDIWINDI)							
Berrigan	0	3	2	5	0	4	4
Jerilderie	0	1	2	3	0	1	1
Urana	0	3	0	3	0	4	4
Narrandera	0	6	4	10	0	6	6
Coolamon	0	4	4	8	0	5	5
Bland	3	4	2	9	4	7	11
Weddin	0	1	0	1	0	1	1
Forbes	0	2	2	4	0	3	3
Parkes	0	8	5	13	0	10	10
Narromine	0	1	0	1	0	2	2
Dubbo	1	10	13	24	1	15	16
Gilgandra	0	8	4	12	0	13	13
Warrumbungle	1	7	5	13	2	10	12
Narrabri	0	10	9	19	0	15	15
Moree Plains	1	9	11	21	1	12	13
Sub-total	**6**	**77**	**63**	**146**	**8**	**108**	**116**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CASTLEREAGH (SH 18) (MARRANGAROO to Queensland border near HEBEL)							
Lithgow	0	6	5	11	0	9	9
Mid-Western Regional	0	15	12	27	0	17	17
Warrumbungle	0	4	0	4	0	6	6
Gilgandra	0	2	1	3	0	3	3
Coonamble	0	1	0	1	0	1	1
Walgett	0	3	3	6	0	3	3
Brewarrina	0	0	1	1	0	0	0
Sub-total	**0**	**31**	**22**	**53**	**0**	**39**	**39**
MONARO (SH 19) (ACT border near CANBERRA to Victoria border near ROCKTON)							
Cooma-Monaro	0	13	15	28	0	20	20
Bombala	0	2	2	4	0	2	2
Sub-total	**0**	**15**	**17**	**32**	**0**	**22**	**22**

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

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

Route/Local Government Area	Degree of crash[1] F	I C	N	Total crashes	Degree of casualty[2] K	I	Total killed & injured
RIVERINA (SH 20) (HUME WEIR to DENILIQUIN)							
Albury	0	16	22	38	0	26	26
Greater Hume	0	1	1	2	0	4	4
Corowa	1	4	4	9	1	4	5
Berrigan	0	2	1	3	0	3	3
Conargo	0	1	1	2	0	1	1
Deniliquin	0	0	0	0	0	0	0
Sub-total	**1**	**24**	**29**	**54**	**1**	**38**	**39**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	0	2	3	5	0	3	3
Deniliquin	0	5	2	7	0	6	6
Conargo	0	2	1	3	0	3	3
Hay	0	5	0	5	0	7	7
Carrathool	0	1	0	1	0	1	1
Central Darling	0	5	0	5	0	11	11
Sub-total	**0**	**20**	**6**	**26**	**0**	**31**	**31**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Queensland border at WARRI GATE)							
Wentworth	0	2	7	9	0	6	6
Unincorporated Area	0	3	5	8	0	3	3
Broken Hill	0	3	1	4	0	5	5
Sub-total	**0**	**8**	**13**	**21**	**0**	**14**	**14**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)							
Lake Macquarie	0	0	0	0	0	0	0
Newcastle	0	26	36	62	0	29	29
Sub-total	**0**	**26**	**36**	**62**	**0**	**29**	**29**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour	0	14	31	45	0	17	17
Wingecarribee	0	11	11	22	0	21	21
Sub-total	**0**	**25**	**42**	**67**	**0**	**38**	**38**
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	1	10	3	14	3	15	18
Muswellbrook	0	0	5	5	0	0	0
Upper Hunter	0	3	8	11	0	5	5
Warrumbungle	0	1	3	4	0	1	1
Wellington	0	1	4	5	0	1	1
Dubbo	1	9	6	16	1	11	12
Sub-total	**2**	**24**	**29**	**55**	**4**	**33**	**37**
CARNARVON (SH 28) (MOREE to Queensland border at MUNGINDI)							
Moree Plains	0	3	2	5	0	6	6
Sub-total	**0**	**3**	**2**	**5**	**0**	**6**	**6**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)							
Liverpool Plains	1	2	2	5	1	4	5
Gunnedah	0	8	7	15	0	15	15
Narrabri	1	7	4	12	1	18	19
Walgett	0	3	0	3	0	4	4
Brewarrina	0	2	0	2	0	2	2
Bourke	0	0	0	0	0	0	0
Sub-total	**2**	**22**	**13**	**37**	**2**	**43**	**45**
CENTRAL COAST (SH 30) (SOMERSBY to DOYALSON)							
Gosford	0	39	77	116	0	54	54
Wyong	1	27	41	69	1	36	37
Sub-total	**1**	**66**	**118**	**185**	**1**	**90**	**91**
GOLD COAST (SH 31) (Pacific Hwy near TWEED HEADS to Queensland border at COOLANGATTA)							
Tweed	0	2	2	4	0	2	2
Sub-total	**0**	**2**	**2**	**4**	**0**	**2**	**2**
STATE HIGHWAYS:							
TOTAL	**79**	**2,772**	**3,444**	**6,295**	**94**	**3,671**	**3,765**

