



Transport
for NSW

Centre for Road Safety

ROAD TRAFFIC CASUALTY CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended
31 December 2015

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- The State Insurance Regulatory Authority (SIRA) and icare (Lifetime Care) for providing data on Compulsory Third Party insurance claims and Lifetime Care participants.
- ACT Health Directorate for providing access to information in the ACT Admitted Patient Care and ACT Emergency Department Information System data collections.
- Forensic and Analytical Science Service, NSW Health for providing alcohol and drug test results.

This serious injury research forms part of the routine monitoring activity undertaken by Transport for NSW to improve road safety for the community. It was approved by the following ethics committees –

- Approved by the NSW Population & Health Services Research Ethics Committee on 19th December 2013.
- Approved by the Aboriginal Health & Medical Research Council Ethics Committee on 24th January 2014.
- Approved by the ACT Health Human Research Ethics Committee on 13th November 2013.

Preface

Scope of crash statistics

This Statistical Statement is the first one to report the severity of injuries from road traffic crashes as identified from hospital records.

Crash statistics included in this Statistical Statement

The crash statistics 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.

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 July 2016.

Casualty statistics included in this Statistical Statement

Fatality and injury statistics included in this Statistical Statement are identified from the police report of the crash as well as from hospital admission and emergency department records from NSW hospitals. All injuries reported in Tables 5 to 36 and Figure 2 are related to a crash conforming to the above criteria. Serious injuries reported in Tables 1 to 4 and Figure 1 include those identified in a police report of a crash as well as those identified from hospital records but not matched to a police report. The health data linkage process is explained further in a following section.

Criteria for reporting crashes in 2015

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.

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 (SCIA) 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 SCIA, 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 and drug tests 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 completion.

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.

Records from linked hospital records are further used to identify and update the different severities of injuries within crashes.

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.

Health data linkage process

The inclusion of serious injury information into this Statistical Statement is possible due to the linkage of casualty records from crash reports with hospital records from NSW hospitals in a way which protects the privacy of those involved.

CRS has implemented a routine quarterly linkage (including historic data from 2005) which includes the following data collections –

1. NSW Ministry of Health data collections -
 - a. NSW Admitted Patient Data Collection - This collection records all admitted patient services provided by New South Wales Public Hospitals, Public Psychiatric Hospitals, Public Multi-Purpose Services, Private Hospitals, and Private Day Procedures Centres.
 - b. NSW Emergency Department Data Collection - This collection provides information about patient presentations to the emergency departments of public hospitals in NSW.
 - c. NSW Mortality Data Collection from the NSW Register of Births, Deaths and Marriages – This collection contains mortality information for deaths occurring in NSW.

2. State Insurance Regulatory Authority data collections –
 - a. Compulsory Third Party – This collection provides information about CTP claimants injured in motor vehicle accidents in NSW.
 - b. iCare (Lifetime Care) – This collection provides information about iCare participants severely injured on NSW roads.
3. CRS CrashLink crash reporting database.

The record linkage is conducted in two parts. Firstly, the linkage of person records between the data collections is conducted by the Centre for Health Record Linkage (CHeReL). In bringing together these records, the CHeReL uses strict privacy preserving protocols which ensure the security of the data and confidentiality of the individuals and their related records. Only de-identified records are returned to the Centre for Road Safety.

This process includes -

1. Custodians of the data collections to be linked provide the CHeReL with an encrypted source record number and demographic details for each record in their dataset. Note that clinical data is not provided to the CHeReL.
2. The CHeReL links these records using probabilistic matching of the demographic details, and assigns a project person number for records that belong to the same person. The CHeReL person ID and the associated source record numbers form the CHeReL Master Linkage Key (MLK). The MLK provides a 'pointer' to records for a person in different datasets. The CHeReL sends each data custodian a list of Project specific Person Numbers (PPN) and the associated encrypted source record numbers for their database.

During the next stage, the health and crash data are linked. The respective data custodians provide input files which include PPNs and approved variables. The CRS project team load the files into a database and link all records from different datasets for a person using the PPN. Approved CRS researchers are then able to analyse the de-identified output views of linked data.

This process ensures that:

- CHeReL staff performing the linkage use demographic variables but do not have access to the clinical information about the individuals;
- Data custodians only have access to data within their data collections; and
- Researchers receive data which contains no identifying variables, or variables which provide a link back to the CHeReL MLK.

The future inclusion of data from other health data collections could potentially impact numbers presented in this Statistical Statement.

Special notes

Comparing data with previous years

Extra injury information from 2005

Linkage of historical crash records with hospital records resulted in the identification of hospital admissions for persons previously identified by Police as uninjured drivers or riders. In 2015, this extra information was used to enhance crash data from 2005 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 the years 2005 - 2014. Crash and casualty data reported prior to 2015 will no longer align with statistics reported in this statistical statement. The total number of crashes each year has not been changed by the inclusion of this information.

Tables 5 and 9 in this Statistical Statement include these updated data from 2005 to 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 2010 - 2011

A previously reported change in coding practice which resulted in an increase in casualty numbers for 2010-2012 has been amended during 2015. Casualty figures in this Statistical Statement reflect the amended numbers and are considered consistent with other years.

Historical data changes

Due to changes over time in the COPS and CrashLink systems, there may be inconsistencies in the reporting of some data fields.

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 13 and 17. In 2014 a system change made it possible for more than one factor to be captured for each vehicle. Table 17 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.

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. The factor of fatigue in particular is not set for these crashes. Self-reported crashes make up 30 per cent of injury crashes in 2015.

Statistics on tow-away only crashes are no longer included in this Statistical Statement however are available in other forms on the Centre for Road Safety website.

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. A serious injury of a pedal cyclist however may be identified from hospital records alone and will be included in the serious injury section of the Statistical Statement.

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 2015. 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 11.

2005 serious injury data

Serious injury data presented in this Statistical Statement for 2005 are based on the date the crash occurred and differs from subsequent years which are based on when the crash was recorded. As such, total hospitalisations for 2005, as reported in Tables 1 to 4, are under-reported by approximately one per cent.

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.

The limitations on the amount of information that can be determined for crashes self-reported by involved parties to Police via the Police Assistance Line has meant that fatigue cannot be reliably determined for these crashes. Therefore, from 2015, these crashes are not subject to the above assessment for fatigue involvement.

Definitions and explanatory notes

| | |
|------------------------------------|--|
| <i>Animal rider</i> | A person sitting on/riding a horse or other animal. |
| <i>Articulated truck</i> | Comprised of articulated tanker, semi-trailer, low loader, road train and B-double. |
| <i>Bicycle rider</i> | See <i>Pedal cycle rider</i> . |
| <i>Bus</i> | Includes 'State Transit Authority' bus and long distance/tourist coach. |
| <i>Car</i> | Includes sedan, station wagon, utility (based on car design), panel van (based on car design), coupe, hatchback, sports car, passenger van and four wheel drive passenger vehicle. |
| <i>Carriageway</i> | That part of the road improved or designed and/or ordinarily used for vehicular movement. When a road has two or more of these portions, divided by a median strip or other physical separation, each of these is a separate carriageway. |
| <i>Casualty</i> | Any person killed or injured as a result of a crash. |
| <i>Controller</i> | A person occupying the controlling position of a road vehicle. |
| <i>Crash</i> | Any apparently unpremeditated event reported to the police and resulting in death, injury or property damage attributable to the movement of a road vehicle on a road. |
| <i>Driver</i> | A controller of a motor vehicle other than a motorcycle. |
| <i>Emergency vehicle</i> | Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck. |
| <i>Fatal crash</i> | A crash for which there is at least one fatality. |
| <i>Fatality</i> | A person who dies within 30 days of a crash as a result of injuries received in that crash. |
| <i>Footpath</i> | That part of the road which is ordinarily reserved for pedestrian movement as a matter of right or custom. |
| <i>Heavy truck</i> | Comprised of heavy rigid truck and articulated truck. |
| <i>Heavy rigid truck</i> | Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tonnes. |
| <i>Intersection crash</i> | A crash for which the first impact occurs at or within 10 metres of an intersection. |
| <i>Killed</i> | See <i>Fatality</i> . |
| <i>Light truck</i> | Includes panel van (<u>not</u> based on car design), utility (<u>not</u> based on car design) and mobile vending vehicle. |
| <i>Minor/Other injured</i> | A person identified as an injury in a police report who is not matched to a health record that indicates the level of injury severity, or is matched to a minor injury CTP claim. |
| <i>Minor/Other injury crash</i> | A non-fatal injury crash in which at least one person sustains a minor/other injury and in which there are no people with any injury of a higher severity. |
| <i>Moderately injured</i> | A person identified in a police report who is matched to a health record that indicates that they were treated at an emergency department but were not admitted for a hospital stay, or is matched to a CTP claim indicating a moderate or higher injury. |
| <i>Moderate Injury crash</i> | A non-fatal, injury crash for which at least one person is moderately injured but no people were seriously injured. |
| <i>Motor vehicle</i> | Any road vehicle which is mechanically or electrically powered but not operated on rails. |
| <i>Motorcycle</i> | Any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorised 'pedal cycle'). |
| <i>Motorcycle passenger</i> | A person on but not controlling a motorcycle. |
| <i>Motorcycle rider</i> | A person occupying the controlling position of a motorcycle. |
| <i>Newcastle Metropolitan Area</i> | Comprised of the following local government areas: Newcastle and Lake Macquarie. |

| | |
|---|--|
| <i>Passenger</i> | Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash, provided a portion of the person is in/on the road vehicle. |
| <i>Pedal cycle</i> | Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached. |
| <i>Pedal cycle passenger</i> | A person on but not controlling a pedal cycle. |
| <i>Pedal cycle rider</i> | A person occupying the controlling position of a pedal cycle. |
| <i>Pedestrian</i> | Any person who is <u>not</u> in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash. |
| <i>Pedestrian conveyance</i> | Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorised scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorised go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorised wheelchair or any other toy device used as a means of mobility. |
| <i>Road</i> | The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island. |
| <i>Road vehicle</i> | Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road. |
| <i>Seriously injured (matched)</i> | A person identified in a police report and matched to a health record indicating a hospital stay due to injuries sustained in a crash, or is identified as an iCare (Lifetime Care) participant. |
| <i>Seriously injured (unmatched)</i> | A person not matched to a police report but identified from health records as having a hospital stay due to an injury on a public road. |
| <i>Seriously injured (all hospitalisations)</i> | A total of matched and unmatched seriously injured. |
| <i>Serious injury crash</i> | A non-fatal crash in which at least one person is seriously injured. |
| <i>Sydney Metropolitan Area</i> | Comprised of the following local government areas: Sydney, Ashfield, Auburn, Bankstown, Blacktown, Botany Bay, Burwood, Camden, Campbelltown, Canada Bay, Canterbury, Fairfield, Holroyd, Hornsby, Hunters Hill, Hurstville, Kogarah, Ku-ring-gai, Lane Cove, Leichhardt, Liverpool, Manly, Marrickville, Mosman, North Sydney, Parramatta, Penrith, Pittwater, Randwick, Rockdale, Ryde, Strathfield, Sutherland, The Hills, Warringah, Waverley, Willoughby and Woollahra. |
| <i>Wollongong Metropolitan Area</i> | Comprised of the following local government areas: Wollongong and Shellharbour. |

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 9 gives counts of casualties, Table 17 gives counts of crashes and Table 34 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 21a, saw the word fatal in the heading and assumed that the table was counting persons killed, you would deduce that 35 car drivers aged 17-20 were killed. That is not the correct answer. Table 21a 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 32a. 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 14.

EXAMPLE 2

Suppose you wish to know how many serious injury crashes involved at least one motorcycle. If you looked at Table 16, 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 1,146. 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 1,118 is to be found from Table 15a, 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 15b 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.

Serious Injuries (All Hospitalisations)

- Summary data for 2015
- Main points for 2015
- 2015 serious injuries (all hospitalisations) and rates
- Serious injury (all hospitalisations) trends

Summary data for 2015

| | Number | Percentage | Compared with 2014 | |
|--|-----------|------------|--------------------|-------------------|
| | | | Number change | Percentage change |
| SERIOUS INJURIES | | | | |
| Serious injuries (matched) | 6,340 | 52.3 | -472 | -6.9 |
| Serious injuries (unmatched) | 5,781 | 47.7 | 173 | 3.1 |
| Serious injuries (all hospitalisations) | 12,121 | 100.0 | -299 | -2.4 |
| VEHICLES ON REGISTER¹ | | | | |
| | 5,193,100 | | 120,300 | 2.4 |
| Serious injuries (all hospitalisations) per 10,000 vehicles | 23.34 | | | -4.7 |
| LICENCE HOLDERS² | | | | |
| | 5,245,800 | | 103,400 | 2.0 |
| Serious injuries (all hospitalisations) per 10,000 licence holders | 23.11 | | | -4.3 |
| POPULATION OF STATE³ | | | | |
| | 7,620,200 | | 106,800 | 1.4 |
| Serious injuries (all hospitalisations) per 100,000 persons | 159.06 | | | -3.8 |

1 As at 30 June 2015. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

2 As at 30 June 2015. Refer to note on Table 38.

3 Estimated resident population as at 30 June 2015 as published in September 2016. Source - Australian Bureau of Statistics.

Main points for 2015

- There were 12,121 persons hospitalised from road traffic crashes in 2015, as derived from the data linkage with NSW Health Department admission data. This was 299 fewer hospitalisations (2 per cent) than the previous year and the lowest annual total since 2011.
- The number of persons hospitalised per 100,000 population was 159.1, down from 165.3 the previous year. This was the lowest rate since hospitalisation data were consistently tabulated from 2005.
- The estimated cost to the community of all road casualties in NSW for 2015 using the Willingness to Pay methodology was around \$7.7 billion – hospitalisations accounted for almost half (46 per cent) of this total with \$3.5 billion.
- Compared with 2014, all road user groups except drivers experienced decreases in hospitalisations in 2015.
- There were 4,321 hospitalisations of drivers in 2015, 174 more than the previous year and the highest driver total since records began in 2005. Of all road user groups, drivers accounted for the largest proportion of hospitalisations (36 per cent).
- Motorcyclists continue to be the second largest road user group for hospitalisations in 2015, down by 243 (9 per cent) on the previous year and the lowest total since 2010.
- In contrast to the fatality statistics, pedal cyclists remain as the third largest road user group for hospitalisations in 2015, down by 89 (4 per cent) on the previous year and the lowest since 2012.
- Compared with 2014, all age groups 30 years or more experienced decreases in hospitalisations in 2015.
- Twenty-one per cent of all hospitalisations were aged 17 to 25 years, but this age group accounted for only 12 per cent of the NSW population.
- Almost two-thirds (65 per cent) of all hospitalisations were males, but they represented only 50 per cent of the NSW population.
- Of the 12,121 hospitalisations in 2015, fifty-two per cent were matched to a Police crash report.

Figure 1: Serious injury (all hospitalisations) rate per 10,000 vehicles, 10,000 licence holders and 100,000 population for years 2005 to 2015 in NSW



Note: Serious injury (all hospitalisations) rate is expressed as the number of persons seriously injured in road crashes per 10,000 vehicles on register, per 10,000 licence holders and per 100,000 population.

Table 1: Serious injuries (all hospitalisations), year, road user class

| Year | Road User Class | | | | | | Total |
|-------------------|-----------------|-----------|--------------|------------|---------------|-------|--------|
| | Driver | Passenger | Motorcyclist | Pedestrian | Pedal cyclist | Other | |
| 2005 ¹ | 3,934 | 1,955 | 2,145 | 1,236 | 1,691 | 806 | 11,767 |
| 2006 | 4,066 | 1,995 | 2,400 | 1,281 | 1,794 | 923 | 12,459 |
| 2007 | 3,734 | 1,682 | 2,404 | 1,307 | 1,714 | 909 | 11,750 |
| 2008 | 3,637 | 1,545 | 2,528 | 1,193 | 1,676 | 793 | 11,372 |
| 2009 | 3,542 | 1,673 | 2,616 | 1,132 | 1,696 | 743 | 11,402 |
| 2010 | 3,810 | 1,598 | 2,454 | 1,165 | 1,663 | 759 | 11,449 |
| 2011 | 4,031 | 1,637 | 2,508 | 1,139 | 1,676 | 680 | 11,671 |
| 2012 | 4,202 | 1,745 | 2,717 | 1,129 | 1,874 | 585 | 12,252 |
| 2013 | 4,258 | 1,744 | 2,769 | 1,181 | 2,092 | 622 | 12,666 |
| 2014 | 4,147 | 1,677 | 2,728 | 1,166 | 2,070 | 632 | 12,420 |
| 2015 | 4,321 | 1,659 | 2,485 | 1,114 | 1,981 | 561 | 12,121 |

¹ 2005 are based on the date the crash occurred and differs from subsequent years which are based on when the crash was recorded.

Table 2: Serious injuries (all hospitalisations), year, age

| Year | Age (years) | | | | | | | | | | | u/k | Total |
|-------------------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|--------|
| | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| 2005¹ | 178 | 1,576 | 1,394 | 1,457 | 836 | 1,955 | 1,577 | 1,076 | 677 | 566 | 444 | 31 | 11,767 |
| 2006 | 174 | 1,657 | 1,489 | 1,480 | 919 | 2,062 | 1,612 | 1,243 | 727 | 600 | 465 | 31 | 12,459 |
| 2007 | 160 | 1,479 | 1,288 | 1,265 | 853 | 1,929 | 1,649 | 1,200 | 749 | 648 | 500 | 30 | 11,750 |
| 2008 | 126 | 1,335 | 1,289 | 1,230 | 835 | 1,851 | 1,548 | 1,240 | 792 | 606 | 496 | 24 | 11,372 |
| 2009 | 126 | 1,237 | 1,305 | 1,232 | 823 | 1,774 | 1,680 | 1,281 | 810 | 570 | 534 | 30 | 11,402 |
| 2010 | 119 | 1,117 | 1,304 | 1,241 | 836 | 1,778 | 1,677 | 1,330 | 850 | 644 | 539 | 14 | 11,449 |
| 2011 | 117 | 1,030 | 1,302 | 1,333 | 881 | 1,744 | 1,711 | 1,378 | 940 | 666 | 558 | 11 | 11,671 |
| 2012 | 124 | 1,082 | 1,324 | 1,331 | 923 | 1,875 | 1,824 | 1,492 | 991 | 686 | 591 | 9 | 12,252 |
| 2013 | 122 | 1,092 | 1,350 | 1,373 | 927 | 1,881 | 1,838 | 1,618 | 1,084 | 714 | 655 | 12 | 12,666 |
| 2014 | 119 | 919 | 1,147 | 1,308 | 884 | 1,972 | 1,799 | 1,670 | 1,151 | 783 | 654 | 14 | 12,420 |
| 2015 | 106 | 885 | 1,188 | 1,342 | 884 | 1,841 | 1,746 | 1,589 | 1,113 | 773 | 642 | 12 | 12,121 |

¹ 2005 are based on the date the crash occurred and differs from subsequent years which are based on when the crash was recorded.

Table 3: Serious injuries (all hospitalisations), year, gender

| Year | Gender | | | Total |
|-------------------|--------|--------|---------|--------|
| | Male | Female | Unknown | |
| 2005 ¹ | 7,591 | 4,171 | 5 | 11,767 |
| 2006 | 8,051 | 4,404 | 4 | 12,459 |
| 2007 | 7,693 | 4,053 | 4 | 11,750 |
| 2008 | 7,544 | 3,822 | 6 | 11,372 |
| 2009 | 7,551 | 3,848 | 3 | 11,402 |
| 2010 | 7,385 | 4,063 | 1 | 11,449 |
| 2011 | 7,489 | 4,180 | 2 | 11,671 |
| 2012 | 8,022 | 4,228 | 2 | 12,252 |
| 2013 | 8,211 | 4,450 | 5 | 12,666 |
| 2014 | 8,012 | 4,408 | 0 | 12,420 |
| 2015 | 7,836 | 4,284 | 1 | 12,121 |

¹ 2005 are based on the date the crash occurred and differs from subsequent years which are based on when the crash was recorded.

Table 4: Serious injuries (all hospitalisations), year, quarter

| Year | Quarter | | | | TOTAL |
|-------------------------|---------|-------|-------|-------|--------|
| | Q1 | Q2 | Q3 | Q4 | |
| 2005¹ | 2,898 | 2,947 | 2,833 | 3,089 | 11,767 |
| 2006 | 3,157 | 3,127 | 3,066 | 3,109 | 12,459 |
| 2007 | 3,177 | 2,951 | 2,792 | 2,830 | 11,750 |
| 2008 | 2,815 | 2,850 | 2,687 | 3,020 | 11,372 |
| 2009 | 2,896 | 2,671 | 2,780 | 3,055 | 11,402 |
| 2010 | 2,886 | 2,986 | 2,665 | 2,912 | 11,449 |
| 2011 | 2,977 | 2,818 | 2,846 | 3,030 | 11,671 |
| 2012 | 3,099 | 2,996 | 2,900 | 3,257 | 12,252 |
| 2013 | 3,009 | 3,032 | 3,178 | 3,447 | 12,666 |
| 2014 | 3,285 | 3,015 | 2,962 | 3,158 | 12,420 |
| 2015 | 3,232 | 2,957 | 2,818 | 3,114 | 12,121 |

¹ 2005 are based on the date the crash occurred and differs from subsequent years which are based on when the crash was recorded.

Casualty crash and casualty trends

- Summary data for 2015
- Main points for 2015
- Historical data
- Fatality and serious injury (matched) rates
- Interstate and international comparisons
- Causes of death

Summary data for 2015

| | Number | Percentage | Compared with 2014 | |
|---|---------------|--------------|--------------------|-------------------|
| | | | Number change | Percentage change |
| CRASHES | | | | |
| Fatal crashes | 326 | 1.8 | 41 | 14.4 |
| Serious injury crashes | 5,591 | 30.6 | -461 | -7.6 |
| Moderate injury crashes | 6,632 | 36.3 | -1,692 | -20.3 |
| Minor/Other injury crashes | 5,726 | 31.3 | 846 | 17.3 |
| Total casualty crashes | 18,275 | 100.0 | -1,266 | -6.5 |
| CASUALTIES | | | | |
| Killed | 350 | 1.5 | 43 | 14.0 |
| Seriously injured | 6,340 | 27.0 | -472 | -6.9 |
| Moderately injured | 8,744 | 37.2 | -1,845 | -17.4 |
| Minor/Other injured | 8,062 | 34.3 | 765 | 10.5 |
| Total casualties | 23,496 | 100.0 | -1,509 | -6.0 |
| VEHICLES ON REGISTER¹ | 5,193,100 | | 120,300 | 2.4 |
| Fatalities per 10,000 vehicles | 0.67 | | | 11.4 |
| LICENCE HOLDERS² | 5,245,800 | | 103,400 | 2.0 |
| Fatalities per 10,000 licence holders | 0.67 | | | 11.8 |
| POPULATION OF STATE³ | 7,620,200 | | 106,800 | 1.4 |
| Fatalities per 100,000 persons | 4.59 | | | 12.4 |

1 As at 30 June 2015. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

2 As at 30 June 2015. Refer to note on Table 38.

3 Estimated resident population as at 30 June 2015 as published in September 2016. Source - Australian Bureau of Statistics.

Main points for 2015

- The number of persons killed per 100,000 population was 4.6. This is the third lowest fatality rate since records were first compiled in 1908.
- There were 18,275 casualty road crashes in New South Wales during 2015. Of these, 326 were fatal crashes and 17,949 were injury crashes. There were 350 persons killed and 23,146 injured.
- The estimated cost to the community of these road casualties using the Willingness to Pay methodology was around \$7.7 billion.
- The number of persons killed was up by 43 (14 per cent) on the previous year and was the highest annual fatality total since 2012.
- The number of persons injured in 2015 was down by 1,552 (6 per cent) on the previous year and was the lowest annual injury total since 1962.
- With the exception of pedal cyclists, all road user groups experienced fatality increases in 2015 compared with the previous year.
- The number of pedestrians killed was the highest since 2007.
- With the exception of passengers, all road user groups experienced injury decreases in 2015 compared with the previous year.
- Country roads accounted for 34 per cent of all casualty crashes, but 64 per cent of fatal crashes.
- At least 16 per cent of motor vehicle occupants killed were not wearing available seat belts.
- One of the seven pedal cyclists killed and at least 13 per cent of those injured failed to wear a helmet.
- Fifty-six 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 47 per cent of fatal crashes on Thursday, Friday and Saturday nights, 15 per cent of all fatal crashes and 9 per cent of injury crashes.
- At least 4 per cent of all motor vehicle drivers and motorcycle riders who were killed or injured had an illegal blood alcohol concentration. Forty-nine per cent of these casualties were in the high range (0.15 g/100mL or more).
- Males accounted for 78 per cent of drivers and motorcycle riders involved in fatal crashes but 88 per cent of those involved in a fatal crash with an illegal blood alcohol concentration.
- Crashes which involved speeding represented at least 41 per cent of fatal crashes and 15 per cent of all casualty crashes.
- Seventeen 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-six per cent of all speeding drivers and motorcycle riders involved in fatal crashes were males aged under 30 years. In contrast, only 10 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 2014 there was a 14 per cent increase in fatal crashes and a 14 per cent increase in fatalities in 2015. There were several crash characteristics which increased by more than the overall increase. In particular, passenger fatalities increased by 40 per cent, pedestrian fatalities increased by 49 per cent, pedestrian fatalities aged 60 years or more increased by 113 per cent, motorcycle fatalities aged 40 to 59 increased by 64 per cent, fatalities from light truck crashes increased by 60 per cent, speeding drivers and riders aged 40 to 59 years involved in fatal crashes increased by 104 per cent, fatal crashes on curves increased by 52 per cent and fatalities in the Hunter region increased by 56 per cent.
- However, compared with 2014, some notable decreases occurred in 2015 – fatalities in the Illawarra region decreased by 38 per cent, fatalities aged 17 to 25 years decreased by 18 per cent and alcohol related fatalities decreased by 10 per cent.

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990-2015

| Year | Killed | Injured | Seriously injured | Moderately injured | Minor/Other injured | Total casualties | Fatal crashes | Serious injury crashes | Moderate injury crashes | Minor/Other injury crashes | Total casualty crashes |
|-------------|--------------|----------------|-------------------|--------------------|---------------------|------------------|---------------|------------------------|-------------------------|----------------------------|------------------------|
| 1950 | 634 | 11,096 | | | | 11,730 | | | | | |
| 1955 | 820 | 16,437 | | | | 17,257 | | | | | |
| 1960 | 978 | 22,655 | | | | 23,633 | 910 | | | | |
| 1965 | 1,151 | 29,157 | | | | 30,308 | 1,026 | | | | |
| 1970 | 1,309 | 34,886 | | | | 36,195 | 1,135 | | | | |
| 1975 | 1,288 | 38,141 | | | | 39,429 | 1,150 | | | | |
| 1980 | 1,303 | 38,816 | | | | 40,119 | 1,152 | | | | |
| 1985 | 1,067 | 39,336 | | | | 40,403 | 954 | | | | |
| 1990 | 797 | 32,153 | | | | 32,950 | 702 | | | | |
| 1991 | 663 | 28,085 | | | | 28,748 | 585 | | | | |
| 1992 | 649 | 25,920 | | | | 26,569 | 576 | | | | |
| 1993 | 581 | 26,368 | | | | 26,949 | 518 | | | | |
| 1994 | 647 | 26,160 | | | | 26,807 | 553 | | | | |
| 1995 | 620 | 25,963 | | | | 26,583 | 563 | | | | |
| 1996 | 581 | 26,029 | | | | 26,610 | 538 | | | | 20,039 |
| 1997 | 576 | 24,454 | | | | 25,030 | 525 | | | | 18,852 |
| 1998 | 556 | 26,415 | | | | 26,971 | 491 | | | | 20,158 |
| 1999 | 577 | 26,748 | | | | 27,325 | 506 | | | | 20,378 |
| 2000 | 603 | 28,812 | | | | 29,415 | 543 | | | | 22,406 |
| 2001 | 524 | 29,913 | | | | 30,437 | 486 | | | | 23,168 |
| 2002 | 561 | 28,447 | | | | 29,008 | 501 | | | | 22,299 |
| 2003 | 539 | 27,208 | | | | 27,747 | 483 | | | | 21,281 |
| 2004 | 510 | 26,323 | | | | 26,833 | 458 | | | | 20,607 |
| 2005 | 508 | d28,680 | 6,621 | 10,662 | 11,397 | 29,188 | 459 | 5,649 | 8,229 | 7,982 | 22,319 |
| 2006 | 496 | d28,897 | 6,948 | 11,655 | 10,294 | 29,393 | 449 | 5,995 | 8,945 | 7,170 | 22,559 |
| 2007 | 435 | d29,599 | 6,402 | 13,444 | 9,753 | 30,034 | 405 | 5,589 | 10,151 | 6,690 | 22,835 |
| 2008 | 374 | d27,573 | 6,191 | 12,366 | 9,016 | 27,947 | 353 | 5,422 | 9,450 | 6,314 | 21,539 |
| 2009 | 453 | d27,958 | 6,206 | 12,535 | 9,217 | 28,411 | 408 | 5,426 | 9,721 | 6,344 | 21,899 |
| 2010 | 405 | d27,581 | 6,224 | 12,247 | 9,110 | 27,986 | 365 | 5,439 | 9,547 | 6,256 | 21,607 |
| 2011 | 364 | d28,189 | 6,592 | 11,890 | 9,707 | 28,553 | 336 | 5,803 | 9,306 | 6,577 | 22,022 |
| 2012 | 369 | d27,204 | 6,884 | 11,577 | 8,743 | 27,573 | 336 | 6,056 | 9,062 | 5,967 | 21,421 |
| 2013 | 333 | d26,083 | 6,932 | 11,229 | 7,922 | 26,416 | 316 | 6,161 | 8,834 | 5,334 | 20,645 |
| 2014 | 307 | d24,698 | 6,812 | 10,589 | 7,297 | 25,005 | 285 | 6,052 | 8,324 | 4,880 | 19,541 |
| 2015 | 350 | 23,146 | 6,340 | 8,744 | 8,062 | 23,496 | 326 | 5,591 | 6,632 | 5,726 | 18,275 |

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990-2015

| Year | Vehicles on register ¹ (‘000) | Licence holders ² (‘000) | Population ³ (‘000) | Total vehicle kilometres travelled ⁴ (‘000,000) | Fatalities per | | | | Serious injuries (matched) per | | | |
|-------------|---|-------------------------------------|--------------------------------|--|-----------------|-----------------|--------------------|------------------------|--------------------------------|-----------------|--------------------|------------------------|
| | | | | | 10,000 vehicles | 10,000 licences | 100,000 population | 100 million vehicle km | 10,000 vehicles | 10,000 licences | 100,000 population | 100 million vehicle km |
| 1950 | 478 | 677 | 3,193 | - | 13.26 | 9.36 | 19.9 | - | | | | |
| 1955 | 709 | 1,000 | 3,491 | - | 11.57 | 8.20 | 23.5 | - | | | | |
| 1960 | 972 | 1,275 | 3,833 | - | 10.06 | 7.67 | 25.5 | - | | | | |
| 1965 | 1,296 | 1,608 | 4,172 | - | 8.88 | 7.16 | 27.6 | - | | | | |
| 1970 | 1,712 | 2,049 | 4,522 | - | 7.65 | 6.39 | 28.9 | - | | | | |
| 1975 | 2,204 | 2,532 | 4,932 | - | 5.84 | 5.09 | 26.1 | - | | | | |
| 1980 | 2,587 | 2,980 | 5,172 | - | 5.04 | 4.37 | 25.2 | - | | | | |
| 1985 | 2,986 | 3,438 | 5,465 | 46,622 | 3.57 | 3.10 | 19.5 | 2.29 | | | | |
| 1990 | 3,224 | 3,721 | 5,834 | - | 2.47 | 2.14 | 13.7 | - | | | | |
| 1991 | 3,059 | 3,714 | 5,899 | 47,443 | 2.17 | 1.79 | 11.2 | 1.40 | | | | |
| 1992 | 3,208 | e3,793 | 5,958 | - | 2.02 | 1.71 | 10.9 | - | | | | |
| 1993 | 3,235 | 3,871 | 5,995 | - | 1.80 | 1.50 | 9.7 | - | | | | |
| 1994 | 3,263 | 3,923 | 6,045 | - | 1.98 | 1.65 | 10.7 | - | | | | |
| 1995 | 3,315 | 3,998 | 6,106 | 50,692 | 1.87 | 1.55 | 10.2 | 1.22 | | | | |
| 1996 | 3,363 | 4,071 | 6,176 | - | 1.73 | 1.43 | 9.4 | - | | | | |
| 1997 | 3,417 | 3,954 | 6,246 | - | 1.69 | 1.46 | 9.2 | - | | | | |
| 1998 | 3,493 | 4,030 | 6,306 | s54,216 | 1.59 | 1.38 | 8.8 | 1.03 | | | | |
| 1999 | 3,545 | 4,086 | 6,375 | s57,259 | 1.63 | 1.41 | 9.1 | 1.01 | | | | |
| 2000 | 3,635 | 4,146 | 6,447 | s56,262 | 1.66 | 1.45 | 9.4 | 1.07 | | | | |
| 2001 | 3,737 | 4,157 | 6,530 | s60,210 | 1.40 | 1.26 | 8.0 | 0.87 | | | | |
| 2002 | 3,830 | 4,243 | 6,581 | s63,425 | 1.46 | 1.32 | 8.5 | 0.88 | | | | |
| 2003 | 3,939 | 4,317 | 6,621 | s63,617 | 1.37 | 1.25 | 8.1 | 0.85 | | | | |
| 2004 | 4,054 | 4,345 | 6,651 | s60,661 | 1.26 | 1.17 | 7.7 | 0.84 | | | | |
| 2005 | 4,125 | 4,397 | 6,693 | s66,025 | 1.23 | 1.16 | 7.6 | 0.77 | 16.05 | 15.06 | 98.92 | 10.03 |
| 2006 | 4,220 | 4,474 | 6,743 | s64,384 | 1.18 | 1.11 | 7.4 | 0.77 | 16.46 | 15.53 | 103.04 | 10.79 |
| 2007 | 4,311 | 4,577 | 6,834 | s64,237 | 1.01 | 0.95 | 6.4 | 0.68 | 14.85 | 13.99 | 93.68 | 9.97 |
| 2008 | 4,420 | 4,642 | 6,943 | s67,863 | 0.85 | 0.81 | 5.4 | 0.55 | 14.01 | 13.34 | 89.16 | 9.12 |
| 2009 | 4,516 | 4,721 | 7,054 | - | 1.00 | 0.96 | 6.4 | - | 13.74 | 13.15 | 87.98 | - |
| 2010 | 4,633 | 4,791 | 7,144 | s69,183 | 0.87 | 0.85 | 5.7 | 0.59 | 13.43 | 12.99 | 87.12 | 9.00 |
| 2011 | 4,743 | 4,894 | 7,219 | - | 0.77 | 0.74 | 5.0 | - | 13.90 | 13.47 | 91.32 | - |
| 2012 | 4,849 | 4,985 | 7,307 | s67,081 | 0.76 | 0.74 | 5.0 | 0.55 | 14.20 | 13.81 | 94.21 | 10.26 |
| 2013 | 4,956 | 5,061 | 7,407 | - | 0.67 | 0.66 | 4.5 | - | 13.99 | 13.70 | 93.59 | - |
| 2014 | 5,073 | 5,142 | r7,513 | s71,372 | 0.61 | 0.60 | 4.1 | 0.43 | 13.43 | 13.25 | 90.66 | 9.54 |
| 2015 | 5,193 | 5,246 | p7,620 | - | 0.67 | 0.67 | 4.6 | - | 12.21 | 12.09 | 83.20 | - |

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.

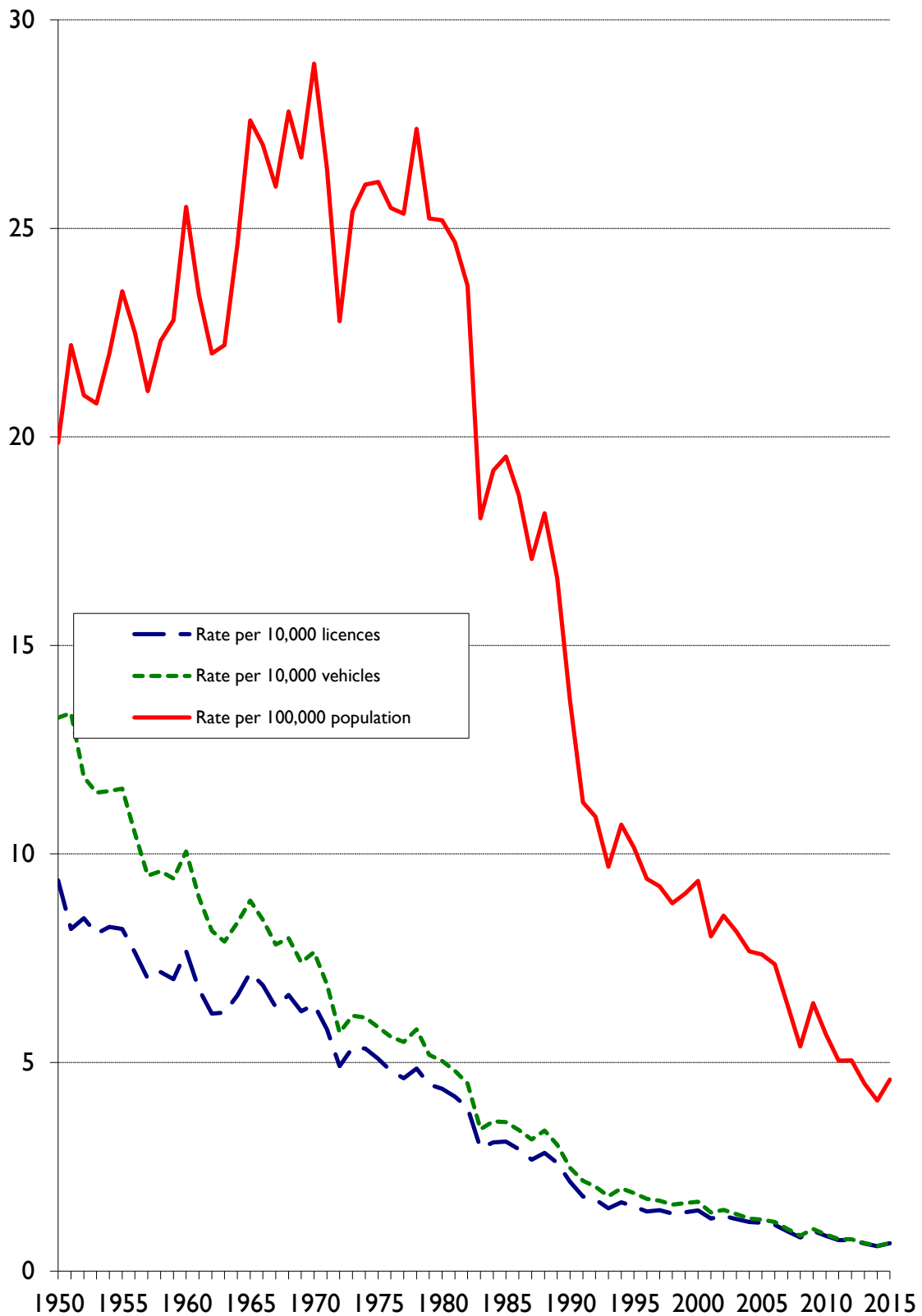
3 Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population. Population data for 2015 are preliminary as published in September 2016.

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.

e - Estimated p - Preliminary r - revised d - Injury figures for 2005 to 2014 revised following matching with NSW Health data for 2005 to 2015.

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 2: Fatality rate per 10,000 vehicles, 10,000 licence holders and 100,000 population for years 1950 to 2015 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 6: Fatality comparison with other Australian States¹ and other countries²

| | Killed | Vehicles ³ (‘000) | Population ⁴ (‘000) | Fatalities per 10,000 vehicles | Fatalities per 100,000 population |
|------------------------------|-----------------------|---------------------------------|--------------------------------|--------------------------------------|---|
| NEW SOUTH WALES | 350 | 5,193 | 7,620 | 0.7 | 4.6 |
| Victoria | 252 | 4,567 | 5,945 | 0.6 | 4.2 |
| Queensland | 243 | 3,771 | 4,780 | 0.6 | 5.1 |
| Western Australia | 160 | 2,185 | 2,590 | 0.7 | 6.2 |
| South Australia | 102 | 1,348 | 1,699 | 0.8 | 6.0 |
| Tasmania | 34 | 450 | 517 | 0.8 | 6.6 |
| Australian Capital Territory | 15 | 284 | 391 | 0.5 | 3.8 |
| Northern Territory | 49 | 155 | 244 | 3.2 | 20.1 |
| AUSTRALIA | 1,205 | 18,008 | 23,790 | 0.7 | 5.1 |
| CANADA | 1,834 ⁽¹⁴⁾ | 23,538 ⁽¹⁴⁾ | 35,545 ⁽¹⁴⁾ | 0.8 | 5.2 |
| DENMARK | 180 | 2,982 ⁽¹⁴⁾ | 5,660 | 0.6 | 3.2 |
| FRANCE | 3,464 | 42,476 ⁽¹⁴⁾ | 66,415 | 0.8 | 5.2 |
| GERMANY | 3,475 | 55,011 ⁽¹⁴⁾ | 81,198 | 0.6 | 4.3 |
| JAPAN | 4,859 | 90,894 ⁽¹⁴⁾ | 127,095 | 0.5 | 3.8 |
| NETHERLANDS | 620 | 10,109 ⁽¹⁴⁾ | 16,901 | 0.6 | 3.7 |
| NEW ZEALAND | 319 | 3,515 | 4,597 | 0.9 | 6.9 |
| NORWAY | 118 | 3,995 ⁽¹⁴⁾ | 5,166 | 0.3 | 2.3 |
| SWEDEN | 259 | 5,923 ⁽¹⁴⁾ | 9,747 | 0.4 | 2.7 |
| UNITED KINGDOM | 1,804 | 36,715 ⁽¹⁴⁾ | 64,875 | 0.5 | 2.8 |
| UNITED STATES OF AMERICA | 38,300 | 274,805 ⁽¹⁴⁾ | 321,419 | 1.4 | 11.9 |

1 Australian fatality data (except for New South Wales) for 2015 based on the Bureau of Infrastructure, Transport and Regional Economics fatality database as at October 2016.