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

Casualties in 2014

- 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

	Degree of casualty		
Road user class	Killed	Injured	**Total killed & injured**
CONTROLLER			
Driver			
Car	125	10,310	10,435
Light truck	18	1,174	1,192
Heavy rigid truck	0	114	114
Articulated truck	7	154	161
Bus	0	30	30
Other motor vehicle	3	59	62
Sub-total	**153**	**11,841**	**11,994**
Motorcycle rider	**58**	**2,444**	**2,502**
Pedal cycle rider	**11**	**921**	**932**
Other/Unknown	**0**	**1**	**1**
CONTROLLER			
Sub-total	**222**	**15,207**	**15,429**
PASSENGER			
Car	33	3,276	3,309
Light truck	9	385	394
Heavy rigid truck	0	15	15
Articulated truck	1	12	13
Bus	0	106	106
Other motor vehicle	0	16	16
Sub-total	**43**	**3,810**	**3,853**
Motorcycle	**1**	**105**	**106**
Pedal cycle	**0**	**2**	**2**
Other/Unknown	**0**	**3**	**3**
PASSENGER			
Sub-total	**44**	**3,920**	**3,964**
PEDESTRIAN			
Sub-total	**41**	**1,554**	**1,595**
CASUALTIES: TOTAL	**307**	**20,681**	**20,988**

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

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	0	12	14	1	14	9	7	9	15	0	81
	F	0	1	6	2	4	4	4	7	5	11	0	44
	Sub-total[1]	**0**	**1**	**18**	**16**	**5**	**18**	**13**	**14**	**14**	**26**	**0**	**125**
Car passenger	M	0	0	3	0	0	0	1	2	2	1	1	10
	F	2	1	3	1	0	1	0	4	3	8	0	23
	Sub-total[1]	**2**	**1**	**6**	**1**	**0**	**1**	**1**	**6**	**5**	**9**	**1**	**33**
Other motor vehicle driver	M	0	0	0	3	1	4	4	4	5	6	0	27
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**3**	**1**	**4**	**4**	**5**	**5**	**6**	**0**	**28**
Other motor vehicle passenger	M	0	0	1	1	0	1	0	1	0	0	0	4
	F	0	1	1	1	1	0	1	0	0	1	0	6
	Sub-total[1]	**0**	**1**	**2**	**2**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**10**
Motorcycle rider	M	0	1	2	10	7	9	10	12	5	0	0	56
	F	0	0	0	1	0	0	0	0	0	1	0	2
	Sub-total[1]	**0**	**1**	**2**	**11**	**7**	**9**	**10**	**12**	**5**	**1**	**0**	**58**
Motorcycle passenger	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
Pedal cycle rider/passenger	M	0	1	0	0	0	2	0	0	2	4	0	9
	F	0	0	0	0	0	1	0	1	0	0	0	2
	Sub-total[1]	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**1**	**2**	**4**	**0**	**11**
Pedestrian	M	3	1	1	2	1	1	5	2	1	7	0	24
	F	0	1	2	1	0	1	2	2	2	6	0	17
	Sub-total[1]	**3**	**2**	**3**	**3**	**1**	**2**	**7**	**4**	**3**	**13**	**0**	**41**
CASUALTIES[2]:	M	**3**	**3**	**19**	**30**	**10**	**31**	**29**	**28**	**24**	**33**	**1**	**211**
	F	**2**	**4**	**12**	**6**	**5**	**8**	**7**	**15**	**10**	**27**	**0**	**96**
	TOTAL[1]	**5**	**7**	**31**	**36**	**15**	**39**	**36**	**43**	**34**	**60**	**1**	**307**