2 Fatality data are for 2015 for most other countries and are based on Reported Road Casualties Great Britain Annual Report 2015 or the relevant National Statistical Reporting Authorities. Fatality data for 2015 were not available for Canada so 2014 data have been included.

3 Australian figures (except for New South Wales) are as at 31 January 2015 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 2015. International figures are sourced from Bureau of Infrastructure, Transport and Regional Economics International Road Safety Comparisons 2014, Organisation for Economic Co-operation and Development Road Safety Annual Report 2016 and Transport Canada Collision Statistics 2014.

4 Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2015 as published for March 2016. Canada population estimates are for 1 July 2014 from Statistics Canada. European population estimates are for 1 January 2015 from Eurostat. Japanese population estimate is from the Japanese Statistics Bureau, Ministry of Internal Affairs and Communications for 1 October 2015. New Zealand population estimate for 30 June 2015 from Ministry of Transport New Zealand. United States population estimate for 1 July 2015 is based on published data from United States Census Bureau.

14 Data for 2014.

Table 7: Deaths within NSW, causes of death, sex, age for 2014

| 2014 | Age (years) | | | | | | | | | | TOTAL ³ |
|-------------------------------------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------------------|
| | 0-14 | 15-19 | 20-24 | 25-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | |
| Males | | | | | | | | | | | |
| Deaths from all causes ¹ | 231 | 78 | 150 | 154 | 464 | 990 | 2,023 | 3,852 | 5,906 | 12,247 | 26,099 |
| All accidental deaths ¹ | 20 | 27 | 43 | 51 | 135 | 159 | 137 | 115 | 102 | 289 | 1,079 |
| Road deaths ² | 5 | 16 | 27 | 17 | 31 | 29 | 28 | 24 | 16 | 17 | 211 |
| as % of accidental deaths | 25 | 59 | 63 | 33 | 23 | 18 | 20 | 21 | 16 | 6 | 20 |
| as % of all deaths | 2 | 21 | 18 | 11 | 7 | 3 | 1 | 1 | <1 | <1 | 1 |
| Females | | | | | | | | | | | |
| Deaths from all causes ¹ | 212 | 42 | 54 | 72 | 229 | 539 | 1,268 | 2,344 | 4,216 | 16,732 | 25,711 |
| All accidental deaths ¹ | 16 | 15 | 13 | 11 | 44 | 44 | 55 | 34 | 80 | 486 | 798 |
| Road deaths ² | 3 | 13 | 7 | 6 | 8 | 7 | 15 | 10 | 12 | 15 | 96 |
| as % of accidental deaths | 19 | 87 | 54 | 55 | 18 | 16 | 27 | 29 | 15 | 3 | 12 |
| as % of all deaths | 1 | 31 | 13 | 8 | 3 | 1 | 1 | <1 | <1 | <1 | <1 |
| All persons | | | | | | | | | | | |
| Deaths from all causes ¹ | 443 | 120 | 204 | 226 | 693 | 1,529 | 3,291 | 6,196 | 10,122 | 28,979 | 51,810 |
| All accidental deaths ¹ | 36 | 42 | 56 | 62 | 179 | 203 | 192 | 149 | 182 | 775 | 1,877 |
| Road deaths ² | 8 | 29 | 34 | 23 | 39 | 36 | 43 | 34 | 28 | 32 | 307 |
| as % of accidental deaths | 22 | 69 | 61 | 37 | 22 | 18 | 22 | 23 | 15 | 4 | 16 |
| as % of all deaths | 2 | 24 | 17 | 10 | 6 | 2 | 1 | 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 - Y98) and All accidental deaths (V01 - X59).

2 Transport for NSW Crash Data.

3 Includes deaths where age unknown.

Table 8: Fatalities, year, month

| Year | Month | | | | | | | | | | | | TOTAL |
|------|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| 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 |
| 2015 | 37 | 16 | 24 | 24 | 35 | 25 | 31 | 40 | 26 | 32 | 32 | 28 | 350 |

Table 9: Casualties, year, road user class, degree of casualty¹

| | Road user class | | | | | | | | | |
|-------------|----------------------|--------------|--------------|--------------|---------------|-------------------------|--------------|--------------|--------------|---------------|
| | Motor vehicle driver | | | | | Motor vehicle passenger | | | | |
| | K | S | M | O | TI | K | S | M | O | TI |
| 1960 | 273 | | | | 7,029 | 248 | | | | 8,801 |
| 1965 | 411 | | | | 11,225 | 373 | | | | 11,714 |
| 1970 | 494 | | | | 13,710 | 387 | | | | 12,719 |
| 1971 | 465 | | | | 14,671 | 395 | | | | 12,620 |
| 1972 | 370 | | | | 14,392 | 331 | | | | 12,271 |
| 1973 | 426 | | | | 15,754 | 358 | | | | 12,904 |
| 1974 | 436 | | | | 16,156 | 361 | | | | 12,974 |
| 1975 | 475 | | | | 14,469 | 368 | | | | 13,384 |
| 1976 | 455 | | | | 14,131 | 370 | | | | 13,154 |
| 1977 | 489 | | | | 14,744 | 347 | | | | 13,619 |
| 1978 | 537 | | | | 16,339 | 396 | | | | 14,700 |
| 1979 | 515 | | | | 14,821 | 362 | | | | 12,623 |
| 1980 | 487 | | | | 15,390 | 359 | | | | 12,940 |
| 1981 | 504 | | | | 15,538 | 325 | | | | 12,883 |
| 1982 | 453 | | | | 13,258 | 322 | | | | 11,087 |
| 1983 | 339 | | | | 12,684 | 232 | | | | 10,381 |
| 1984 | 374 | | | | 14,001 | 275 | | | | 10,753 |
| 1985 | 412 | | | | 15,861 | 264 | | | | 11,779 |
| 1986 | 393 | | | | 15,964 | 262 | | | | 11,591 |
| 1987 | 356 | | | | 16,117 | 262 | | | | 11,447 |
| 1988 | 403 | | | | 15,795 | 270 | | | | 10,685 |
| 1989 | 356 | | | | 15,627 | 303 | | | | 10,535 |
| 1990 | 310 | | | | 14,469 | 200 | | | | 9,082 |
| 1991 | 304 | | | | 12,563 | 172 | | | | 8,160 |
| 1992 | 287 | | | | 11,883 | 176 | | | | 7,490 |
| 1993 | 274 | | | | 12,197 | 135 | | | | 7,577 |
| 1994 | 258 | | | | 12,388 | 181 | | | | 7,127 |
| 1995 | 281 | | | | 12,228 | 139 | | | | 7,375 |
| 1996 | 234 | | | | 12,280 | 146 | | | | 7,174 |
| 1997 | 263 | | | | 11,705 | 137 | | | | 6,713 |
| 1998 | 247 | | | | 12,653 | 148 | | | | 7,344 |
| 1999 | 263 | | | | 13,348 | 139 | | | | 7,289 |
| 2000 | 278 | | | | 15,270 | 146 | | | | 7,308 |
| 2001 | 219 | | | | 16,270 | 133 | | | | 7,468 |
| 2002 | 276 | | | | 15,553 | 123 | | | | 6,856 |
| 2003 | 239 | | | | 15,125 | 137 | | | | 6,549 |
| 2004 | 229 | | | | 14,749 | 122 | | | | 6,051 |
| 2005 | 235 | 3,360 | 7,102 | 6,847 | 17,309 | 100 | 1,215 | 1,788 | 2,805 | 5,808 |
| 2006 | 249 | 3,531 | 7,966 | 6,134 | 17,631 | 102 | 1,212 | 1,827 | 2,550 | 5,589 |
| 2007 | 215 | 3,226 | 9,299 | 5,712 | 18,237 | 77 | 1,034 | 2,200 | 2,494 | 5,728 |
| 2008 | 194 | 3,117 | 8,425 | 5,357 | 16,899 | 67 | 943 | 1,914 | 2,124 | 4,981 |
| 2009 | 210 | 3,004 | 8,626 | 5,610 | 17,240 | 102 | 1,022 | 1,755 | 2,154 | 4,931 |
| 2010 | 185 | 3,224 | 8,543 | 5,601 | 17,368 | 89 | 893 | 1,674 | 2,169 | 4,736 |
| 2011 | 181 | 3,450 | 8,301 | 6,143 | 17,894 | 73 | 941 | 1,575 | 2,327 | 4,843 |
| 2012 | 164 | 3,587 | 8,168 | 5,563 | 17,318 | 82 | 999 | 1,412 | 1,969 | 4,380 |
| 2013 | 155 | 3,614 | 7,948 | 5,027 | 16,589 | 49 | 933 | 1,350 | 1,837 | 4,120 |
| 2014 | 153 | 3,442 | 7,551 | 4,786 | 15,779 | 43 | 917 | 1,246 | 1,647 | 3,810 |
| 2015 | 155 | 3,343 | 6,171 | 5,414 | 14,928 | 60 | 884 | 1,110 | 1,823 | 3,817 |

1 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.

Table 9: Casualties, year, road user class, degree of casualty¹

| | Road user class | | | | | | | | | |
|-------------|------------------|--------------|------------|------------|--------------|-----------------------|-----------|-----------|-----------|------------|
| | Motorcycle rider | | | | | Motor cycle passenger | | | | |
| | K | S | M | O | TI | K | S | M | O | TI |
| 1960 | 39 | | | | 1,409 | 9 | | | | 241 |
| 1965 | 28 | | | | 901 | 4 | | | | 95 |
| 1970 | 93 | | | | 2,967 | 17 | | | | 311 |
| 1971 | 106 | | | | 3,783 | 16 | | | | 437 |
| 1972 | 98 | | | | 4,292 | 17 | | | | 443 |
| 1973 | 130 | | | | 4,852 | 22 | | | | 533 |
| 1974 | 140 | | | | 5,181 | 16 | | | | 617 |
| 1975 | 142 | | | | 4,483 | 19 | | | | 609 |
| 1976 | 135 | | | | 4,239 | 25 | | | | 551 |
| 1977 | 125 | | | | 4,055 | 15 | | | | 508 |
| 1978 | 137 | | | | 3,731 | 10 | | | | 498 |
| 1979 | 127 | | | | 3,783 | 22 | | | | 506 |
| 1980 | 152 | | | | 4,366 | 21 | | | | 610 |
| 1981 | 146 | | | | 4,643 | 26 | | | | 655 |
| 1982 | 178 | | | | 4,387 | 25 | | | | 631 |
| 1983 | 143 | | | | 4,817 | 10 | | | | 590 |
| 1984 | 135 | | | | 5,181 | 18 | | | | 571 |
| 1985 | 122 | | | | 5,220 | 21 | | | | 573 |
| 1986 | 146 | | | | 4,364 | 18 | | | | 560 |
| 1987 | 119 | | | | 4,053 | 19 | | | | 455 |
| 1988 | 111 | | | | 3,609 | 12 | | | | 388 |
| 1989 | 98 | | | | 3,064 | 11 | | | | 307 |
| 1990 | 84 | | | | 2,537 | 6 | | | | 240 |
| 1991 | 54 | | | | 2,220 | 4 | | | | 212 |
| 1992 | 55 | | | | 1,936 | 4 | | | | 194 |
| 1993 | 41 | | | | 1,884 | 5 | | | | 164 |
| 1994 | 50 | | | | 1,897 | 6 | | | | 193 |
| 1995 | 57 | | | | 1,848 | 2 | | | | 174 |
| 1996 | 52 | | | | 1,808 | 6 | | | | 166 |
| 1997 | 43 | | | | 1,707 | 1 | | | | 142 |
| 1998 | 49 | | | | 1,879 | 3 | | | | 163 |
| 1999 | 51 | | | | 1,770 | 4 | | | | 149 |
| 2000 | 60 | | | | 1,894 | 2 | | | | 138 |
| 2001 | 68 | | | | 2,007 | 2 | | | | 151 |
| 2002 | 51 | | | | 1,994 | 4 | | | | 141 |
| 2003 | 56 | | | | 1,826 | 3 | | | | 110 |
| 2004 | 57 | | | | 1,963 | 1 | | | | 123 |
| 2005 | 61 | 847 | 661 | 514 | 2,022 | 3 | 48 | 35 | 40 | 123 |
| 2006 | 65 | 996 | 760 | 499 | 2,255 | 1 | 36 | 38 | 38 | 112 |
| 2007 | 57 | 949 | 767 | 493 | 2,209 | 4 | 42 | 44 | 44 | 130 |
| 2008 | 52 | 1,018 | 857 | 508 | 2,383 | 3 | 43 | 44 | 38 | 125 |
| 2009 | 66 | 1,084 | 945 | 542 | 2,571 | 3 | 41 | 43 | 36 | 120 |
| 2010 | 57 | 1,043 | 889 | 494 | 2,426 | 4 | 30 | 36 | 37 | 103 |
| 2011 | 47 | 1,120 | 920 | 457 | 2,497 | 4 | 33 | 33 | 34 | 100 |
| 2012 | 60 | 1,228 | 970 | 461 | 2,659 | 1 | 39 | 31 | 43 | 113 |
| 2013 | 67 | 1,245 | 917 | 404 | 2,566 | 4 | 41 | 47 | 35 | 123 |
| 2014 | 58 | 1,287 | 864 | 366 | 2,517 | 1 | 49 | 31 | 25 | 105 |
| 2015 | 66 | 1,098 | 716 | 320 | 2,134 | 1 | 26 | 23 | 24 | 73 |

1 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.

Table 9: Casualties, year, road user class, degree of casualty¹

| | Road user class | | | | | | | | | |
|-------------|-----------------|------------|------------|------------|--------------|----------------------------|------------|------------|------------|--------------|
| | Pedestrian | | | | | Pedal cyclist ² | | | | |
| | K | S | M | O | TI | K | S | M | O | TI |
| 1960 | 367 | | | | 4,022 | 42 | | | | 1,128 |
| 1965 | 301 | | | | 4,254 | 29 | | | | 942 |
| 1970 | 291 | | | | 4,346 | 26 | | | | 792 |
| 1971 | 250 | | | | 4,292 | 16 | | | | 820 |
| 1972 | 256 | | | | 4,586 | 19 | | | | 788 |
| 1973 | 271 | | | | 4,563 | 21 | | | | 648 |
| 1974 | 296 | | | | 4,719 | 25 | | | | 738 |
| 1975 | 257 | | | | 4,370 | 22 | | | | 766 |
| 1976 | 259 | | | | 4,335 | 19 | | | | 857 |
| 1977 | 266 | | | | 4,349 | 23 | | | | 1,089 |
| 1978 | 281 | | | | 4,571 | 22 | | | | 1,020 |
| 1979 | 230 | | | | 4,120 | 32 | | | | 1,115 |
| 1980 | 252 | | | | 4,161 | 31 | | | | 1,326 |
| 1981 | 267 | | | | 3,953 | 22 | | | | 1,272 |
| 1982 | 256 | | | | 3,788 | 19 | | | | 1,390 |
| 1983 | 212 | | | | 3,963 | 29 | | | | 1,522 |
| 1984 | 211 | | | | 4,116 | 23 | | | | 1,624 |
| 1985 | 223 | | | | 4,210 | 23 | | | | 1,682 |
| 1986 | 191 | | | | 3,989 | 19 | | | | 1,747 |
| 1987 | 178 | | | | 4,255 | 22 | | | | 1,870 |
| 1988 | 205 | | | | 4,177 | 34 | | | | 1,949 |
| 1989 | 173 | | | | 3,980 | 19 | | | | 1,800 |
| 1990 | 177 | | | | 3,944 | 20 | | | | 1,860 |
| 1991 | 119 | | | | 3,431 | 10 | | | | 1,468 |
| 1992 | 121 | | | | 3,104 | 6 | | | | 1,300 |
| 1993 | 117 | | | | 3,091 | 8 | | | | 1,443 |
| 1994 | 129 | | | | 3,220 | 23 | | | | 1,320 |
| 1995 | 130 | | | | 3,154 | 11 | | | | 1,170 |
| 1996 | 130 | | | | 3,234 | 13 | | | | 1,346 |
| 1997 | 114 | | | | 2,985 | 18 | | | | 1,194 |
| 1998 | 102 | | | | 3,150 | 7 | | | | 1,223 |
| 1999 | 108 | | | | 3,024 | 12 | | | | 1,164 |
| 2000 | 110 | | | | 2,979 | 6 | | | | 1,218 |
| 2001 | 88 | | | | 2,861 | 13 | | | | 1,142 |
| 2002 | 94 | | | | 2,607 | 13 | | | | 1,292 |
| 2003 | 94 | | | | 2,490 | 9 | | | | 1,107 |
| 2004 | 85 | | | | 2,301 | 16 | | | | 1,116 |
| 2005 | 96 | 816 | 684 | 723 | 2,223 | 13 | 335 | 391 | 462 | 1,188 |
| 2006 | 72 | 840 | 628 | 661 | 2,129 | 7 | 333 | 436 | 410 | 1,179 |
| 2007 | 68 | 834 | 677 | 615 | 2,126 | 14 | 316 | 456 | 392 | 1,164 |
| 2008 | 49 | 790 | 677 | 626 | 2,093 | 8 | 280 | 448 | 363 | 1,091 |
| 2009 | 59 | 719 | 667 | 550 | 1,936 | 13 | 336 | 497 | 325 | 1,158 |
| 2010 | 59 | 723 | 666 | 481 | 1,870 | 11 | 311 | 438 | 328 | 1,077 |
| 2011 | 49 | 750 | 642 | 465 | 1,857 | 10 | 296 | 419 | 280 | 995 |
| 2012 | 55 | 691 | 582 | 434 | 1,707 | 7 | 340 | 412 | 273 | 1,025 |
| 2013 | 44 | 732 | 544 | 388 | 1,664 | 14 | 367 | 423 | 229 | 1,019 |
| 2014 | 41 | 766 | 507 | 284 | 1,557 | 11 | 349 | 390 | 187 | 926 |
| 2015 | 61 | 664 | 415 | 302 | 1,381 | 7 | 322 | 307 | 178 | 807 |

1 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.

2 Includes pedal cycle passengers.

Table 9: Casualties, year, road user class, degree of casualty¹

| | Road user class | | | | | | | | | |
|-------------|--------------------|----------|----------|----------|-----------|----------------|--------------|---------------|---------------|---------------|
| | Other ³ | | | | | All road users | | | | |
| | K | S | M | O | TI | K | S | M | O | TI |
| 1960 | 0 | | | | 25 | 978 | | | | 22,655 |
| 1965 | 5 | | | | 26 | 1,151 | | | | 29,157 |
| 1970 | 1 | | | | 41 | 1,309 | | | | 34,886 |
| 1971 | 1 | | | | 37 | 1,249 | | | | 36,660 |
| 1972 | 1 | | | | 42 | 1,092 | | | | 36,814 |
| 1973 | 2 | | | | 40 | 1,230 | | | | 39,294 |
| 1974 | 1 | | | | 44 | 1,275 | | | | 40,429 |
| 1975 | 5 | | | | 60 | 1,288 | | | | 38,141 |
| 1976 | 1 | | | | 60 | 1,264 | | | | 37,327 |
| 1977 | 3 | | | | 43 | 1,268 | | | | 38,407 |
| 1978 | 1 | | | | 16 | 1,384 | | | | 40,875 |
| 1979 | 2 | | | | 16 | 1,290 | | | | 36,984 |
| 1980 | 1 | | | | 23 | 1,303 | | | | 38,816 |
| 1981 | 1 | | | | 24 | 1,291 | | | | 38,968 |
| 1982 | 0 | | | | 12 | 1,253 | | | | 34,553 |
| 1983 | 1 | | | | 21 | 966 | | | | 33,978 |
| 1984 | 1 | | | | 25 | 1,037 | | | | 36,271 |
| 1985 | 2 | | | | 11 | 1,067 | | | | 39,336 |
| 1986 | 0 | | | | 15 | 1,029 | | | | 38,230 |
| 1987 | 3 | | | | 22 | 959 | | | | 38,219 |
| 1988 | 2 | | | | 13 | 1,037 | | | | 36,616 |
| 1989 | 0 | | | | 11 | 960 | | | | 35,324 |
| 1990 | 0 | | | | 21 | 797 | | | | 32,153 |
| 1991 | 0 | | | | 31 | 663 | | | | 28,085 |
| 1992 | 0 | | | | 13 | 649 | | | | 25,920 |
| 1993 | 1 | | | | 12 | 581 | | | | 26,368 |
| 1994 | 0 | | | | 15 | 647 | | | | 26,160 |
| 1995 | 0 | | | | 14 | 620 | | | | 25,963 |
| 1996 | 0 | | | | 21 | 581 | | | | 26,029 |
| 1997 | 0 | | | | 8 | 576 | | | | 24,454 |
| 1998 | 0 | | | | 3 | 556 | | | | 26,415 |
| 1999 | 0 | | | | 4 | 577 | | | | 26,748 |
| 2000 | 1 | | | | 5 | 603 | | | | 28,812 |
| 2001 | 1 | | | | 14 | 524 | | | | 29,913 |
| 2002 | 0 | | | | 4 | 561 | | | | 28,447 |
| 2003 | 1 | | | | 1 | 539 | | | | 27,208 |
| 2004 | 0 | | | | 20 | 510 | | | | 26,323 |
| 2005 | 0 | 0 | 1 | 6 | 7 | 508 | 6,621 | 10,662 | 11,397 | 28,680 |
| 2006 | 0 | 0 | 0 | 2 | 2 | 496 | 6,948 | 11,655 | 10,294 | 28,897 |
| 2007 | 0 | 1 | 1 | 3 | 5 | 435 | 6,402 | 13,444 | 9,753 | 29,599 |
| 2008 | 1 | 0 | 1 | 0 | 1 | 374 | 6,191 | 12,366 | 9,016 | 27,573 |
| 2009 | 0 | 0 | 2 | 0 | 2 | 453 | 6,206 | 12,535 | 9,217 | 27,958 |
| 2010 | 0 | 0 | 1 | 0 | 1 | 405 | 6,224 | 12,247 | 9,110 | 27,581 |
| 2011 | 0 | 2 | 0 | 1 | 3 | 364 | 6,592 | 11,890 | 9,707 | 28,189 |
| 2012 | 0 | 0 | 2 | 0 | 2 | 369 | 6,884 | 11,577 | 8,743 | 27,204 |
| 2013 | 0 | 0 | 0 | 2 | 2 | 333 | 6,932 | 11,229 | 7,922 | 26,083 |
| 2014 | 0 | 2 | 0 | 2 | 4 | 307 | 6,812 | 10,589 | 7,297 | 24,698 |
| 2015 | 0 | 3 | 2 | 1 | 6 | 350 | 6,340 | 8,744 | 8,062 | 23,146 |

1 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.