1 Unknown sex included.
2 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**

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	11	560	618	415	845	749	619	392	581	38	4,828
	F	0	14	649	745	515	979	901	741	443	450	41	5,478
	Sub-total[1]	**0**	**25**	**1,209**	**1,363**	**930**	**1,824**	**1,650**	**1,360**	**835**	**1,031**	**83**	**10,310**
Car passenger	M	73	231	157	128	65	92	66	63	38	43	132	1,088
	F	92	284	215	169	90	165	151	199	163	199	256	1,983
	Sub-total[1]	**165**	**515**	**372**	**297**	**155**	**257**	**217**	**262**	**201**	**242**	**593**	**3,276**
Other motor vehicle driver	M	0	5	97	143	114	250	275	241	145	70	5	1,345
	F	0	3	15	16	21	33	42	25	16	7	3	181
	Sub-total[1]	**0**	**8**	**112**	**159**	**135**	**283**	**317**	**266**	**161**	**77**	**13**	**1,531**
Other motor vehicle passenger	M	6	51	40	44	28	30	21	11	8	5	17	261
	F	6	49	21	22	12	20	17	27	18	22	33	247
	Sub-total[1]	**13**	**100**	**61**	**66**	**40**	**50**	**38**	**38**	**26**	**27**	**75**	**534**
Motorcycle rider	M	0	38	249	348	216	448	359	325	161	26	16	2,186
	F	0	1	28	41	28	55	50	44	7	1	2	257
	Sub-total[1]	**0**	**39**	**277**	**389**	**244**	**503**	**409**	**369**	**168**	**27**	**19**	**2,444**
Motorcycle passenger	M	0	4	7	6	2	2	1	0	0	0	1	23
	F	1	1	5	11	8	10	8	15	10	0	10	79
	Sub-total[1]	**1**	**5**	**12**	**17**	**10**	**12**	**9**	**15**	**10**	**0**	**14**	**105**
Pedal cycle rider/passenger	M	0	92	42	58	59	152	147	110	67	19	14	760
	F	0	14	9	23	18	32	40	15	7	0	4	162
	Sub-total[1]	**0**	**106**	**51**	**81**	**77**	**184**	**187**	**125**	**74**	**19**	**19**	**923**
Pedestrian	M	30	126	70	76	48	107	80	81	75	114	18	825
	F	11	98	53	77	34	96	63	87	79	112	14	724
	Sub-total[1]	**41**	**224**	**123**	**153**	**82**	**203**	**143**	**168**	**154**	**226**	**37**	**1,554**
CASUALTIES[2]:	M	**109**	**559**	**1,222**	**1,421**	**947**	**1,926**	**1,698**	**1,450**	**886**	**859**	**241**	**11,318**
	F	**110**	**464**	**995**	**1,104**	**726**	**1,390**	**1,273**	**1,153**	**743**	**792**	**363**	**9,113**
	TOTAL[1]	**220**	**1,023**	**2,217**	**2,525**	**1,673**	**3,316**	**2,971**	**2,603**	**1,629**	**1,651**	**853**	**20,681**

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**

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	11	572	632	416	859	758	626	401	596	38	4,909
	F	0	15	655	747	519	983	905	748	448	461	41	5,522
	Sub-total[1]	**0**	**26**	**1,227**	**1,379**	**935**	**1,842**	**1,663**	**1,374**	**849**	**1,057**	**83**	**10,435**
Car passenger	M	73	231	160	128	65	92	67	65	40	44	133	1,098
	F	94	285	218	170	90	166	151	203	166	207	256	2,006
	Sub-total[1]	**167**	**516**	**378**	**298**	**155**	**258**	**218**	**268**	**206**	**251**	**594**	**3,309**
Other motor vehicle driver	M	0	5	97	146	115	254	279	245	150	76	5	1,372
	F	0	3	15	16	21	33	42	26	16	7	3	182
	Sub-total[1]	**0**	**8**	**112**	**162**	**136**	**287**	**321**	**271**	**166**	**83**	**13**	**1,559**
Other motor vehicle passenger	M	6	51	41	45	28	31	21	12	8	5	17	265
	F	6	50	22	23	13	20	18	27	18	23	33	253
	Sub-total[1]	**13**	**101**	**63**	**68**	**41**	**51**	**39**	**39**	**26**	**28**	**75**	**544**
Motorcycle rider	M	0	39	251	358	223	457	369	337	166	26	16	2,242
	F	0	1	28	42	28	55	50	44	7	2	2	259
	Sub-total[1]	**0**	**40**	**279**	**400**	**251**	**512**	**419**	**381**	**173**	**28**	**19**	**2,502**
Motorcycle passenger	M	0	4	7	6	2	2	1	0	0	0	1	23
	F	1	1	5	11	8	11	8	15	10	0	10	80
	Sub-total[1]	**1**	**5**	**12**	**17**	**10**	**13**	**9**	**15**	**10**	**0**	**14**	**106**
Pedal cycle rider/passenger	M	0	93	42	58	59	154	147	110	69	23	14	769
	F	0	14	9	23	18	33	40	16	7	0	4	164
	Sub-total[1]	**0**	**107**	**51**	**81**	**77**	**187**	**187**	**126**	**76**	**23**	**19**	**934**
Pedestrian	M	33	127	71	78	49	108	85	83	76	121	18	849
	F	11	99	55	78	34	97	65	89	81	118	14	741
	Sub-total[1]	**44**	**226**	**126**	**156**	**83**	**205**	**150**	**172**	**157**	**239**	**37**	**1,595**
CASUALTIES[2]**:**	M	**112**	**562**	**1,241**	**1,451**	**957**	**1,957**	**1,727**	**1,478**	**910**	**892**	**242**	**11,529**
	F	**112**	**468**	**1,007**	**1,110**	**731**	**1,398**	**1,280**	**1,168**	**753**	**819**	**363**	**9,209**
	TOTAL[1]	**225**	**1,030**	**2,248**	**2,561**	**1,688**	**3,355**	**3,007**	**2,646**	**1,663**	**1,711**	**854**	**20,988**

1 Unknown sex included.
2 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[1]	Degree of casualty		
	Killed	Injured	Total killed & injured
Driver			
Adult belt worn	100	10,935	11,035
Fitted but not worn	22	170	192
No restraint fitted	4	38	42
Unknown	27	697	724
Sub-total	**153**	**11,840**	**11,993**
Passenger			
Adult belt worn	26	2,400	2,426
Child restraint worn	2	202	204
Fitted but not worn	7	84	91
No restraint fitted	2	115	117
Unknown	6	1,008	1,014
Sub-total	**43**	**3,809**	**3,852**
Motorcycle rider/passenger			
Open face (jet) helmet worn	7	337	344
Full face helmet worn	49	1,953	2,002
No helmet worn	1	70	71
Unknown	2	189	191
Sub-total	**59**	**2,549**	**2,608**
Pedal cycle rider/passenger			
Helmet worn	9	662	671
No helmet worn	2	149	151
Unknown	0	112	112
Sub-total	**11**	**923**	**934**
Other/unknown	**0**	**4**	**4**
All road vehicle casualties			
Device worn	193	16,490	16,683
Device not worn	38	627	665
Unknown	35	2,006	2,041
ROAD VEHICLE CASUALTIES: TOTAL[2]	**266**	**19,125**	**19,391**

[1] Police reporting of safety device usage is often not based on direct observation by police officers and may be reliant upon statements by the casualties themselves or other involved parties.
[2] Includes not applicable safety device use.