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

Road casualty crashes in 2015

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

Table 10: Crashes, casualties, holiday periods, degree of crash, degree of casualty

| Period | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|--|------------------------------|-----|-----|-----|------------------------------|---------------------------------|-----|-----|-----|------------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| New Year (1 January) (1 day) | 0 | 10 | 14 | 11 | 35 | 0 | 11 | 18 | 15 | 44 |
| Australia Day (23 January to 26 January) (4 days) | 6 | 46 | 68 | 34 | 154 | 7 | 53 | 98 | 51 | 209 |
| Easter (2 April to 6 April) (5 days) | 3 | 69 | 91 | 65 | 228 | 4 | 87 | 133 | 103 | 327 |
| Anzac Day (25 April) (1 day) | 1 | 17 | 12 | 12 | 42 | 1 | 19 | 17 | 16 | 53 |
| Queen's Birthday (5 June to 8 June) (4 days) | 4 | 73 | 57 | 42 | 176 | 4 | 78 | 84 | 67 | 233 |
| Labour Day (2 October to 5 October) (4 days) | 3 | 48 | 59 | 49 | 159 | 3 | 53 | 87 | 79 | 222 |
| Christmas (24 December to 31 December) (8 days) | 10 | 109 | 103 | 85 | 307 | 11 | 129 | 148 | 154 | 442 |
| SCHOOL HOLIDAYS | | | | | | | | | | |
| January (1 January to 26 January) (26 days) | 30 | 341 | 477 | 329 | 1,177 | 34 | 394 | 627 | 511 | 1,566 |
| End Term 1 (2 April to 19 April) (18 days) | 15 | 262 | 308 | 243 | 828 | 16 | 302 | 419 | 343 | 1,080 |
| End Term 2 (27 June to 12 July) (16 days) | 13 | 237 | 301 | 274 | 825 | 13 | 278 | 389 | 398 | 1,078 |
| End Term 3 (19 September to 5 October) (17 days) | 12 | 211 | 288 | 240 | 751 | 12 | 236 | 392 | 356 | 996 |
| December (19 December to 31 December) (13 days) | 14 | 197 | 194 | 164 | 569 | 15 | 227 | 270 | 267 | 779 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured

Table 11a: Fatal crashes, time period, day of week

| Time period ¹ | Day of week | | | | | | | Total |
|--------------------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | |
| 00:01 - 01:59 | 5 | 5 | 3 | 0 | 2 | 2 | 2 | 19 |
| 02:00 - 03:59 | 2 | 3 | 1 | 1 | 0 | 0 | 5 | 12 |
| 04:00 - 05:59 | 2 | 0 | 1 | 1 | 2 | 2 | 0 | 8 |
| 06:00 - 07:59 | 2 | 2 | 2 | 8 | 4 | 3 | 3 | 24 |
| 08:00 - 09:59 | 11 | 2 | 4 | 6 | 2 | 2 | 2 | 29 |
| 10:00 - 11:59 | 9 | 8 | 7 | 5 | 3 | 4 | 6 | 42 |
| 12:00 - 13:59 | 2 | 2 | 4 | 4 | 5 | 4 | 6 | 27 |
| 14:00 - 15:59 | 8 | 6 | 6 | 11 | 2 | 8 | 7 | 48 |
| 16:00 - 17:59 | 4 | 7 | 6 | 8 | 5 | 6 | 12 | 48 |
| 18:00 - 19:59 | 5 | 2 | 7 | 2 | 4 | 4 | 2 | 26 |
| 20:00 - 21:59 | 3 | 3 | 1 | 3 | 3 | 1 | 3 | 17 |
| 22:00 - Midnight | 3 | 1 | 2 | 2 | 7 | 6 | 5 | 26 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CRASHES: | | | | | | | | |
| TOTAL | 56 | 41 | 44 | 51 | 39 | 42 | 53 | 326 |

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

Table 11b: Serious injury crashes, time period, day of week

| Time period | Day of week | | | | | | | Total |
|------------------|-------------|------------|------------|------------|------------|------------|------------|--------------|
| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | |
| 00:01 - 01:59 | 40 | 17 | 25 | 18 | 19 | 21 | 53 | 193 |
| 02:00 - 03:59 | 31 | 8 | 12 | 11 | 17 | 11 | 30 | 120 |
| 04:00 - 05:59 | 23 | 23 | 33 | 24 | 20 | 21 | 25 | 169 |
| 06:00 - 07:59 | 24 | 70 | 85 | 76 | 67 | 67 | 45 | 434 |
| 08:00 - 09:59 | 70 | 98 | 94 | 105 | 117 | 74 | 72 | 630 |
| 10:00 - 11:59 | 98 | 89 | 88 | 90 | 96 | 85 | 115 | 661 |
| 12:00 - 13:59 | 106 | 79 | 82 | 93 | 85 | 93 | 109 | 647 |
| 14:00 - 15:59 | 113 | 108 | 109 | 101 | 93 | 119 | 115 | 758 |
| 16:00 - 17:59 | 96 | 115 | 120 | 127 | 113 | 141 | 100 | 812 |
| 18:00 - 19:59 | 52 | 78 | 76 | 78 | 97 | 92 | 84 | 557 |
| 20:00 - 21:59 | 52 | 44 | 43 | 58 | 74 | 61 | 44 | 376 |
| 22:00 - Midnight | 33 | 23 | 24 | 30 | 36 | 38 | 49 | 233 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| CRASHES: | | | | | | | | |
| TOTAL | 738 | 752 | 791 | 811 | 834 | 824 | 841 | 5,591 |

Table 11c: Moderate injury crashes, time period, day of week

| Time period | Day of week | | | | | | | Total |
|------------------|-------------|------------|--------------|------------|------------|--------------|------------|--------------|
| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | |
| 00:01 - 01:59 | 32 | 17 | 17 | 12 | 13 | 14 | 41 | 146 |
| 02:00 - 03:59 | 25 | 7 | 9 | 7 | 13 | 12 | 19 | 92 |
| 04:00 - 05:59 | 28 | 15 | 23 | 25 | 16 | 24 | 16 | 147 |
| 06:00 - 07:59 | 40 | 88 | 96 | 80 | 80 | 78 | 50 | 512 |
| 08:00 - 09:59 | 50 | 115 | 126 | 127 | 120 | 117 | 83 | 738 |
| 10:00 - 11:59 | 95 | 105 | 106 | 99 | 98 | 99 | 131 | 733 |
| 12:00 - 13:59 | 126 | 121 | 119 | 108 | 116 | 115 | 122 | 827 |
| 14:00 - 15:59 | 117 | 121 | 138 | 150 | 145 | 143 | 137 | 951 |
| 16:00 - 17:59 | 100 | 162 | 164 | 153 | 174 | 146 | 119 | 1,018 |
| 18:00 - 19:59 | 85 | 90 | 127 | 115 | 114 | 131 | 88 | 750 |
| 20:00 - 21:59 | 50 | 58 | 65 | 47 | 55 | 67 | 60 | 402 |
| 22:00 - Midnight | 43 | 37 | 29 | 35 | 46 | 64 | 61 | 315 |
| Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| CRASHES: | | | | | | | | |
| TOTAL | 791 | 936 | 1,019 | 959 | 990 | 1,010 | 927 | 6,632 |

Table 11d: Minor/Other injury crashes, time period, day of week

| Time period | Day of week | | | | | | | Total |
|------------------|-------------|------------|------------|------------|------------|------------|------------|--------------|
| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | |
| 00:01 - 01:59 | 26 | 8 | 8 | 8 | 10 | 10 | 19 | 89 |
| 02:00 - 03:59 | 11 | 4 | 3 | 6 | 8 | 4 | 10 | 46 |
| 04:00 - 05:59 | 15 | 16 | 16 | 17 | 13 | 13 | 15 | 105 |
| 06:00 - 07:59 | 20 | 70 | 85 | 93 | 71 | 67 | 28 | 434 |
| 08:00 - 09:59 | 22 | 129 | 143 | 137 | 128 | 115 | 64 | 738 |
| 10:00 - 11:59 | 77 | 85 | 106 | 89 | 87 | 87 | 113 | 644 |
| 12:00 - 13:59 | 83 | 94 | 73 | 91 | 89 | 80 | 114 | 624 |
| 14:00 - 15:59 | 90 | 136 | 120 | 137 | 111 | 131 | 126 | 851 |
| 16:00 - 17:59 | 103 | 148 | 197 | 162 | 186 | 152 | 92 | 1,040 |
| 18:00 - 19:59 | 73 | 82 | 79 | 119 | 111 | 116 | 72 | 652 |
| 20:00 - 21:59 | 35 | 46 | 48 | 38 | 48 | 66 | 43 | 324 |
| 22:00 - Midnight | 15 | 18 | 19 | 31 | 23 | 40 | 32 | 178 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| CRASHES: | | | | | | | | |
| TOTAL | 570 | 836 | 897 | 928 | 885 | 882 | 728 | 5,726 |

Table 11e: Total casualty crashes, time period, day of week

| Time period | Day of week | | | | | | | Total |
|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | |
| 00:01 - 01:59 | 103 | 47 | 53 | 38 | 44 | 47 | 115 | 447 |
| 02:00 - 03:59 | 69 | 22 | 25 | 25 | 38 | 27 | 64 | 270 |
| 04:00 - 05:59 | 68 | 54 | 73 | 67 | 51 | 60 | 56 | 429 |
| 06:00 - 07:59 | 86 | 230 | 268 | 257 | 222 | 215 | 126 | 1,404 |
| 08:00 - 09:59 | 153 | 344 | 367 | 375 | 367 | 308 | 221 | 2,135 |
| 10:00 - 11:59 | 279 | 287 | 307 | 283 | 284 | 275 | 365 | 2,080 |
| 12:00 - 13:59 | 317 | 296 | 278 | 296 | 295 | 292 | 351 | 2,125 |
| 14:00 - 15:59 | 328 | 371 | 373 | 399 | 351 | 401 | 385 | 2,608 |
| 16:00 - 17:59 | 303 | 432 | 487 | 450 | 478 | 445 | 323 | 2,918 |
| 18:00 - 19:59 | 215 | 252 | 289 | 314 | 326 | 343 | 246 | 1,985 |
| 20:00 - 21:59 | 140 | 151 | 157 | 146 | 180 | 195 | 150 | 1,119 |
| 22:00 - Midnight | 94 | 79 | 74 | 98 | 112 | 148 | 147 | 752 |
| Unknown | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| CRASHES: | | | | | | | | |
| TOTAL | 2,155 | 2,565 | 2,751 | 2,749 | 2,748 | 2,758 | 2,549 | 18,275 |

Table 12: Crashes, time period, degree of crash

| Time period ¹ | Degree of crash | | | | | | | | Total casualty crashes | |
|--------------------------|-----------------|---------------|----------------------|----------------|-----------------------|----------------|--------------------------|----------------|------------------------|-----------------|
| | Fatal crash | | Serious injury crash | | Moderate injury crash | | Minor/Other injury crash | | | |
| A | 33 | (1.3%) | 768 | (30.3%) | 869 | (34.3%) | 861 | (34.0%) | 2,531 | (100.0%) |
| B | 17 | (3.1%) | 210 | (38.2%) | 216 | (39.3%) | 107 | (19.5%) | 550 | (100.0%) |
| C | 73 | (1.6%) | 1,364 | (30.3%) | 1,648 | (36.6%) | 1,414 | (31.4%) | 4,499 | (100.0%) |
| D | 17 | (1.7%) | 319 | (31.0%) | 363 | (35.2%) | 331 | (32.1%) | 1,030 | (100.0%) |
| E | 21 | (2.5%) | 298 | (35.0%) | 307 | (36.1%) | 225 | (26.4%) | 851 | (100.0%) |
| F | 48 | (1.5%) | 827 | (26.5%) | 1,150 | (36.9%) | 1,091 | (35.0%) | 3,116 | (100.0%) |
| G | 25 | (1.1%) | 634 | (28.5%) | 797 | (35.8%) | 771 | (34.6%) | 2,227 | (100.0%) |
| H | 32 | (2.0%) | 500 | (31.1%) | 579 | (36.0%) | 496 | (30.9%) | 1,607 | (100.0%) |
| I | 26 | (3.0%) | 304 | (35.4%) | 328 | (38.2%) | 201 | (23.4%) | 859 | (100.0%) |
| J | 34 | (3.4%) | 366 | (36.5%) | 374 | (37.3%) | 228 | (22.8%) | 1,002 | (100.0%) |
| Unknown | 0 | (0.0%) | 1 | (33.3%) | 1 | (33.3%) | 1 | (33.3%) | 3 | (100.0%) |
| CRASHES: | | | | | | | | | | |
| TOTAL | 326 | (1.8%) | 5,591 | (30.6%) | 6,632 | (36.3%) | 5,726 | (31.3%) | 18,275 | (100.0%) |

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

| TIME | DAY OF WEEK | | | | | | |
|----------|-------------|---------|-----------|----------|--------|----------|--------|
| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| Midnight | I | | | | J | | |
| 3 a.m. | A | | | | | B | |
| 9 a.m. | C | | | | | D | E |
| 3 p.m. | F | | | G | H | | |
| 9 p.m. | I | | | J | | | I |
| Midnight | I | | | J | | | I |

The time periods on the previous page 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 3a: Fatal 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 21 | CROSS TRAFFIC 9 | HEAD ON (not overtaking) 63 | Vehicles in same lane REAR END 10 | U TURN 3 | HEAD ON (incl. side swipe) 2 | PARKED 1 | OFF CARRIAGEWAY TO LEFT 2 | OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 6 | FELL IN/FROM VEHICLE 1 |
| EMERGING 1 | RIGHT FAR 0 | RIGHT THRU 12 | LEFT REAR 0 | U TURN INTO FIXED OBJECT PKD VEHICLE 0 | OUT OF CONTROL 0 | DOUBLE PARKED 0 | LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 20 | OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 31 | LOAD OR MISSILE STRUCK VEHICLE 0 |
| FAR SIDE 18 | LEFT FAR 0 | LEFT THRU 0 | RIGHT REAR 2 | LEAVING PARKING 0 | PULLING OUT 0 | ACCIDENT OR BREAK DOWN 1 | OFF CARRIAGEWAY TO RIGHT 2 | OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 0 | STRUCK TRAIN / AEROPLANE 1 |
| PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 8 | RIGHT NEAR 6 | RIGHT/LEFT 0 | Vehicles in parallel lanes LANE SIDE SWIPE 1 | ENTERING PARKING 0 | OVERTAKE TURNING 0 | VEHICLE DOOR 0 | RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 13 | OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 5 | PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 0 |
| WALKING WITH TRAFFIC 4 | TWO R TURNING 0 | RIGHT/RIGHT 0 | LANE CHANGE RIGHT (not overtaking) 2 | PARKING VEHICLES ONLY 0 | CUTTING IN 0 | PERMANENT OBSTRUCTION ON CARRIAGEWAY 4 | OUT OF CONTROL ON CARRIAGEWAY 7 | OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 3 | PARKED VEH RUN AWAY INTO VEHICLE 0 |
| FACING TRAFFIC 0 | RIGHT/LEFT FAR 0 | LEFT/LEFT 0 | LANE CHANGE LEFT 0 | REVERSING 0 | PULLING OUT REAR END 0 | TEMPORARY ROADWORKS 0 | OFF END OF ROAD/ T INTERSECTION 3 | OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 19 | STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 0 |
| ON FOOTPATH/ MEDIAN 0 | LEFT NEAR 1 | | RIGHT TURN SIDE SWIPE 0 | REVERSING INTO FIXED OBJECT/ PKD VEHICLE 0 | | STRUCK OBJECT ON CARRIAGEWAY 0 | | OFF CARRIAGEWAY TO LEFT ON LEFT BEND 2 | |
| DRIVEWAY 1 | LEFT/RIGHT FAR 0 | | LEFT TURN SIDE SWIPE 0 | EMERGING FROM DRIVEWAY 3 | | ANIMAL (not ridden) 2 | | OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 7 | |
| | TWO LEFT TURNING 0 | | | FROM FOOTPATH 1 | | | OUT OF CONTROL ON CARRIAGEWAY 12 | | |
| OTHER PEDESTRIAN 7 | OTHER ADJACENT 0 | OTHER OPPOSING 0 | OTHER SAME DIRECTION 3 | OTHER MANOEUVRING 2 | OTHER OVERTAKING 2 | OTHER ON PATH 0 | OTHER STRAIGHT 1 | OTHER CURVE 1 | UNKNOWN 0 |

Figure 3b: Serious injury 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 268 | CROSS TRAFFIC 337 | HEAD ON (not overtaking) 352 | Vehicles in same lane REAR END 536 | U TURN 83 | HEAD ON (incl. side swipe) 9 | PARKED 13 | OFF CARRIAGEWAY TO LEFT 66 | OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 75 | FELL IN/FROM VEHICLE 24 |
| EMERGING 49 | RIGHT FAR 37 | RIGHT THRU 450 | LEFT REAR 23 | U TURN INTO FIXED OBJECT PKD VEHICLE 7 | OUT OF CONTROL 7 | DOUBLE PARKED 0 | LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 494 | OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 289 | LOAD OR MISSILE STRUCK VEHICLE 0 |
| FAR SIDE 198 | LEFT FAR 9 | LEFT THRU 1 | RIGHT REAR 103 | LEAVING PARKING 39 | PULLING OUT 2 | ACCIDENT OR BREAK DOWN 19 | OFF CARRIAGEWAY TO RIGHT 32 | OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 16 | STRUCK TRAIN / AEROPLANE 0 |
| PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 36 | RIGHT NEAR 199 | RIGHT/LEFT 1 | Vehicles in parallel lanes LANE SIDE SWIPE 52 | ENTERING PARKING 8 | OVERTAKE TURNING 19 | VEHICLE DOOR 25 | RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 265 | OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 80 | PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 2 |
| WALKING WITH TRAFFIC 11 | TWO R TURNING 1 | RIGHT/RIGHT 1 | LANE CHANGE RIGHT (not overtaking) 59 | PARKING VEHICLES ONLY 1 | CUTTING IN 2 | PERMANENT OBSTRUCTION ON CARRIAGEWAY 3 | OUT OF CONTROL ON CARRIAGEWAY 179 | OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 47 | PARKED VEH RUN AWAY INTO VEHICLE 0 |
| FACING TRAFFIC 6 | RIGHT/LEFT FAR 2 | LEFT/LEFT 0 | LANE CHANGE LEFT 85 | REVERSING 1 | PULLING OUT REAR END 1 | TEMPORARY ROADWORKS 2 | OFF END OF ROAD/ T INTERSECTION 33 | OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 175 | STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 3 |
| ON FOOTPATH/ MEDIAN 15 | LEFT NEAR 35 | | RIGHT TURN SIDE SWIPE 16 | REVERSING INTO FIXED OBJECT/ PKD VEHICLE 6 | | STRUCK OBJECT ON CARRIAGEWAY 20 | | OFF CARRIAGEWAY TO LEFT ON LEFT BEND 30 | |
| DRIVEWAY 25 | LEFT/RIGHT FAR 0 | | LEFT TURN SIDE SWIPE 25 | EMERGING FROM DRIVEWAY 88 | | ANIMAL (not ridden) 67 | | OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 144 | |
| | TWO LEFT TURNING 0 | | | FROM FOOTPATH 38 | | | OUT OF CONTROL ON CARRIAGEWAY 149 | | |
| OTHER PEDESTRIAN 15 | OTHER ADJACENT 6 | OTHER OPPOSING 3 | OTHER SAME DIRECTION 21 | OTHER MANOEUVRING 29 | OTHER OVERTAKING 2 | OTHER ON PATH 6 | OTHER STRAIGHT 10 | OTHER CURVE 3 | UNKNOWN 1 |