Table 29a: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: **KILLED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Legal	M	0	1	11	20	4	16	18	19	16	19	0	124
	F	0	1	3	2	3	3	4	6	4	11	0	37
	Sub-total[2]	**0**	**2**	**14**	**22**	**7**	**19**	**22**	**25**	**20**	**30**	**0**	**161**
.001 – .019[3]	M	0	0	0	2	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	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
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.050 – .079	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
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.080 – .149	M	0	0	1	4	3	4	2	1	0	0	0	15
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**4**	**3**	**4**	**2**	**2**	**0**	**0**	**0**	**16**
≥ .150	M	0	0	2	1	2	6	1	1	1	0	0	14
	F	0	0	1	1	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**3**	**2**	**2**	**6**	**1**	**1**	**1**	**0**	**0**	**16**
Unknown	M	0	0	0	0	0	1	2	2	2	2	0	9
	F	0	0	2	0	1	1	0	1	1	1	0	7
	Sub-total[2]	**0**	**0**	**2**	**0**	**1**	**2**	**2**	**3**	**3**	**3**	**0**	**16**
MOTOR VEHICLE	**M**	**0**	**1**	**14**	**27**	**9**	**27**	**23**	**23**	**19**	**21**	**0**	**164**
CONTROLLER	**F**	**0**	**1**	**6**	**3**	**4**	**4**	**4**	**8**	**5**	**12**	**0**	**47**
CASUALTIES:	**TOTAL[2]**	**0**	**2**	**20**	**30**	**13**	**31**	**27**	**31**	**24**	**33**	**0**	**211**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner and Provisional Licence holders.
4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

Table 29b: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: **INJURED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Legal	M	0	29	695	782	514	1,037	949	871	546	533	20	5,976
	F	0	9	575	577	395	744	673	559	354	379	17	4,282
	Sub-total[2]	**0**	**38**	**1,270**	**1,359**	**909**	**1,781**	**1,622**	**1,430**	**900**	**912**	**37**	**10,258**
.001 – .019[3]	M	0	1	2	0	2	0	0	0	0	0	0	5
	F	0	0	1	1	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**1**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
.020 – .049[4]	M	0	0	4	2	0	1	1	0	0	0	0	8
	F	0	1	4	0	0	0	1	0	0	0	0	6
	Sub-total[2]	**0**	**1**	**8**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**14**
.050 – .079	M	0	2	13	15	11	12	6	5	1	1	2	68
	F	0	1	2	1	3	2	3	4	2	0	0	18
	Sub-total[2]	**0**	**3**	**15**	**16**	**14**	**14**	**9**	**9**	**3**	**1**	**2**	**86**
.080 – .149	M	0	2	43	43	25	41	32	10	13	7	1	217
	F	0	0	3	8	5	16	10	4	0	1	0	47
	Sub-total[2]	**0**	**2**	**46**	**51**	**30**	**57**	**42**	**14**	**13**	**8**	**1**	**264**
≥ .150	M	0	0	24	42	28	55	48	22	5	4	0	228
	F	0	0	3	6	9	19	14	10	2	1	0	64
	Sub-total[2]	**0**	**0**	**27**	**48**	**37**	**74**	**62**	**32**	**7**	**5**	**0**	**292**
Unknown	M	0	20	125	225	165	397	347	277	133	132	36	1,857
	F	0	7	104	209	152	286	292	233	108	77	29	1,497
	Sub-total[2]	**0**	**27**	**229**	**434**	**317**	**683**	**639**	**510**	**241**	**209**	**75**	**3,364**
MOTOR VEHICLE	**M**	**0**	**54**	**906**	**1,109**	**745**	**1,543**	**1,383**	**1,185**	**698**	**677**	**59**	**8,359**
CONTROLLER	**F**	**0**	**18**	**692**	**802**	**564**	**1,067**	**993**	**810**	**466**	**458**	**46**	**5,916**
CASUALTIES:	**TOTAL[2]**	**0**	**72**	**1,598**	**1,911**	**1,309**	**2,610**	**2,376**	**1,995**	**1,164**	**1,135**	**115**	**14,285**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner and Provisional Licence holders.
4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