Figure 3c: Total casualty 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 573 | CROSS TRAFFIC 1,238 | HEAD ON (not overtaking) 781 | REAR END 3,928 <small>Vehicles in same lane</small> | U TURN 265 | HEAD ON (incl. side swipe) 18 | PARKED 31 | OFF CARRIAGEWAY TO LEFT 159 | OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 159 | FELL IN/FROM VEHICLE 47 |
| EMERGING 90 | RIGHT FAR 161 | RIGHT THRU 1,334 | LEFT REAR 153 | U TURN INTO FIXED OBJECT PKD VEHICLE 19 | OUT OF CONTROL 15 | DOUBLE PARKED 0 | LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 1,223 | OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 646 | LOAD OR MISSILE STRUCK VEHICLE 4 |
| FAR SIDE 380 | LEFT FAR 45 | LEFT THRU 2 | RIGHT REAR 495 | LEAVING PARKING 187 | PULLING OUT 4 | ACCIDENT OR BREAK DOWN 39 | OFF CARRIAGEWAY TO RIGHT 80 | OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 47 | STRUCK TRAIN / AEROPLANE 1 |
| PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 100 | RIGHT NEAR 579 | RIGHT/LEFT 11 | LANE SIDE SWIPE 173 <small>Vehicles in parallel lanes</small> | ENTERING PARKING 21 | OVERTAKE TURNING 53 | VEHICLE DOOR 69 | RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 595 | OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 214 | PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 6 |
| WALKING WITH TRAFFIC 33 | TWO R TURNING 27 | RIGHT/RIGHT 7 | LANE CHANGE RIGHT (not overtaking) 195 | PARKING VEHICLES ONLY 11 | CUTTING IN 12 | PERMANENT OBSTRUCTION ON CARRIAGEWAY 10 | OUT OF CONTROL ON CARRIAGEWAY 400 | OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 102 | PARKED VEH RUN AWAY INTO VEHICLE 0 |
| FACING TRAFFIC 12 | RIGHT/LEFT FAR 9 | LEFT/LEFT 0 | LANE CHANGE LEFT 245 | REVERSING 40 | PULLING OUT REAR END 3 | TEMPORARY ROADWORKS 4 | OFF END OF ROAD/ T INTERSECTION 70 | OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 391 | STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 8 |
| ON FOOTPATH/ MEDIAN 30 | LEFT NEAR 136 | | RIGHT TURN SIDE SWIPE 99 | REVERSING INTO FIXED OBJECT/ PKD VEHICLE 25 | | STRUCK OBJECT ON CARRIAGEWAY 46 | | OFF CARRIAGEWAY TO LEFT ON LEFT BEND 64 | |
| DRIVEWAY 65 | LEFT/RIGHT FAR 1 | | LEFT TURN SIDE SWIPE 95 | EMERGING FROM DRIVEWAY 333 | | ANIMAL (not ridden) 164 | | OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 310 | |
| | TWO LEFT TURNING 1 | | | FROM FOOTPATH 97 | | | OUT OF CONTROL ON CARRIAGEWAY 330 | | |
| OTHER PEDESTRIAN 53 | OTHER ADJACENT 73 | OTHER OPPOSING 81 | OTHER SAME DIRECTION 500 | OTHER MANOEUVRING 125 | OTHER OVERTAKING 11 | OTHER ON PATH 21 | OTHER STRAIGHT 42 | OTHER CURVE 21 | UNKNOWN 28 |

Table 13: Crashes, object hit in first impact, degree of crash

| Object hit in first impact | Degree of crash | | | | Total casualty crashes |
|----------------------------|-----------------|----------------------|-----------------------|--------------------------|------------------------|
| | Fatal crash | Serious injury crash | Moderate injury crash | Minor/Other injury crash | |
| Bridge/wall | 2 | 19 | 26 | 5 | 52 |
| Fence/post | 17 | 303 | 293 | 90 | 703 |
| Pole | 13 | 196 | 131 | 49 | 389 |
| Embankment | 5 | 128 | 143 | 39 | 315 |
| Tree | 50 | 422 | 356 | 133 | 961 |
| Street furniture | 5 | 62 | 77 | 21 | 165 |
| Drain or culvert | 3 | 49 | 56 | 12 | 120 |
| Building | 0 | 14 | 17 | 7 | 38 |
| Other object | 4 | 81 | 77 | 32 | 194 |
| Stock | 1 | 10 | 9 | 11 | 31 |
| Kangaroo/wallaby | 0 | 44 | 38 | 20 | 102 |
| Other animal | 1 | 14 | 8 | 9 | 32 |
| Unknown | 0 | 0 | 3 | 0 | 3 |
| Sub-total | 101 | 1,342 | 1,234 | 428 | 3,105 |
| No object hit | 225 | 4,249 | 5,398 | 5,298 | 15,170 |
| CRASHES: TOTAL | 326 | 5,591 | 6,632 | 5,726 | 18,275 |

Table 14: Single motor vehicle crashes, vehicle type, degree of crash

| Vehicle type | Degree of crash | | | | Total casualty crashes |
|--|-----------------|----------------------|-----------------------|--------------------------|------------------------|
| | Fatal crash | Serious injury crash | Moderate injury crash | Minor/Other injury crash | |
| Car | 67 | 1,045 | 1,149 | 379 | 2,640 |
| Light truck | 20 | 212 | 237 | 79 | 548 |
| Heavy rigid truck | 1 | 35 | 19 | 8 | 63 |
| Articulated truck | 5 | 54 | 29 | 14 | 102 |
| Bus | 0 | 6 | 4 | 3 | 13 |
| Other motor vehicle | 3 | 6 | 8 | 4 | 21 |
| Motorcycle | 27 | 496 | 281 | 118 | 922 |
| SINGLE MOTOR VEHICLE CRASHES: TOTAL | 123 | 1,854 | 1,727 | 605 | 4,309 |

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

Table 15a: Crashes, type of crash, degree of crash

| Type of crash ¹ | Degree of crash | | | | | | | | Total casualty crashes | |
|-----------------------------|-----------------|---------------|----------------------|----------------|-----------------------|----------------|--------------------------|----------------|------------------------|-----------------|
| | Fatal crash | | Serious injury crash | | Moderate injury crash | | Minor/Other injury crash | | | |
| Car crash | 220 | (1.4%) | 4,279 | (27.8%) | 5,673 | (36.9%) | 5,219 | (33.9%) | 15,391 | (100.0%) |
| Light truck crash | 73 | (2.1%) | 981 | (27.9%) | 1,265 | (36.0%) | 1,192 | (34.0%) | 3,511 | (100.0%) |
| Heavy truck crash | 52 | (5.2%) | 369 | (36.6%) | 323 | (32.0%) | 265 | (26.3%) | 1,009 | (100.0%) |
| Heavy rigid truck crash | 22 | (3.8%) | 211 | (36.1%) | 178 | (30.5%) | 173 | (29.6%) | 584 | (100.0%) |
| Articulated truck crash | 31 | (6.9%) | 168 | (37.5%) | 152 | (33.9%) | 97 | (21.7%) | 448 | (100.0%) |
| Bus crash | 5 | (2.3%) | 72 | (33.5%) | 70 | (32.6%) | 68 | (31.6%) | 215 | (100.0%) |
| Emergency vehicle crash | 2 | (2.2%) | 21 | (23.3%) | 38 | (42.2%) | 29 | (32.2%) | 90 | (100.0%) |
| Motorcycle crash | 68 | (3.1%) | 1,118 | (50.5%) | 713 | (32.2%) | 315 | (14.2%) | 2,214 | (100.0%) |
| Pedal cycle crash | 7 | (0.9%) | 327 | (40.6%) | 306 | (38.0%) | 166 | (20.6%) | 806 | (100.0%) |
| Pedestrian crash | 62 | (4.5%) | 653 | (46.9%) | 404 | (29.0%) | 272 | (19.6%) | 1,391 | (100.0%) |
| All types of crashes | 326 | (1.8%) | 5,591 | (30.6%) | 6,632 | (36.3%) | 5,726 | (31.3%) | 18,275 | (100.0%) |

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.

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 15b: Casualties, type of crash, degree of casualty

| Type of crash ¹ | Degree of casualty | | | | | | | | | |
|-----------------------------|--------------------|---------------|-------------------|----------------|--------------------|----------------|---------------------|----------------|------------------------|-----------------|
| | Killed | | Seriously injured | | Moderately injured | | Minor/Other injured | | Total killed & injured | |
| Car crash | 241 | (1.2%) | 4,957 | (24.6%) | 7,602 | (37.7%) | 7,382 | (36.6%) | 20,182 | (100.0%) |
| Light truck crash | 85 | (1.8%) | 1,153 | (24.8%) | 1,759 | (37.8%) | 1,653 | (35.5%) | 4,650 | (100.0%) |
| Heavy truck crash | 57 | (4.3%) | 421 | (31.9%) | 472 | (35.7%) | 371 | (28.1%) | 1,321 | (100.0%) |
| Heavy rigid truck crash | 25 | (3.3%) | 239 | (31.4%) | 257 | (33.7%) | 241 | (31.6%) | 762 | (100.0%) |
| Articulated truck crash | 34 | (5.7%) | 193 | (32.5%) | 230 | (38.7%) | 137 | (23.1%) | 594 | (100.0%) |
| Bus crash | 5 | (1.5%) | 84 | (25.7%) | 108 | (33.0%) | 130 | (39.8%) | 327 | (100.0%) |
| Emergency vehicle crash | 3 | (2.1%) | 31 | (22.0%) | 60 | (42.6%) | 47 | (33.3%) | 141 | (100.0%) |
| Motorcycle crash | 71 | (2.9%) | 1,155 | (46.9%) | 841 | (34.2%) | 394 | (16.0%) | 2,461 | (100.0%) |
| Pedal cycle crash | 7 | (0.8%) | 337 | (39.3%) | 331 | (38.6%) | 183 | (21.3%) | 858 | (100.0%) |
| Pedestrian crash | 62 | (3.8%) | 685 | (41.7%) | 564 | (34.3%) | 331 | (20.2%) | 1,642 | (100.0%) |
| All types of crashes | 350 | (1.5%) | 6,340 | (27.0%) | 8,744 | (37.2%) | 8,062 | (34.3%) | 23,496 | (100.0%) |

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.

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 16: Motor vehicles involved and involvement rate¹, vehicle type, degree of crash

| Vehicle type | Degree of crash | | | | | | | | Total casualty crashes | |
|---|-----------------|-------------------|----------------------|--------------------|-----------------------|--------------------|--------------------------|--------------------|------------------------|--------------------|
| | Fatal crash | | Serious injury crash | | Moderate injury crash | | Minor/Other injury crash | | | |
| Passenger vehicle ² | 272 | <i>0.6</i> | 6,167 | <i>14.6</i> | 8,981 | <i>21.3</i> | 9,039 | <i>21.4</i> | 24,459 | <i>58.0</i> |
| Rigid truck, van or utility | 106 | <i>1.5</i> | 1,412 | <i>19.4</i> | 1,759 | <i>24.2</i> | 1,638 | <i>22.5</i> | 4,915 | <i>67.6</i> |
| Articulated truck ³ | 33 | <i>17.0</i> | 174 | <i>89.6</i> | 161 | <i>82.9</i> | 103 | <i>53.1</i> | 471 | <i>242.6</i> |
| Bus | 5 | <i>3.8</i> | 74 | <i>55.7</i> | 72 | <i>54.2</i> | 73 | <i>55.0</i> | 224 | <i>168.6</i> |
| Motorcycle | 70 | <i>3.2</i> | 1,146 | <i>52.9</i> | 724 | <i>33.4</i> | 321 | <i>14.8</i> | 2,261 | <i>104.3</i> |
| All motor vehicles on register⁴ | 496 | <i>1.0</i> | 9,087 | <i>17.5</i> | 11,885 | <i>22.9</i> | 11,363 | <i>21.9</i> | 32,831 | <i>63.2</i> |

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 2015.

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 17: Crashes, factors, degree of crash

| Factors possibly contributing to crash | Degree of crash | | | | Total casualty crashes |
|---|-----------------|----------------------|-----------------------|--------------------------|------------------------|
| | Fatal crash | Serious injury crash | Moderate injury crash | Minor/Other injury crash | |
| Controller Disadvantaged¹ | | | | | |
| Chronic illness/physical infirmity | 1 | 2 | 2 | 1 | 6 |
| Sudden illness | 10 | 189 | 193 | 17 | 409 |
| Swerving to avoid animal | 2 | 94 | 85 | 27 | 208 |
| Distraction inside vehicle | 2 | 166 | 176 | 80 | 424 |
| Distraction outside vehicle | 22 | 547 | 554 | 172 | 1,295 |
| Equipment failure/fault | | | | | |
| Brakes | 2 | 32 | 15 | 6 | 55 |
| Steering | 0 | 3 | 2 | 1 | 6 |
| Tyres | 6 | 39 | 34 | 11 | 90 |
| Wheel, axle/suspension | 1 | 0 | 3 | 0 | 4 |
| Lights | 0 | 2 | 2 | 1 | 5 |
| Towing/coupling | 0 | 4 | 2 | 1 | 7 |
| Insecure load | 0 | 8 | 5 | 3 | 16 |

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.

¹ Data under-reported due to difficulty in collection.

Table 18: Crashes, degree of crash, alcohol involvement, time period

| Degree of crash | Alcohol involved | Time Period ¹ | | | | | | | | | | Unknown | Total |
|------------------------|------------------|--------------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|------------|--------------|----------|---------------|
| | | A | B | C | D | E | F | G | H | I | J | | |
| Fatal | Yes | 2 | 2 | 3 | 0 | 0 | 2 | 1 | 8 | 9 | 16 | 0 | 43 |
| | No | 28 | 13 | 61 | 15 | 18 | 42 | 22 | 22 | 14 | 18 | 0 | 253 |
| | Unknown | 3 | 2 | 9 | 2 | 3 | 4 | 2 | 2 | 3 | 0 | 0 | 30 |
| | Sub-total | 33 | 17 | 73 | 17 | 21 | 48 | 25 | 32 | 26 | 34 | 0 | 326 |
| Serious injury | Yes | 22 | 25 | 17 | 9 | 6 | 47 | 45 | 57 | 52 | 106 | 0 | 386 |
| | No | 528 | 131 | 1,001 | 240 | 231 | 548 | 445 | 338 | 188 | 196 | 1 | 3,847 |
| | Unknown | 218 | 54 | 346 | 70 | 61 | 232 | 144 | 105 | 64 | 64 | 0 | 1,358 |
| | Sub-total | 768 | 210 | 1,364 | 319 | 298 | 827 | 634 | 500 | 304 | 366 | 1 | 5,591 |
| Moderate injury | Yes | 14 | 32 | 15 | 8 | 9 | 35 | 21 | 41 | 49 | 69 | 0 | 293 |
| | No | 436 | 104 | 882 | 184 | 159 | 541 | 372 | 314 | 174 | 183 | 0 | 3,349 |
| | Unknown | 419 | 80 | 751 | 171 | 139 | 574 | 404 | 224 | 105 | 122 | 1 | 2,990 |
| | Sub-total | 869 | 216 | 1,648 | 363 | 307 | 1,150 | 797 | 579 | 328 | 374 | 1 | 6,632 |
| Minor/Other injury | Yes | 1 | 7 | 3 | 1 | 1 | 17 | 15 | 8 | 11 | 25 | 0 | 89 |
| | No | 78 | 29 | 136 | 43 | 35 | 89 | 87 | 67 | 39 | 31 | 0 | 634 |
| | Unknown | 782 | 71 | 1,275 | 287 | 189 | 985 | 669 | 421 | 151 | 172 | 1 | 5,003 |
| | Sub-total | 861 | 107 | 1,414 | 331 | 225 | 1,091 | 771 | 496 | 201 | 228 | 1 | 5,726 |
| Total casualty crashes | Yes | 39 | 66 | 38 | 18 | 16 | 101 | 82 | 114 | 121 | 216 | 0 | 811 |
| | No | 1,070 | 277 | 2,080 | 482 | 443 | 1,220 | 926 | 741 | 415 | 428 | 1 | 8,083 |
| | Unknown | 1,422 | 207 | 2,381 | 530 | 392 | 1,795 | 1,219 | 752 | 323 | 358 | 2 | 9,381 |
| | TOTAL | 2,531 | 550 | 4,499 | 1,030 | 851 | 3,116 | 2,227 | 1,607 | 859 | 1,002 | 3 | 18,275 |

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

Table 19: Crashes, degree of crash, alcohol involvement, urbanisation

| Degree of crash | Alcohol involved | Urbanisation | | | | | | Total |
|-------------------------------|------------------|---------------------------|------------|------------|----------------------|--------------|----------|---------------|
| | | Metropolitan ¹ | | | Country ² | | | |
| | | Sydney | Newcastle | Wollongong | Urban | Non-urban | Unknown | |
| Fatal | Yes | 7 | 4 | 1 | 17 | 14 | 0 | 43 |
| | No | 82 | 11 | 4 | 65 | 91 | 0 | 253 |
| | Unknown | 7 | 1 | 0 | 3 | 19 | 0 | 30 |
| | Sub-total | 96 | 16 | 5 | 85 | 124 | 0 | 326 |
| Serious injury | Yes | 125 | 21 | 10 | 141 | 89 | 0 | 386 |
| | No | 2,052 | 152 | 145 | 813 | 685 | 0 | 3,847 |
| | Unknown | 894 | 50 | 61 | 218 | 135 | 0 | 1,358 |
| | Sub-total | 3,071 | 223 | 216 | 1,172 | 909 | 0 | 5,591 |
| Moderate injury | Yes | 112 | 13 | 6 | 116 | 46 | 0 | 293 |
| | No | 1,468 | 122 | 89 | 1,071 | 599 | 0 | 3,349 |
| | Unknown | 1,754 | 168 | 113 | 680 | 273 | 2 | 2,990 |
| | Sub-total | 3,334 | 303 | 208 | 1,867 | 918 | 2 | 6,632 |
| Minor/Other injury | Yes | 35 | 3 | 6 | 33 | 11 | 1 | 89 |
| | No | 300 | 30 | 19 | 141 | 142 | 2 | 634 |
| | Unknown | 3,966 | 181 | 120 | 505 | 231 | 0 | 5,003 |
| | Sub-total | 4,301 | 214 | 145 | 679 | 384 | 3 | 5,726 |
| Total casualty crashes | Yes | 279 | 41 | 23 | 307 | 160 | 1 | 811 |
| | No | 3,902 | 315 | 257 | 2,090 | 1,517 | 2 | 8,083 |
| | Unknown | 6,621 | 400 | 294 | 1,406 | 658 | 2 | 9,381 |
| | TOTAL | 10,802 | 756 | 574 | 3,803 | 2,335 | 5 | 18,275 |

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

2 Country areas comprise all other areas of NSW and 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 20a: Crashes, alcohol involvement, degree of crash

| Alcohol involved in crash | Degree of crash ¹ | | | | Total casualty crashes |
|---------------------------|------------------------------|--------------|--------------|--------------|------------------------|
| | FC | SC | MC | OC | |
| Yes | 43 | 386 | 293 | 89 | 811 |
| No | 253 | 3,847 | 3,349 | 634 | 8,083 |
| Unknown | 30 | 1,358 | 2,990 | 5,003 | 9,381 |
| Crashes: Total | 326 | 5,591 | 6,632 | 5,726 | 18,275 |

Table 20b: Crashes, speeding involvement, degree of crash

| Speeding involved in crash | Degree of crash ¹ | | | | Total casualty crashes |
|----------------------------|------------------------------|--------------|--------------|--------------|------------------------|
| | FC | SC | MC | OC | |
| Yes | 133 | 1,267 | 1,071 | 359 | 2,830 |
| No or unknown | 193 | 4,324 | 5,561 | 5,367 | 15,445 |
| Crashes: Total | 326 | 5,591 | 6,632 | 5,726 | 18,275 |

Table 20c: Crashes, fatigue involvement, degree of crash

| Fatigue involved in crash | Degree of crash ¹ | | | | Total casualty crashes |
|---------------------------|------------------------------|--------------|--------------|--------------|------------------------|
| | FC | SC | MC | OC | |
| Yes | 51 | 620 | 497 | 152 | 1,320 |
| No or unknown | 275 | 4,971 | 6,135 | 5,574 | 16,955 |
| Crashes: Total | 326 | 5,591 | 6,632 | 5,726 | 18,275 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash

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 11.