Table 29c: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: **ALL CASUALTIES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Legal	M	0	30	706	802	518	1,053	967	890	562	552	20	6,100
	F	0	10	578	579	398	747	677	565	358	390	17	4,319
	Sub-total[2]	**0**	**40**	**1,284**	**1,381**	**916**	**1,800**	**1,644**	**1,455**	**920**	**942**	**37**	**10,419**
.001 – .019[3]	M	0	1	2	2	2	0	0	0	0	0	0	7
	F	0	0	1	1	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**1**	**3**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
.020 – .049[4]	M	0	0	4	2	0	1	1	0	0	0	0	8
	F	0	1	4	0	0	0	1	0	0	0	0	6
	Sub-total[2]	**0**	**1**	**8**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**14**
.050 – .079	M	0	2	13	15	11	12	6	5	1	1	2	68
	F	0	1	2	1	3	2	3	4	2	0	0	18
	Sub-total[2]	**0**	**3**	**15**	**16**	**14**	**14**	**9**	**9**	**3**	**1**	**2**	**86**
.080 – .149	M	0	2	44	47	28	45	34	11	13	7	1	232
	F	0	0	3	8	5	16	10	5	0	1	0	48
	Sub-total[2]	**0**	**2**	**47**	**55**	**33**	**61**	**44**	**16**	**13**	**8**	**1**	**280**
≥ .150	M	0	0	26	43	30	61	49	23	6	4	0	242
	F	0	0	4	7	9	19	14	10	2	1	0	66
	Sub-total[2]	**0**	**0**	**30**	**50**	**39**	**80**	**63**	**33**	**8**	**5**	**0**	**308**
Unknown	M	0	20	125	225	165	398	349	279	135	134	36	1,866
	F	0	7	106	209	153	287	292	234	109	78	29	1,504
	Sub-total[2]	**0**	**27**	**231**	**434**	**318**	**685**	**641**	**513**	**244**	**212**	**75**	**3,380**
MOTOR VEHICLE	**M**	**0**	**55**	**920**	**1,136**	**754**	**1,570**	**1,406**	**1,208**	**717**	**698**	**59**	**8,523**
CONTROLLER	**F**	**0**	**19**	**698**	**805**	**568**	**1,071**	**997**	**818**	**471**	**470**	**46**	**5,963**
CASUALTIES:	**TOTAL[2]**	**0**	**74**	**1,618**	**1,941**	**1,322**	**2,641**	**2,403**	**2,026**	**1,188**	**1,168**	**115**	**14,496**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner and Provisional Licence holders.
4 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

	Blood alcohol concentration (g/100mL)							
Road User Class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	94	1	0	0	7	12	11	125
Light truck driver	14	0	0	0	1	2	1	18
Heavy rigid truck driver	0	0	0	0	0	0	0	0
Articulated truck driver	7	0	0	0	0	0	0	7
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	43	1	0	0	8	2	4	58
Other motor vehicle driver	3	0	0	0	0	0	0	3
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**161**	**2**	**0**	**0**	**16**	**16**	**16**	**211**

1 Learner and Provisional Licence holders.

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

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

	Blood alcohol concentration (g/100mL)							
Road User Class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	7,345	7	10	53	194	220	2,481	10,310
Light truck driver	821	0	3	15	37	43	255	1,174
Heavy rigid truck driver	94	0	0	0	0	2	18	114
Articulated truck driver	135	0	0	0	0	0	19	154
Bus driver	27	0	0	0	0	0	3	30
Motorcycle rider	1,816	0	1	16	33	25	553	2,444
Other motor vehicle driver	20	0	0	2	0	2	35	59
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**10,258**	**7**	**14**	**86**	**264**	**292**	**3,364**	**14,285**