Table 21a: Motor vehicle controllers involved, degree of crash, road user class, sex, age
DEGREE OF CRASH: FATAL

| Road user class | Sex | Age (years) | | | | | | | | | | | Total | |
|-----------------------------------|------------------------------|-------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Car driver | M | 0 | 1 | 19 | 11 | 10 | 32 | 24 | 23 | 26 | 21 | 12 | 1 | 180 |
| | F | 0 | 0 | 16 | 10 | 11 | 13 | 12 | 9 | 10 | 4 | 9 | 0 | 94 |
| | Sub-total¹ | 0 | 1 | 35 | 21 | 21 | 45 | 36 | 32 | 36 | 25 | 21 | 1 | 274 |
| Light truck driver | M | 0 | 1 | 7 | 10 | 5 | 10 | 13 | 9 | 5 | 5 | 1 | 0 | 66 |
| | F | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 6 |
| | Sub-total¹ | 0 | 1 | 7 | 10 | 5 | 12 | 14 | 11 | 6 | 5 | 1 | 0 | 72 |
| Heavy rigid truck driver | M | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 6 | 3 | 0 | 0 | 0 | 22 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total¹ | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 6 | 3 | 0 | 0 | 0 | 22 |
| Articulated truck driver | M | 0 | 0 | 0 | 0 | 2 | 3 | 13 | 8 | 4 | 1 | 0 | 0 | 31 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total¹ | 0 | 0 | 0 | 0 | 2 | 3 | 13 | 8 | 4 | 1 | 0 | 0 | 31 |
| Bus driver | M | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 5 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total¹ | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 5 |
| Motorcycle rider | M | 0 | 2 | 2 | 6 | 8 | 6 | 15 | 20 | 4 | 3 | 1 | 0 | 67 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| | Sub-total¹ | 0 | 2 | 2 | 6 | 8 | 6 | 16 | 21 | 5 | 3 | 1 | 0 | 70 |
| Other motor vehicle driver | M | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Sub-total¹ | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 9 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 5 | 28 | 28 | 27 | 55 | 74 | 67 | 44 | 31 | 15 | 1 | 375 |
| | F | 0 | 0 | 16 | 10 | 11 | 15 | 14 | 12 | 12 | 4 | 11 | 0 | 105 |
| | TOTAL¹ | 0 | 5 | 44 | 38 | 38 | 70 | 88 | 79 | 56 | 35 | 26 | 4 | 483 |

¹ Unknown sex included.

Table 21b: Motor vehicle controllers involved, degree of crash, road user class, sex, age
DEGREE OF CRASH: SERIOUS INJURY

| Road user class | Sex | Age (years) | | | | | | | | | | | Total | |
|-----------------------------------|------------------------------|-------------|-----------|------------|------------|------------|--------------|--------------|--------------|------------|------------|------------|------------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Car driver | M | 0 | 11 | 338 | 377 | 278 | 652 | 497 | 451 | 354 | 242 | 151 | 37 | 3,388 |
| | F | 0 | 2 | 243 | 285 | 199 | 468 | 423 | 350 | 240 | 160 | 109 | 22 | 2,501 |
| | Sub-total¹ | 0 | 13 | 581 | 662 | 478 | 1,120 | 920 | 801 | 594 | 402 | 260 | 97 | 5,928 |
| Light truck driver | M | 0 | 0 | 83 | 114 | 84 | 170 | 167 | 133 | 87 | 26 | 11 | 7 | 882 |
| | F | 0 | 1 | 10 | 7 | 5 | 18 | 26 | 12 | 11 | 4 | 0 | 0 | 94 |
| | Sub-total¹ | 0 | 1 | 93 | 121 | 89 | 188 | 193 | 145 | 98 | 30 | 11 | 13 | 982 |
| Heavy rigid truck driver | M | 0 | 0 | 0 | 15 | 28 | 44 | 47 | 45 | 16 | 2 | 0 | 0 | 197 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Sub-total¹ | 0 | 0 | 0 | 15 | 28 | 44 | 49 | 45 | 16 | 2 | 0 | 1 | 200 |
| Articulated truck driver | M | 0 | 0 | 0 | 5 | 10 | 33 | 43 | 49 | 17 | 3 | 0 | 4 | 164 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Sub-total¹ | 0 | 0 | 0 | 5 | 10 | 33 | 44 | 49 | 17 | 3 | 0 | 8 | 169 |
| Bus driver | M | 0 | 0 | 0 | 1 | 1 | 7 | 19 | 22 | 18 | 1 | 0 | 1 | 70 |
| | F | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| | Sub-total¹ | 0 | 0 | 0 | 2 | 1 | 7 | 19 | 24 | 18 | 1 | 0 | 2 | 74 |
| Motorcycle rider | M | 0 | 19 | 100 | 159 | 102 | 191 | 195 | 182 | 80 | 14 | 4 | 4 | 1,050 |
| | F | 0 | 1 | 9 | 20 | 8 | 23 | 23 | 11 | 1 | 0 | 0 | 0 | 96 |
| | Sub-total¹ | 0 | 20 | 109 | 179 | 110 | 214 | 218 | 193 | 81 | 14 | 4 | 5 | 1,147 |
| Other motor vehicle driver | M | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 7 | 3 | 1 | 3 | 12 | 31 |
| | F | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 4 | 4 | 14 |
| | Sub-total¹ | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 8 | 3 | 3 | 7 | 78 | 107 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 30 | 522 | 671 | 503 | 1,097 | 972 | 889 | 575 | 289 | 169 | 65 | 5,782 |
| | F | 0 | 4 | 262 | 313 | 212 | 511 | 476 | 376 | 252 | 166 | 113 | 26 | 2,711 |
| | TOTAL¹ | 0 | 34 | 784 | 984 | 716 | 1,608 | 1,448 | 1,265 | 827 | 455 | 282 | 204 | 8,607 |

1 Unknown sex included.

Table 21c: Motor vehicle controllers involved, degree of crash, road user class, sex, age
DEGREE OF CRASH: MODERATE INJURY

| Road user class | Sex | Age (years) | | | | | | | | | | | Total | |
|-----------------------------------|------------------------------|-------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|------------|---------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Car driver | M | 0 | 12 | 487 | 617 | 427 | 892 | 754 | 563 | 380 | 219 | 140 | 115 | 4,606 |
| | F | 0 | 12 | 494 | 552 | 361 | 786 | 712 | 572 | 337 | 139 | 79 | 62 | 4,106 |
| | Sub-total¹ | 0 | 24 | 981 | 1,169 | 788 | 1,678 | 1,466 | 1,136 | 717 | 358 | 219 | 244 | 8,780 |
| Light truck driver | M | 0 | 0 | 116 | 166 | 111 | 223 | 225 | 131 | 112 | 28 | 7 | 14 | 1,133 |
| | F | 0 | 1 | 19 | 12 | 9 | 37 | 31 | 20 | 8 | 3 | 0 | 2 | 142 |
| | Sub-total¹ | 0 | 1 | 135 | 178 | 120 | 260 | 256 | 151 | 120 | 31 | 7 | 26 | 1,285 |
| Heavy rigid truck driver | M | 0 | 0 | 4 | 11 | 18 | 40 | 39 | 34 | 15 | 2 | 0 | 7 | 170 |
| | F | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Sub-total¹ | 0 | 0 | 4 | 11 | 18 | 41 | 39 | 34 | 15 | 2 | 0 | 12 | 176 |
| Articulated truck driver | M | 0 | 0 | 0 | 4 | 10 | 30 | 48 | 36 | 17 | 1 | 0 | 4 | 150 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| | Sub-total¹ | 0 | 0 | 0 | 4 | 10 | 30 | 48 | 37 | 17 | 1 | 0 | 12 | 159 |
| Bus driver | M | 0 | 0 | 1 | 3 | 4 | 8 | 14 | 19 | 12 | 3 | 0 | 2 | 66 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| | Sub-total¹ | 0 | 0 | 1 | 3 | 4 | 8 | 14 | 24 | 12 | 3 | 0 | 3 | 72 |
| Motorcycle rider | M | 0 | 10 | 76 | 98 | 71 | 140 | 93 | 101 | 45 | 11 | 1 | 4 | 650 |
| | F | 0 | 2 | 9 | 17 | 10 | 19 | 5 | 9 | 3 | 0 | 0 | 0 | 74 |
| | Sub-total¹ | 0 | 12 | 85 | 115 | 81 | 159 | 98 | 110 | 48 | 11 | 1 | 4 | 724 |
| Other motor vehicle driver | M | 0 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 0 | 0 | 26 | 47 |
| | F | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 2 | 1 | 1 | 2 | 6 | 18 |
| | Sub-total¹ | 0 | 1 | 2 | 3 | 2 | 4 | 7 | 6 | 5 | 1 | 2 | 142 | 175 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 23 | 685 | 901 | 643 | 1,336 | 1,177 | 888 | 585 | 264 | 148 | 172 | 6,822 |
| | F | 0 | 15 | 523 | 582 | 380 | 844 | 751 | 609 | 349 | 143 | 81 | 71 | 4,348 |
| | TOTAL¹ | 0 | 38 | 1,208 | 1,483 | 1,023 | 2,180 | 1,928 | 1,498 | 934 | 407 | 229 | 443 | 11,371 |

1 Unknown sex included.

Table 21d: Motor vehicle controllers involved, degree of crash, road user class, sex, age
DEGREE OF CRASH: MINOR/OTHER INJURY

| Road user class | Sex | Age (years) | | | | | | | | | | | Unknown | Total |
|-----------------------------------|------------------------------|-------------|-----------|------------|--------------|------------|--------------|--------------|--------------|------------|------------|------------|--------------|---------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Car driver | M | 0 | 3 | 359 | 540 | 465 | 977 | 810 | 689 | 363 | 177 | 68 | 489 | 4,940 |
| | F | 0 | 8 | 301 | 475 | 345 | 861 | 801 | 522 | 268 | 106 | 27 | 303 | 4,017 |
| | Sub-total¹ | 0 | 11 | 660 | 1,016 | 810 | 1,840 | 1,612 | 1,215 | 631 | 283 | 95 | 904 | 9,077 |
| Light truck driver | M | 0 | 1 | 69 | 128 | 110 | 250 | 197 | 163 | 62 | 21 | 3 | 118 | 1,122 |
| | F | 0 | 0 | 5 | 13 | 16 | 35 | 27 | 13 | 3 | 1 | 0 | 16 | 129 |
| | Sub-total¹ | 0 | 1 | 74 | 141 | 127 | 285 | 224 | 176 | 65 | 22 | 3 | 162 | 1,280 |
| Heavy rigid truck driver | M | 0 | 0 | 4 | 13 | 12 | 27 | 40 | 31 | 11 | 4 | 0 | 20 | 162 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| | Sub-total¹ | 0 | 0 | 4 | 13 | 12 | 27 | 42 | 31 | 11 | 4 | 0 | 25 | 169 |
| Articulated truck driver | M | 0 | 0 | 0 | 2 | 9 | 12 | 28 | 29 | 10 | 5 | 0 | 6 | 101 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total¹ | 0 | 0 | 0 | 2 | 9 | 12 | 28 | 29 | 10 | 5 | 0 | 7 | 102 |
| Bus driver | M | 0 | 0 | 0 | 0 | 2 | 6 | 11 | 21 | 12 | 4 | 0 | 3 | 59 |
| | F | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Sub-total¹ | 0 | 0 | 0 | 1 | 2 | 9 | 13 | 21 | 12 | 4 | 0 | 9 | 71 |
| Motorcycle rider | M | 0 | 9 | 16 | 30 | 24 | 61 | 46 | 47 | 26 | 3 | 1 | 21 | 284 |
| | F | 0 | 0 | 2 | 5 | 4 | 4 | 6 | 9 | 2 | 0 | 0 | 0 | 32 |
| | Sub-total¹ | 0 | 9 | 18 | 35 | 28 | 65 | 52 | 56 | 28 | 3 | 1 | 24 | 319 |
| Other motor vehicle driver | M | 0 | 0 | 0 | 3 | 6 | 11 | 4 | 9 | 2 | 1 | 2 | 31 | 69 |
| | F | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 9 | 17 |
| | Sub-total¹ | 0 | 0 | 1 | 4 | 6 | 13 | 5 | 11 | 2 | 1 | 3 | 139 | 185 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 13 | 448 | 716 | 628 | 1,344 | 1,136 | 989 | 486 | 215 | 74 | 688 | 6,737 |
| | F | 0 | 8 | 309 | 495 | 365 | 905 | 838 | 546 | 273 | 107 | 28 | 329 | 4,203 |
| | TOTAL¹ | 0 | 21 | 757 | 1,212 | 994 | 2,251 | 1,976 | 1,539 | 759 | 322 | 102 | 1,270 | 11,203 |

1 Unknown sex included.

Table 21e: Motor vehicle controllers involved, degree of crash, road user class, sex, age
DEGREE OF CRASH: ALL CASUALTY CRASHES

| Road user class | Sex | Age (years) | | | | | | | | | | | Unknown | Total |
|-----------------------------------|------------------------------|-------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|--------------|---------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Car driver | M | 0 | 27 | 1,203 | 1,545 | 1,180 | 2,553 | 2,085 | 1,726 | 1,123 | 659 | 371 | 642 | 13,114 |
| | F | 0 | 22 | 1,054 | 1,322 | 916 | 2,128 | 1,948 | 1,453 | 855 | 409 | 224 | 387 | 10,718 |
| | Sub-total¹ | 0 | 49 | 2,257 | 2,868 | 2,097 | 4,683 | 4,034 | 3,184 | 1,978 | 1,068 | 595 | 1,246 | 24,059 |
| Light truck driver | M | 0 | 2 | 275 | 418 | 310 | 653 | 602 | 436 | 266 | 80 | 22 | 139 | 3,203 |
| | F | 0 | 2 | 34 | 32 | 30 | 92 | 85 | 47 | 23 | 8 | 0 | 18 | 371 |
| | Sub-total¹ | 0 | 4 | 309 | 450 | 341 | 745 | 687 | 483 | 289 | 88 | 22 | 201 | 3,619 |
| Heavy rigid truck driver | M | 0 | 0 | 8 | 39 | 60 | 115 | 133 | 116 | 45 | 8 | 0 | 27 | 551 |
| | F | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 5 |
| | Sub-total¹ | 0 | 0 | 8 | 39 | 60 | 116 | 137 | 116 | 45 | 8 | 0 | 38 | 567 |
| Articulated truck driver | M | 0 | 0 | 0 | 11 | 31 | 78 | 132 | 122 | 48 | 10 | 0 | 14 | 446 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 |
| | Sub-total¹ | 0 | 0 | 0 | 11 | 31 | 78 | 133 | 123 | 48 | 10 | 0 | 27 | 461 |
| Bus driver | M | 0 | 0 | 1 | 5 | 7 | 21 | 46 | 63 | 43 | 8 | 0 | 6 | 200 |
| | F | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 7 | 0 | 0 | 0 | 0 | 14 |
| | Sub-total¹ | 0 | 0 | 1 | 7 | 7 | 24 | 48 | 70 | 43 | 8 | 0 | 14 | 222 |
| Motorcycle rider | M | 0 | 40 | 194 | 293 | 205 | 398 | 349 | 350 | 155 | 31 | 7 | 29 | 2,051 |
| | F | 0 | 3 | 20 | 42 | 22 | 46 | 35 | 30 | 7 | 0 | 0 | 0 | 205 |
| | Sub-total¹ | 0 | 43 | 214 | 335 | 227 | 444 | 384 | 380 | 162 | 31 | 7 | 33 | 2,260 |
| Other motor vehicle driver | M | 0 | 2 | 2 | 5 | 8 | 14 | 12 | 20 | 10 | 3 | 6 | 69 | 151 |
| | F | 0 | 0 | 2 | 2 | 0 | 5 | 5 | 5 | 1 | 3 | 9 | 19 | 51 |
| | Sub-total¹ | 0 | 2 | 4 | 7 | 8 | 19 | 17 | 25 | 11 | 6 | 15 | 362 | 476 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 71 | 1,683 | 2,316 | 1,801 | 3,832 | 3,359 | 2,833 | 1,690 | 799 | 406 | 926 | 19,716 |
| | F | 0 | 27 | 1,110 | 1,400 | 968 | 2,275 | 2,079 | 1,543 | 886 | 420 | 233 | 426 | 11,367 |
| | TOTAL¹ | 0 | 98 | 2,793 | 3,717 | 2,771 | 6,109 | 5,440 | 4,381 | 2,576 | 1,219 | 639 | 1,921 | 31,664 |

¹ Unknown sex included.

Table 22: Motor vehicle controllers involved, road user class, licence status, degree of crash

| Road user class | Licence status | Degree of crash ¹ | | | | Total casualty crashes |
|-----------------------------------|--------------------------|------------------------------|--------------|---------------|---------------|------------------------|
| | | FC | SC | MC | OC | |
| Car driver | Learner | 3 | 47 | 72 | 40 | 162 |
| | Provisional ³ | 39 | 917 | 1,539 | 1,095 | 3,590 |
| | Standard | 176 | 4,067 | 5,713 | 5,588 | 15,544 |
| | Unlicensed ² | 15 | 173 | 193 | 136 | 517 |
| | Unknown | 41 | 724 | 1,263 | 2,218 | 4,246 |
| | Sub-total | 274 | 5,928 | 8,780 | 9,077 | 24,059 |
| Light truck driver | Learner | 0 | 6 | 4 | 3 | 13 |
| | Provisional ³ | 7 | 113 | 182 | 104 | 406 |
| | Standard | 48 | 718 | 930 | 842 | 2,538 |
| | Unlicensed ² | 3 | 31 | 35 | 28 | 97 |
| | Unknown | 14 | 114 | 134 | 303 | 565 |
| | Sub-total | 72 | 982 | 1,285 | 1,280 | 3,619 |
| Heavy rigid truck driver | Provisional ³ | 0 | 8 | 8 | 3 | 19 |
| | Standard | 20 | 170 | 144 | 125 | 459 |
| | Unlicensed ² | 1 | 4 | 2 | 4 | 11 |
| | Unknown | 1 | 18 | 22 | 37 | 78 |
| | Sub-total | 22 | 200 | 176 | 169 | 567 |
| Articulated truck driver | Standard | 27 | 122 | 117 | 82 | 348 |
| | Unlicensed ² | 0 | 3 | 3 | 0 | 6 |
| | Unknown | 4 | 44 | 39 | 20 | 107 |
| | Sub-total | 31 | 169 | 159 | 102 | 461 |
| Bus driver | Learner | 0 | 0 | 0 | 0 | 0 |
| | Provisional ³ | 0 | 1 | 0 | 0 | 1 |
| | Standard | 4 | 61 | 64 | 57 | 186 |
| | Unlicensed ² | 0 | 0 | 1 | 0 | 1 |
| | Unknown | 1 | 12 | 7 | 14 | 34 |
| | Sub-total | 5 | 74 | 72 | 71 | 222 |
| Motorcycle rider | Learner | 4 | 142 | 111 | 38 | 295 |
| | Provisional ³ | 5 | 135 | 104 | 27 | 271 |
| | Standard | 44 | 634 | 376 | 143 | 1,197 |
| | Unlicensed ² | 8 | 79 | 37 | 20 | 144 |
| | Unknown | 9 | 157 | 96 | 91 | 353 |
| | Sub-total | 70 | 1,147 | 724 | 319 | 2,260 |
| Other motor vehicle driver | Learner | 0 | 0 | 1 | 0 | 1 |
| | Provisional ³ | 0 | 2 | 3 | 2 | 7 |
| | Standard | 2 | 11 | 16 | 26 | 55 |
| | Unlicensed ² | 2 | 3 | 1 | 1 | 7 |
| | Unknown | 5 | 91 | 154 | 156 | 406 |
| | Sub-total | 9 | 107 | 175 | 185 | 476 |
| MOTOR VEHICLE CONTROLLERS: | TOTAL | 483 | 8,607 | 11,371 | 11,203 | 31,664 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash

2 Includes persons driving whilst disqualified or suspended. 3 Includes P1 and P2 licence types

**Table 23a: Motor vehicle controllers involved, degree of crash, BAC¹, sex, age
DEGREE OF CRASH: FATAL**

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | Total | |
|---------------------------------------|------------------------------|-------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Legal | M | 0 | 3 | 23 | 20 | 20 | 39 | 61 | 61 | 42 | 26 | 15 | 0 | 310 |
| | F | 0 | 0 | 15 | 7 | 11 | 13 | 13 | 10 | 12 | 1 | 11 | 0 | 93 |
| | Sub-total² | 0 | 3 | 38 | 27 | 31 | 52 | 74 | 71 | 54 | 27 | 26 | 0 | 403 |
| .001 – .019 ³ | M | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| .020 – .049 ⁴ | M | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| .050 – .079 | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Sub-total² | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| .080 – .149 | M | 0 | 1 | 2 | 4 | 2 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 16 |
| | F | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| | Sub-total² | 0 | 1 | 3 | 5 | 2 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 19 |
| ≥ .150 | M | 0 | 0 | 2 | 2 | 2 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 17 |
| | F | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Sub-total² | 0 | 0 | 2 | 3 | 2 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 18 |
| Unknown | M | 0 | 1 | 0 | 0 | 2 | 8 | 6 | 4 | 1 | 4 | 0 | 1 | 27 |
| | F | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 7 |
| | Sub-total² | 0 | 1 | 0 | 1 | 2 | 10 | 6 | 5 | 1 | 7 | 0 | 4 | 37 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 5 | 28 | 28 | 27 | 55 | 74 | 67 | 44 | 31 | 15 | 1 | 375 |
| | F | 0 | 0 | 16 | 10 | 11 | 15 | 14 | 12 | 12 | 4 | 11 | 0 | 105 |
| | TOTAL² | 0 | 5 | 44 | 38 | 38 | 70 | 88 | 79 | 56 | 35 | 26 | 4 | 483 |

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 23b: Motor vehicle controllers involved, degree of crash, BAC¹, sex, age
DEGREE OF CRASH: SERIOUS INJURY**

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | Total | |
|---------------------------------------|------------------------------|-------------|-----------|------------|------------|------------|--------------|--------------|--------------|------------|------------|------------|------------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Legal | M | 0 | 20 | 386 | 497 | 360 | 800 | 733 | 716 | 463 | 229 | 140 | 7 | 4,351 |
| | F | 0 | 2 | 202 | 232 | 156 | 370 | 355 | 295 | 192 | 136 | 90 | 6 | 2,036 |
| | Sub-total² | 0 | 22 | 588 | 729 | 517 | 1,170 | 1,088 | 1,011 | 655 | 365 | 230 | 15 | 6,390 |
| .001 – .019 ³ | M | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| .020 – .049 ⁴ | M | 0 | 1 | 5 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | F | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Sub-total² | 0 | 2 | 6 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| .050 – .079 | M | 0 | 0 | 6 | 5 | 1 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 27 |
| | F | 0 | 0 | 1 | 0 | 2 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 8 |
| | Sub-total² | 0 | 0 | 7 | 5 | 3 | 8 | 8 | 3 | 0 | 1 | 0 | 0 | 35 |
| .080 – .149 | M | 0 | 0 | 17 | 26 | 18 | 26 | 25 | 9 | 3 | 3 | 0 | 0 | 127 |
| | F | 0 | 0 | 1 | 6 | 3 | 11 | 10 | 2 | 0 | 1 | 0 | 0 | 34 |
| | Sub-total² | 0 | 0 | 18 | 32 | 21 | 37 | 35 | 11 | 3 | 4 | 0 | 0 | 161 |
| ≥ .150 | M | 0 | 0 | 10 | 20 | 10 | 42 | 22 | 22 | 2 | 3 | 1 | 0 | 132 |
| | F | 0 | 0 | 1 | 5 | 8 | 8 | 12 | 6 | 2 | 0 | 0 | 0 | 42 |
| | Sub-total² | 0 | 0 | 11 | 25 | 18 | 50 | 34 | 28 | 4 | 3 | 1 | 0 | 174 |
| Unknown | M | 0 | 9 | 98 | 120 | 113 | 219 | 186 | 139 | 107 | 54 | 28 | 58 | 1,131 |
| | F | 0 | 1 | 56 | 70 | 43 | 120 | 97 | 73 | 58 | 28 | 23 | 20 | 589 |
| | Sub-total² | 0 | 10 | 154 | 190 | 156 | 339 | 283 | 212 | 165 | 82 | 51 | 189 | 1,831 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 30 | 522 | 671 | 503 | 1,097 | 972 | 889 | 575 | 289 | 169 | 65 | 5,782 |
| | F | 0 | 4 | 262 | 313 | 212 | 511 | 476 | 376 | 252 | 166 | 113 | 26 | 2,711 |
| | TOTAL² | 0 | 34 | 784 | 984 | 716 | 1,608 | 1,448 | 1,265 | 827 | 455 | 282 | 204 | 8,607 |

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 23c: Motor vehicle controllers involved, degree of crash, BAC¹, sex, age
DEGREE OF CRASH: MODERATE INJURY**

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | Total | |
|---------------------------------------|------------------------------|-------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|------------|---------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Legal | M | 0 | 15 | 397 | 519 | 334 | 762 | 649 | 509 | 355 | 151 | 95 | 10 | 3,796 |
| | F | 0 | 6 | 320 | 294 | 217 | 448 | 409 | 345 | 207 | 89 | 54 | 8 | 2,397 |
| | Sub-total² | 0 | 21 | 717 | 813 | 551 | 1,210 | 1,058 | 854 | 562 | 240 | 149 | 18 | 6,193 |
| .001 – .019 ³ | M | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| .020 – .049 ⁴ | M | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| | F | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Sub-total² | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| .050 – .079 | M | 0 | 0 | 6 | 3 | 3 | 2 | 4 | 2 | 1 | 2 | 0 | 0 | 23 |
| | F | 0 | 0 | 2 | 2 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 10 |
| | Sub-total² | 0 | 0 | 8 | 5 | 3 | 5 | 5 | 2 | 3 | 2 | 0 | 0 | 33 |
| .080 – .149 | M | 0 | 0 | 12 | 16 | 13 | 12 | 5 | 6 | 2 | 2 | 0 | 0 | 68 |
| | F | 0 | 0 | 2 | 3 | 1 | 4 | 4 | 3 | 1 | 1 | 0 | 0 | 19 |
| | Sub-total² | 0 | 0 | 14 | 19 | 14 | 16 | 9 | 9 | 3 | 3 | 0 | 0 | 87 |
| ≥ .150 | M | 0 | 0 | 11 | 25 | 13 | 32 | 27 | 10 | 5 | 2 | 0 | 1 | 126 |
| | F | 0 | 0 | 1 | 4 | 5 | 9 | 13 | 4 | 3 | 1 | 0 | 0 | 40 |
| | Sub-total² | 0 | 0 | 12 | 29 | 18 | 41 | 40 | 14 | 8 | 3 | 0 | 1 | 166 |
| Unknown | M | 0 | 8 | 257 | 336 | 280 | 527 | 491 | 361 | 222 | 107 | 53 | 161 | 2,803 |
| | F | 0 | 9 | 198 | 279 | 157 | 379 | 324 | 257 | 136 | 52 | 27 | 63 | 1,881 |
| | Sub-total² | 0 | 17 | 455 | 615 | 437 | 906 | 815 | 619 | 358 | 159 | 80 | 424 | 4,885 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 23 | 685 | 901 | 643 | 1,336 | 1,177 | 888 | 585 | 264 | 148 | 172 | 6,822 |
| | F | 0 | 15 | 523 | 582 | 380 | 844 | 751 | 609 | 349 | 143 | 81 | 71 | 4,348 |
| | TOTAL² | 0 | 38 | 1,208 | 1,483 | 1,023 | 2,180 | 1,928 | 1,498 | 934 | 407 | 229 | 443 | 11,371 |

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 23d: Motor vehicle controllers involved, degree of crash, BAC¹, sex, age
DEGREE OF CRASH: MINOR/OTHER INJURY**

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | Total | |
|---------------------------------------|------------------------------|-------------|-----------|------------|--------------|------------|--------------|--------------|--------------|------------|------------|------------|--------------|---------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Legal | M | 0 | 3 | 85 | 103 | 71 | 126 | 139 | 114 | 67 | 39 | 14 | 18 | 779 |
| | F | 0 | 1 | 39 | 54 | 47 | 91 | 66 | 48 | 33 | 12 | 5 | 10 | 406 |
| | Sub-total² | 0 | 4 | 124 | 157 | 118 | 217 | 205 | 162 | 100 | 51 | 19 | 30 | 1,187 |
| .001 – .019 ³ | M | 0 | 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 | 0 |
| | Sub-total² | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| .020 – .049 ⁴ | M | 0 | 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 | 0 |
| | Sub-total² | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| .050 – .079 | M | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 8 |
| | F | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Sub-total² | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 10 |
| .080 – .149 | M | 0 | 0 | 1 | 10 | 3 | 12 | 1 | 5 | 2 | 0 | 0 | 1 | 35 |
| | F | 0 | 0 | 2 | 4 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 12 |
| | Sub-total² | 0 | 0 | 3 | 14 | 4 | 13 | 1 | 8 | 2 | 1 | 0 | 1 | 47 |
| ≥ .150 | M | 0 | 0 | 2 | 1 | 2 | 8 | 5 | 4 | 1 | 0 | 0 | 1 | 24 |
| | F | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| | Sub-total² | 0 | 0 | 2 | 2 | 2 | 12 | 6 | 6 | 1 | 0 | 0 | 1 | 32 |
| Unknown | M | 0 | 10 | 360 | 602 | 550 | 1,195 | 990 | 865 | 415 | 176 | 60 | 668 | 5,891 |
| | F | 0 | 7 | 268 | 435 | 317 | 809 | 770 | 493 | 240 | 94 | 23 | 319 | 3,775 |
| | Sub-total² | 0 | 17 | 628 | 1,038 | 868 | 2,006 | 1,762 | 1,362 | 655 | 270 | 83 | 1,238 | 9,927 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 13 | 448 | 716 | 628 | 1,344 | 1,136 | 989 | 486 | 215 | 74 | 688 | 6,737 |
| | F | 0 | 8 | 309 | 495 | 365 | 905 | 838 | 546 | 273 | 107 | 28 | 329 | 4,203 |
| | TOTAL² | 0 | 21 | 757 | 1,212 | 994 | 2,251 | 1,976 | 1,539 | 759 | 322 | 102 | 1,270 | 11,203 |

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 23e: Motor vehicle controllers involved, degree of crash, BAC¹, sex, age
DEGREE OF CRASH: ALL CASUALTY CRASHES**

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | Total | |
|---------------------------------------|------------------------------|-------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|--------------|---------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Legal | M | 0 | 41 | 891 | 1,139 | 785 | 1,727 | 1,582 | 1,400 | 927 | 445 | 264 | 35 | 9,236 |
| | F | 0 | 9 | 576 | 587 | 431 | 922 | 843 | 698 | 444 | 238 | 160 | 24 | 4,932 |
| | Sub-total² | 0 | 50 | 1,467 | 1,726 | 1,217 | 2,649 | 2,425 | 2,098 | 1,371 | 683 | 424 | 63 | 14,173 |
| .001 – .019 ³ | M | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| .020 – .049 ⁴ | M | 0 | 1 | 7 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| | F | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Sub-total² | 0 | 2 | 8 | 3 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| .050 – .079 | M | 0 | 0 | 12 | 8 | 6 | 11 | 11 | 6 | 2 | 2 | 0 | 0 | 58 |
| | F | 0 | 0 | 3 | 3 | 2 | 5 | 5 | 0 | 2 | 1 | 0 | 0 | 21 |
| | Sub-total² | 0 | 0 | 15 | 11 | 8 | 16 | 16 | 6 | 4 | 3 | 0 | 0 | 79 |
| .080 – .149 | M | 0 | 1 | 32 | 56 | 36 | 54 | 33 | 20 | 7 | 6 | 0 | 1 | 246 |
| | F | 0 | 0 | 6 | 14 | 5 | 16 | 14 | 9 | 1 | 3 | 0 | 0 | 68 |
| | Sub-total² | 0 | 1 | 38 | 70 | 41 | 70 | 47 | 29 | 8 | 9 | 0 | 1 | 314 |
| ≥ .150 | M | 0 | 0 | 25 | 48 | 27 | 86 | 58 | 38 | 9 | 5 | 1 | 2 | 299 |
| | F | 0 | 0 | 2 | 11 | 13 | 21 | 26 | 12 | 5 | 1 | 0 | 0 | 91 |
| | Sub-total² | 0 | 0 | 27 | 59 | 40 | 107 | 84 | 50 | 14 | 6 | 1 | 2 | 390 |
| Unknown | M | 0 | 28 | 715 | 1,058 | 945 | 1,949 | 1,673 | 1,369 | 745 | 341 | 141 | 888 | 9,852 |
| | F | 0 | 17 | 522 | 785 | 517 | 1,310 | 1,191 | 824 | 434 | 177 | 73 | 402 | 6,252 |
| | Sub-total² | 0 | 45 | 1,237 | 1,844 | 1,463 | 3,261 | 2,866 | 2,198 | 1,179 | 518 | 214 | 1,855 | 16,680 |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 71 | 1,683 | 2,316 | 1,801 | 3,832 | 3,359 | 2,833 | 1,690 | 799 | 406 | 926 | 19,716 |
| | F | 0 | 27 | 1,110 | 1,400 | 968 | 2,275 | 2,079 | 1,543 | 886 | 420 | 233 | 426 | 11,367 |
| | TOTAL² | 0 | 98 | 2,793 | 3,717 | 2,771 | 6,109 | 5,440 | 4,381 | 2,576 | 1,219 | 639 | 1,921 | 31,664 |

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

| Degree of crash | Sex | Age (years) | | | | | | | | | | | Total | |
|-----------------------------------|------------------------------|-------------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Fatal | M | 0 | 2 | 10 | 12 | 11 | 10 | 24 | 22 | 10 | 5 | 1 | 1 | 108 |
| | F | 0 | 0 | 7 | 4 | 2 | 3 | 2 | 5 | 2 | 0 | 2 | 0 | 27 |
| | Sub-total¹ | 0 | 2 | 17 | 16 | 13 | 13 | 26 | 27 | 12 | 5 | 3 | 1 | 135 |
| Serious injury | M | 0 | 10 | 154 | 147 | 83 | 179 | 127 | 145 | 59 | 26 | 26 | 5 | 961 |
| | F | 0 | 1 | 46 | 39 | 30 | 59 | 46 | 42 | 20 | 24 | 15 | 1 | 323 |
| | Sub-total¹ | 0 | 11 | 200 | 186 | 113 | 238 | 173 | 187 | 79 | 50 | 41 | 6 | 1,284 |
| Moderate injury | M | 0 | 8 | 152 | 122 | 76 | 135 | 99 | 69 | 47 | 13 | 13 | 5 | 739 |
| | F | 0 | 3 | 78 | 65 | 30 | 62 | 43 | 29 | 18 | 8 | 3 | 0 | 339 |
| | Sub-total¹ | 0 | 11 | 230 | 187 | 106 | 197 | 142 | 98 | 65 | 21 | 16 | 15 | 1,088 |
| Minor/Other injury | M | 0 | 1 | 41 | 38 | 25 | 50 | 36 | 35 | 11 | 3 | 4 | 17 | 261 |
| | F | 0 | 0 | 19 | 17 | 9 | 21 | 13 | 9 | 4 | 1 | 0 | 6 | 99 |
| | Sub-total¹ | 0 | 1 | 60 | 55 | 34 | 71 | 49 | 44 | 15 | 4 | 4 | 30 | 367 |
| SPEEDING | | | | | | | | | | | | | | |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 21 | 357 | 319 | 195 | 374 | 286 | 271 | 127 | 47 | 44 | 28 | 2,069 |
| | F | 0 | 4 | 150 | 125 | 71 | 145 | 104 | 85 | 44 | 33 | 20 | 7 | 788 |
| | TOTAL¹ | 0 | 25 | 507 | 444 | 266 | 519 | 390 | 356 | 171 | 80 | 64 | 52 | 2,874 |

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 11.

Table 25: Fatigued motor vehicle controllers involved, degree of crash, sex, age

| Degree of crash | Sex | Age (years) | | | | | | | | | | | Total | |
|-----------------------------------|------------------------------|-------------|----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | Unknown |
| Fatal | M | 0 | 0 | 3 | 4 | 3 | 6 | 8 | 8 | 6 | 4 | 3 | 0 | 45 |
| | F | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 6 |
| | Sub-total¹ | 0 | 0 | 4 | 5 | 3 | 8 | 8 | 8 | 8 | 4 | 3 | 0 | 51 |
| Serious injury | M | 0 | 1 | 54 | 66 | 28 | 89 | 72 | 59 | 35 | 25 | 21 | 4 | 454 |
| | F | 0 | 0 | 18 | 27 | 14 | 26 | 22 | 14 | 21 | 14 | 9 | 0 | 165 |
| | Sub-total¹ | 0 | 1 | 72 | 93 | 42 | 115 | 94 | 73 | 56 | 39 | 30 | 5 | 620 |
| Moderate injury | M | 0 | 0 | 48 | 47 | 27 | 69 | 61 | 38 | 30 | 14 | 9 | 3 | 346 |
| | F | 0 | 1 | 18 | 16 | 14 | 26 | 29 | 17 | 13 | 9 | 4 | 0 | 147 |
| | Sub-total¹ | 0 | 1 | 66 | 63 | 41 | 95 | 90 | 55 | 43 | 23 | 13 | 7 | 497 |
| Minor/Other injury | M | 0 | 0 | 13 | 15 | 14 | 18 | 19 | 12 | 4 | 2 | 1 | 9 | 107 |
| | F | 0 | 0 | 3 | 8 | 5 | 7 | 4 | 7 | 1 | 3 | 0 | 0 | 38 |
| | Sub-total¹ | 0 | 0 | 16 | 23 | 19 | 25 | 23 | 19 | 5 | 5 | 1 | 16 | 152 |
| FATIGUED | | | | | | | | | | | | | | |
| MOTOR VEHICLE CONTROLLERS: | M | 0 | 1 | 118 | 132 | 72 | 182 | 160 | 117 | 75 | 45 | 34 | 16 | 952 |
| | F | 0 | 1 | 40 | 52 | 33 | 61 | 55 | 38 | 37 | 26 | 13 | 0 | 356 |
| | TOTAL¹ | 0 | 2 | 158 | 184 | 105 | 243 | 215 | 155 | 112 | 71 | 47 | 28 | 1,320 |

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 11.

Table 26a: Crashes, location type, degree of crash

| Location type | Degree of crash | | | | Total casualty crashes |
|--------------------------------|-----------------|----------------------|-----------------------|--------------------------|------------------------|
| | Fatal crash | Serious injury crash | Moderate injury crash | Minor/Other injury crash | |
| INTERSECTION | | | | | |
| Cross | 19 | 778 | 1,146 | 1,208 | 3,151 |
| 'T' | 42 | 1,282 | 1,715 | 1,603 | 4,642 |
| 'Y' | 0 | 7 | 6 | 9 | 22 |
| Multiple | 1 | 10 | 7 | 15 | 33 |
| Roundabout | 4 | 186 | 336 | 368 | 894 |
| Sub-total | 66 | 2,263 | 3,210 | 3,203 | 8,742 |
| NON-INTERSECTION | | | | | |
| One-way | 0 | 25 | 32 | 17 | 74 |
| 2-way undivided | 220 | 2,405 | 2,395 | 1,424 | 6,444 |
| Dual carriageway (non-freeway) | 31 | 600 | 703 | 733 | 2,067 |
| Dual carriageway (freeway) | 9 | 240 | 238 | 286 | 773 |
| Other limited access | 0 | 9 | 9 | 11 | 29 |
| Other | 0 | 49 | 45 | 52 | 146 |
| Unknown | 0 | 0 | 0 | 0 | 0 |
| Sub-total | 260 | 3,328 | 3,422 | 2,523 | 9,533 |
| CRASHES: TOTAL | 326 | 5,591 | 6,632 | 5,726 | 18,275 |

Table 26b: Crashes, feature of location, degree of crash

| Feature of location | Degree of crash | | | | Total casualty crashes |
|----------------------------|-----------------|----------------------|-----------------------|--------------------------|------------------------|
| | Fatal crash | Serious injury crash | Moderate injury crash | Minor/Other injury crash | |
| Bridge | 5 | 78 | 100 | 49 | 232 |
| Causeway | 0 | 2 | 1 | 0 | 3 |
| Railway crossing | 1 | 2 | 4 | 1 | 8 |
| Entrance/driveway | 12 | 315 | 404 | 307 | 1,038 |
| Hazardous road surface | 19 | 237 | 200 | 60 | 516 |
| Roadworks/detour/diversion | 4 | 67 | 65 | 25 | 161 |
| Previous crash | 0 | 18 | 20 | 12 | 50 |

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 27: Crashes, area, speed limit, degree of crash

| Area ¹ /speed limit | Degree of crash | | | | Total casualty crashes |
|--------------------------------|-----------------|----------------------|-----------------------|--------------------------|------------------------|
| | Fatal crash | Serious injury crash | Moderate injury crash | Minor/Other injury crash | |
| METROPOLITAN | | | | | |
| 30 km/h or less | 1 | 7 | 10 | 7 | 25 |
| 40 km/h | 0 | 128 | 156 | 187 | 471 |
| 50 km/h | 32 | 1,292 | 1,341 | 1,494 | 4,159 |
| 60 km/h | 46 | 1,214 | 1,387 | 1,869 | 4,516 |
| 70 km/h | 12 | 385 | 506 | 606 | 1,509 |
| 80 km/h | 15 | 273 | 260 | 283 | 831 |
| 90 km/h | 4 | 57 | 55 | 96 | 212 |
| 100 km/h | 4 | 101 | 78 | 82 | 265 |
| 110 km/h | 3 | 52 | 51 | 35 | 141 |
| Unknown | 0 | 1 | 1 | 1 | 3 |
| Sub-total | 117 | 3,510 | 3,845 | 4,660 | 12,132 |
| COUNTRY | | | | | |
| 30 km/h or less | 0 | 2 | 3 | 0 | 5 |
| 40 km/h | 2 | 27 | 39 | 15 | 83 |
| 50 km/h | 19 | 471 | 892 | 316 | 1,698 |
| 60 km/h | 21 | 281 | 478 | 193 | 973 |
| 70 km/h | 8 | 57 | 131 | 51 | 247 |
| 80 km/h | 35 | 334 | 324 | 104 | 797 |
| 90 km/h | 4 | 55 | 50 | 14 | 123 |
| 100 km/h | 101 | 695 | 711 | 289 | 1,796 |
| 110 km/h | 19 | 159 | 157 | 81 | 416 |
| Unknown | 0 | 0 | 2 | 3 | 5 |
| Sub-total | 209 | 2,081 | 2,787 | 1,066 | 6,143 |
| CRASHES: TOTAL | 326 | 5,591 | 6,632 | 5,726 | 18,275 |

¹ 'Metropolitan' is comprised of the Sydney, Newcastle and Wollongong Metropolitan Areas.