1 Learner and Provisional Licence holders.

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

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

	Blood alcohol concentration (g/100mL)							
Road User Class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	7,439	8	10	53	201	232	2,492	10,435
Light truck driver	835	0	3	15	38	45	256	1,192
Heavy rigid truck driver	94	0	0	0	0	2	18	114
Articulated truck driver	142	0	0	0	0	0	19	161
Bus driver	27	0	0	0	0	0	3	30
Motorcycle rider	1,859	1	1	16	41	27	557	2,502
Other motor vehicle driver	23	0	0	2	0	2	35	62
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**10,419**	**9**	**14**	**86**	**280**	**308**	**3,380**	**14,496**

1 Learner and Provisional Licence holders.

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

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

	Degree of casualty		
Alcohol involved in crash	Killed	Injured	**Total killed & injured**
Yes	50	1,002	1,052
No	228	13,603	13,831
Unknown	29	6,076	6,105
CASUALTIES: Total	**307**	**20,681**	**20,988**

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

	Degree of casualty		
Speeding involved in crash	Killed	Injured	**Total killed & injured**
Yes	127	3,992	4,119
No or unknown	180	16,689	16,869
CASUALTIES: Total	**307**	**20,681**	**20,988**

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

	Degree of casualty		
Fatigue involved in crash	Killed	Injured	**Total killed & injured**
Yes	53	1,845	1,898
No or unknown	254	18,836	19,090
CASUALTIES: Total	**307**	**20,681**	**20,988**

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

Reference information

- Population
- Licence
- Vehicles

Table 32: New South Wales residents[1], age, sex

	Sex		
Age (years)	Male	Female	**TOTAL**
0 – 4	251,515	237,580	489,095
5 – 16	567,788	536,402	1,104,190
17 – 20	198,782	186,829	385,611
21 – 25	264,661	255,733	520,394
26 – 29	215,557	216,685	432,242
30 – 39	516,324	522,418	1,038,742
40 – 49	497,395	511,525	1,008,920
50 – 59	475,767	489,158	964,925
60 – 69	384,863	393,488	778,351
≥70	356,234	437,928	794,162
NEW SOUTH WALES RESIDENTS:			
TOTAL	**3,728,886**	**3,787,746**	**7,516,632**

Source – Australian Bureau of Statistics Australian Demographic Statistics.
1 Preliminary estimated resident population for 30 June 2014 as published in September 2015.

Table 33: Licence holders* as at 30 June 2014

	All licence holders		
Age (years)	Male	Female	**Total**[1]
≤ 16	28,098	27,565	55,663
17 – 20	157,212	152,737	309,949
21 – 25	204,058	200,699	404,757
26 – 29	176,172	175,649	351,821
30 – 39	476,857	471,747	948,604
40 – 49	483,801	475,479	959,280
50 – 59	462,110	438,574	900,684
60 – 69	368,163	333,489	701,652
≥70	281,186	228,800	509,986
LICENCE HOLDERS TOTAL[2]	**2,637,657**	**2,504,739**	**5,142,397**

* Including Learner Licence holders
1 Includes cases in which the sex of the licence holder was not recorded
2 Includes cases in which the age of the licence holder was not recorded
Note: This table is counting the number of licence holders, whereas editions prior to 2000 counted the number of licences on issue. Learner Licence holders are now included.

Table 34: Vehicles on register, vehicle type

Vehicle type	Vehicles on register[1]
MOTOR VEHICLES	
Passenger vehicle[2]	4,134,604
Rigid truck, van or utility	697,878
Articulated truck	18,835
Bus	13,028
Motorcycle	208,451
Sub-total	**5,072,796**
OTHER VEHICLES	
Plant	7,162
Trailer	899,688
Sub-total	**906,850**
VEHICLES ON REGISTER: TOTAL	**5,979,646**

Source – Roads and Maritime Services.

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

1 As at 30 June 2014

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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