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

Table 28: Crashes, alignment, surface condition, degree of crash

| Alignment/surface condition | Degree of crash | | | | Total casualty crashes |
|----------------------------------|-----------------|----------------------|-----------------------|--------------------------|------------------------|
| | Fatal crash | Serious injury crash | Moderate injury crash | Minor/Other injury crash | |
| STRAIGHT | | | | | |
| Wet | 20 | 586 | 781 | 676 | 2,063 |
| Dry | 145 | 3,548 | 4,466 | 4,280 | 12,439 |
| Snow or ice | 1 | 4 | 4 | 5 | 14 |
| Unknown | 0 | 4 | 7 | 4 | 15 |
| Sub-total | 166 | 4,142 | 5,258 | 4,965 | 14,531 |
| CURVE | | | | | |
| Wet | 32 | 351 | 389 | 139 | 911 |
| Dry | 128 | 1,089 | 968 | 613 | 2,798 |
| Snow or ice | 0 | 5 | 15 | 8 | 28 |
| Unknown | 0 | 4 | 2 | 1 | 7 |
| Sub-total | 160 | 1,449 | 1,374 | 761 | 3,744 |
| TOTAL CRASHES¹ | | | | | |
| Wet | 52 | 937 | 1,170 | 815 | 2,974 |
| Dry | 273 | 4,637 | 5,434 | 4,893 | 15,237 |
| Snow or ice | 1 | 9 | 19 | 13 | 42 |
| Unknown | 0 | 8 | 9 | 5 | 22 |
| CRASHES: TOTAL | 326 | 5,591 | 6,632 | 5,726 | 18,275 |

1 Includes cases of unknown alignment.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|---------------------------------|------------------------------|-----|-----|-----|------------------------|---------------------------------|-----|-----|-----|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| SYDNEY REGION | | | | | | | | | | |
| Sydney Metropolitan Area | | | | | | | | | | |
| Ashfield | 0 | 19 | 27 | 46 | 92 | 0 | 20 | 31 | 69 | 120 |
| Auburn | 1 | 84 | 106 | 191 | 382 | 1 | 92 | 123 | 263 | 479 |
| Bankstown | 5 | 190 | 228 | 342 | 765 | 5 | 205 | 310 | 475 | 995 |
| Blacktown | 1 | 296 | 138 | 271 | 706 | 1 | 342 | 183 | 375 | 901 |
| Botany Bay | 1 | 48 | 42 | 50 | 141 | 1 | 51 | 53 | 71 | 176 |
| Burwood | 1 | 19 | 34 | 46 | 100 | 1 | 21 | 47 | 59 | 128 |
| Camden | 2 | 26 | 38 | 39 | 105 | 3 | 28 | 48 | 55 | 134 |
| Campbelltown | 1 | 69 | 118 | 99 | 287 | 1 | 76 | 149 | 142 | 368 |
| Canada Bay | 2 | 51 | 77 | 103 | 233 | 3 | 53 | 103 | 130 | 289 |
| Canterbury | 1 | 99 | 141 | 184 | 425 | 1 | 107 | 181 | 258 | 547 |
| Fairfield | 8 | 159 | 181 | 273 | 621 | 8 | 172 | 252 | 369 | 801 |
| Holroyd | 4 | 117 | 125 | 197 | 443 | 4 | 135 | 169 | 269 | 577 |
| Hornsby | 6 | 90 | 112 | 102 | 310 | 6 | 97 | 152 | 140 | 395 |
| Hunters Hill | 0 | 9 | 12 | 13 | 34 | 0 | 9 | 13 | 21 | 43 |
| Hurstville | 0 | 40 | 48 | 62 | 150 | 0 | 44 | 62 | 80 | 186 |
| Kogarah | 1 | 20 | 41 | 52 | 114 | 1 | 21 | 50 | 59 | 131 |
| Ku-ring-gai | 2 | 69 | 60 | 77 | 208 | 2 | 76 | 71 | 101 | 250 |
| Lane Cove | 0 | 13 | 20 | 33 | 66 | 0 | 15 | 26 | 43 | 84 |
| Leichhardt | 1 | 38 | 29 | 55 | 123 | 1 | 41 | 39 | 59 | 140 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|------------------------------|------------------------------|--------------|--------------|--------------|------------------------|---------------------------------|--------------|--------------|--------------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| SYDNEY REGION (cont.) | | | | | | | | | | |
| Liverpool | 6 | 197 | 203 | 229 | 635 | 6 | 231 | 293 | 351 | 881 |
| Manly | 0 | 23 | 10 | 19 | 52 | 0 | 23 | 14 | 22 | 59 |
| Marrickville | 1 | 73 | 87 | 101 | 262 | 1 | 76 | 100 | 126 | 303 |
| Mosman | 0 | 14 | 13 | 15 | 42 | 0 | 14 | 17 | 19 | 50 |
| North Sydney | 3 | 52 | 42 | 59 | 156 | 3 | 53 | 53 | 67 | 176 |
| Parramatta | 7 | 147 | 160 | 279 | 593 | 7 | 165 | 196 | 382 | 750 |
| Penrith | 7 | 115 | 167 | 113 | 402 | 8 | 143 | 230 | 155 | 536 |
| Pittwater | 1 | 29 | 35 | 14 | 79 | 1 | 31 | 47 | 27 | 106 |
| Randwick | 3 | 97 | 92 | 97 | 289 | 3 | 107 | 104 | 122 | 336 |
| Rockdale | 0 | 64 | 121 | 130 | 315 | 0 | 67 | 146 | 161 | 374 |
| Ryde | 1 | 82 | 88 | 127 | 298 | 1 | 90 | 108 | 167 | 366 |
| Strathfield | 1 | 33 | 35 | 74 | 143 | 1 | 38 | 43 | 104 | 186 |
| Sutherland | 9 | 110 | 143 | 116 | 378 | 9 | 121 | 188 | 148 | 466 |
| Sydney | 6 | 231 | 269 | 322 | 828 | 6 | 240 | 298 | 387 | 931 |
| The Hills | 8 | 144 | 94 | 147 | 393 | 8 | 166 | 133 | 194 | 501 |
| Warringah | 1 | 85 | 100 | 76 | 262 | 1 | 91 | 124 | 101 | 317 |
| Waverley | 2 | 39 | 31 | 45 | 117 | 2 | 39 | 36 | 56 | 133 |
| Willoughby | 1 | 46 | 37 | 69 | 153 | 1 | 51 | 51 | 85 | 188 |
| Woollahra | 2 | 34 | 30 | 34 | 100 | 2 | 36 | 39 | 37 | 114 |
| Sydney Metropolitan | | | | | | | | | | |
| Area Sub-total | 96 | 3,071 | 3,334 | 4,301 | 10,802 | 99 | 3,387 | 4,282 | 5,749 | 13,517 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|------------------------------|------------------------------|--------------|--------------|--------------|------------------------|---------------------------------|--------------|--------------|--------------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| SYDNEY REGION (cont.) | | | | | | | | | | |
| Outer Sydney Area | | | | | | | | | | |
| Blue Mountains | 0 | 48 | 73 | 25 | 146 | 0 | 54 | 92 | 47 | 193 |
| Gosford | 8 | 150 | 179 | 84 | 421 | 8 | 169 | 231 | 125 | 533 |
| Hawkesbury | 9 | 51 | 81 | 45 | 186 | 11 | 63 | 107 | 78 | 259 |
| Wollondilly | 8 | 40 | 37 | 14 | 99 | 8 | 57 | 55 | 28 | 148 |
| Wyong | 4 | 90 | 155 | 68 | 317 | 5 | 102 | 209 | 103 | 419 |
| Outer Sydney | | | | | | | | | | |
| Area Sub-total | 29 | 379 | 525 | 236 | 1,169 | 32 | 445 | 694 | 381 | 1,552 |
| TOTAL | 125 | 3,450 | 3,859 | 4,537 | 11,971 | 131 | 3,832 | 4,976 | 6,130 | 15,069 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|-------------------------|------------------------------|------------|------------|------------|------------------------------|---------------------------------|------------|------------|------------|------------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| HUNTER REGION | | | | | | | | | | |
| Cessnock | 3 | 49 | 87 | 24 | 163 | 3 | 54 | 124 | 47 | 228 |
| Dungog | 0 | 9 | 16 | 2 | 27 | 0 | 9 | 17 | 4 | 30 |
| Gloucester | 0 | 10 | 7 | 1 | 18 | 0 | 11 | 7 | 3 | 21 |
| Great Lakes | 2 | 27 | 31 | 12 | 72 | 3 | 30 | 45 | 15 | 93 |
| Lake Macquarie | 11 | 119 | 127 | 93 | 350 | 12 | 127 | 177 | 145 | 461 |
| Maitland | 3 | 34 | 67 | 22 | 126 | 3 | 39 | 94 | 33 | 169 |
| Muswellbrook | 2 | 4 | 20 | 3 | 29 | 2 | 5 | 24 | 5 | 36 |
| Newcastle | 5 | 104 | 176 | 121 | 406 | 5 | 113 | 220 | 160 | 498 |
| Port Stephens | 3 | 47 | 52 | 26 | 128 | 3 | 62 | 76 | 36 | 177 |
| Singleton | 8 | 28 | 39 | 12 | 87 | 11 | 34 | 61 | 17 | 123 |
| Upper Hunter | 0 | 12 | 15 | 5 | 32 | 0 | 15 | 20 | 10 | 45 |
| TOTAL | 37 | 443 | 637 | 321 | 1,438 | 42 | 499 | 865 | 475 | 1,881 |
| ILLAWARRA REGION | | | | | | | | | | |
| Kiama | 1 | 23 | 8 | 6 | 38 | 1 | 27 | 14 | 9 | 51 |
| Shellharbour | 0 | 42 | 56 | 24 | 122 | 0 | 43 | 71 | 34 | 148 |
| Shoalhaven | 11 | 74 | 129 | 35 | 249 | 11 | 91 | 174 | 72 | 348 |
| Wingecarribee | 3 | 43 | 73 | 16 | 135 | 3 | 48 | 92 | 38 | 181 |
| Wollongong | 5 | 174 | 152 | 121 | 452 | 5 | 189 | 203 | 163 | 560 |
| TOTAL | 20 | 356 | 418 | 202 | 996 | 20 | 398 | 554 | 316 | 1,288 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|---------------------------|------------------------------|------------|------------|------------|------------------------|---------------------------------|------------|------------|------------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| NORTH COAST REGION | | | | | | | | | | |
| Ballina | 1 | 35 | 36 | 11 | 83 | 1 | 40 | 48 | 25 | 114 |
| Bellingen | 4 | 14 | 12 | 6 | 36 | 4 | 16 | 21 | 9 | 50 |
| Byron | 2 | 32 | 46 | 18 | 98 | 2 | 37 | 58 | 25 | 122 |
| Clarence Valley | 3 | 57 | 63 | 19 | 142 | 3 | 75 | 80 | 39 | 197 |
| Coffs Harbour | 0 | 57 | 58 | 33 | 148 | 0 | 63 | 78 | 52 | 193 |
| Greater Taree | 3 | 30 | 51 | 14 | 98 | 4 | 34 | 75 | 24 | 137 |
| Kempsey | 4 | 20 | 32 | 9 | 65 | 4 | 23 | 42 | 15 | 84 |
| Kyogle | 2 | 25 | 12 | 9 | 48 | 2 | 26 | 14 | 19 | 61 |
| Lismore | 2 | 52 | 34 | 14 | 102 | 2 | 62 | 49 | 26 | 139 |
| Lord Howe Island | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 2 |
| Nambucca | 6 | 15 | 21 | 8 | 50 | 9 | 27 | 32 | 16 | 84 |
| Port Macquarie-Hastings | 4 | 63 | 58 | 27 | 152 | 4 | 65 | 94 | 38 | 201 |
| Richmond Valley | 6 | 35 | 31 | 10 | 82 | 6 | 49 | 40 | 19 | 114 |
| Tweed | 8 | 70 | 85 | 26 | 189 | 9 | 87 | 114 | 54 | 264 |
| TOTAL | 45 | 505 | 539 | 206 | 1,295 | 50 | 604 | 745 | 363 | 1,762 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|---------------------------|------------------------------|------------|------------|-----------|------------------------|---------------------------------|------------|------------|------------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| NEW ENGLAND REGION | | | | | | | | | | |
| Armidale Dumaresq | 3 | 14 | 28 | 5 | 50 | 3 | 22 | 39 | 8 | 72 |
| Glen Innes - Severn | 0 | 8 | 14 | 4 | 26 | 0 | 9 | 19 | 5 | 33 |
| Gunnedah | 1 | 5 | 12 | 5 | 23 | 1 | 7 | 15 | 10 | 33 |
| Guyra | 1 | 5 | 7 | 1 | 14 | 1 | 7 | 11 | 2 | 21 |
| Gwydir | 1 | 6 | 4 | 3 | 14 | 1 | 7 | 5 | 4 | 17 |
| Inverell | 0 | 16 | 35 | 4 | 55 | 0 | 23 | 45 | 12 | 80 |
| Liverpool Plains | 4 | 3 | 8 | 3 | 18 | 5 | 8 | 15 | 5 | 33 |
| Moree Plains | 1 | 14 | 18 | 8 | 41 | 1 | 16 | 26 | 16 | 59 |
| Narrabri | 1 | 12 | 11 | 2 | 26 | 2 | 16 | 14 | 3 | 35 |
| Tamworth Regional | 2 | 29 | 75 | 9 | 115 | 2 | 36 | 100 | 27 | 165 |
| Tenterfield | 2 | 9 | 11 | 3 | 25 | 2 | 10 | 13 | 7 | 32 |
| Uralla | 1 | 5 | 12 | 1 | 19 | 2 | 7 | 18 | 8 | 35 |
| Walcha | 2 | 8 | 9 | 0 | 19 | 2 | 10 | 17 | 2 | 31 |
| TOTAL | 19 | 134 | 244 | 48 | 445 | 22 | 178 | 337 | 109 | 646 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|-----------------------|------------------------------|------------|------------|-----------|------------------------------|---------------------------------|------------|------------|-----------|------------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| ORANA REGION | | | | | | | | | | |
| Bogan | 0 | 3 | 2 | 2 | 7 | 0 | 3 | 2 | 2 | 7 |
| Bourke | 1 | 4 | 0 | 3 | 8 | 1 | 4 | 0 | 5 | 10 |
| Brewarrina | 0 | 1 | 1 | 2 | 4 | 0 | 1 | 1 | 3 | 5 |
| Cobar | 0 | 6 | 4 | 2 | 12 | 0 | 7 | 6 | 4 | 17 |
| Coonamble | 0 | 3 | 2 | 1 | 6 | 0 | 3 | 2 | 4 | 9 |
| Dubbo | 4 | 26 | 52 | 12 | 94 | 5 | 29 | 76 | 20 | 130 |
| Gilgandra | 2 | 2 | 8 | 1 | 13 | 2 | 2 | 10 | 5 | 19 |
| Mid-Western Regional | 3 | 25 | 35 | 10 | 73 | 3 | 30 | 43 | 14 | 90 |
| Narromine | 3 | 7 | 8 | 1 | 19 | 3 | 8 | 9 | 2 | 22 |
| Walgett | 3 | 9 | 5 | 5 | 22 | 3 | 10 | 6 | 10 | 29 |
| Warren | 0 | 3 | 8 | 3 | 14 | 0 | 4 | 9 | 4 | 17 |
| Warrumbungle | 0 | 19 | 10 | 8 | 37 | 0 | 22 | 13 | 15 | 50 |
| Wellington | 2 | 13 | 15 | 5 | 35 | 2 | 15 | 18 | 10 | 45 |
| TOTAL | 18 | 121 | 150 | 55 | 344 | 19 | 138 | 195 | 98 | 450 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|-------------------------------|------------------------------|------------|------------|-----------|------------------------|---------------------------------|------------|------------|------------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| CENTRAL WESTERN REGION | | | | | | | | | | |
| Bathurst Regional | 5 | 28 | 56 | 15 | 104 | 6 | 37 | 87 | 28 | 158 |
| Bland | 3 | 6 | 3 | 1 | 13 | 4 | 11 | 11 | 4 | 30 |
| Blayney | 0 | 5 | 15 | 1 | 21 | 0 | 6 | 16 | 3 | 25 |
| Cabonne | 1 | 20 | 25 | 10 | 56 | 1 | 27 | 29 | 21 | 78 |
| Cowra | 1 | 9 | 17 | 5 | 32 | 1 | 9 | 21 | 8 | 39 |
| Forbes | 1 | 10 | 15 | 2 | 28 | 1 | 13 | 18 | 5 | 37 |
| Lachlan | 1 | 9 | 2 | 4 | 16 | 1 | 12 | 2 | 6 | 21 |
| Lithgow | 2 | 31 | 35 | 4 | 72 | 2 | 39 | 51 | 12 | 104 |
| Oberon | 1 | 14 | 5 | 4 | 24 | 1 | 15 | 6 | 7 | 29 |
| Orange | 2 | 17 | 42 | 14 | 75 | 2 | 19 | 53 | 18 | 92 |
| Parkes | 1 | 8 | 18 | 7 | 34 | 1 | 9 | 26 | 8 | 44 |
| Weddin | 0 | 3 | 4 | 2 | 9 | 0 | 3 | 4 | 4 | 11 |
| TOTAL | 18 | 160 | 237 | 69 | 484 | 20 | 200 | 324 | 124 | 668 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|-----------------------------|------------------------------|------------|------------|------------|------------------------------|---------------------------------|------------|------------|------------|------------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| SOUTH-EASTERN REGION | | | | | | | | | | |
| Bega Valley | 5 | 27 | 36 | 9 | 77 | 5 | 31 | 51 | 22 | 109 |
| Bombala | 0 | 8 | 4 | 2 | 14 | 0 | 8 | 7 | 2 | 17 |
| Boorowa | 2 | 7 | 7 | 2 | 18 | 2 | 8 | 9 | 2 | 21 |
| Cooma-Monaro | 0 | 6 | 19 | 6 | 31 | 0 | 6 | 24 | 11 | 41 |
| Eurobodalla | 3 | 51 | 51 | 11 | 116 | 3 | 64 | 75 | 23 | 165 |
| Goulburn Mulwaree | 2 | 28 | 54 | 22 | 106 | 2 | 28 | 80 | 32 | 142 |
| Harden | 2 | 3 | 12 | 7 | 24 | 2 | 4 | 13 | 13 | 32 |
| Palerang | 3 | 10 | 30 | 29 | 72 | 3 | 11 | 35 | 50 | 99 |
| Queanbeyan | 0 | 6 | 33 | 17 | 56 | 0 | 8 | 38 | 20 | 66 |
| Snowy River | 3 | 9 | 11 | 8 | 31 | 4 | 11 | 14 | 19 | 48 |
| Upper Lachlan | 0 | 8 | 18 | 10 | 36 | 0 | 10 | 19 | 14 | 43 |
| Yass Valley | 2 | 9 | 24 | 26 | 61 | 2 | 11 | 37 | 35 | 85 |
| Young | 2 | 13 | 13 | 2 | 30 | 2 | 15 | 17 | 2 | 36 |
| TOTAL | 24 | 185 | 312 | 151 | 672 | 25 | 215 | 419 | 245 | 904 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|------------------------|------------------------------|------------|------------|-----------|------------------------------|---------------------------------|------------|------------|-----------|------------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| RIVERINA REGION | | | | | | | | | | |
| Carrathool | 1 | 8 | 3 | 4 | 16 | 1 | 11 | 3 | 6 | 21 |
| Coolamon | 0 | 3 | 4 | 1 | 8 | 0 | 5 | 4 | 2 | 11 |
| Cootamundra | 1 | 7 | 7 | 0 | 15 | 1 | 9 | 10 | 1 | 21 |
| Griffith | 1 | 26 | 24 | 4 | 55 | 1 | 28 | 36 | 8 | 73 |
| Gundagai | 3 | 16 | 4 | 3 | 26 | 4 | 24 | 7 | 9 | 44 |
| Hay | 0 | 3 | 3 | 2 | 8 | 0 | 3 | 5 | 3 | 11 |
| Junee | 1 | 8 | 1 | 2 | 12 | 1 | 9 | 4 | 2 | 16 |
| Leeton | 0 | 4 | 9 | 4 | 17 | 0 | 4 | 9 | 4 | 17 |
| Lockhart | 0 | 4 | 1 | 0 | 5 | 0 | 4 | 3 | 0 | 7 |
| Murrumbidgee | 0 | 4 | 3 | 0 | 7 | 0 | 4 | 5 | 2 | 11 |
| Narrandera | 1 | 5 | 9 | 2 | 17 | 1 | 5 | 9 | 3 | 18 |
| Temora | 0 | 7 | 6 | 3 | 16 | 0 | 7 | 12 | 4 | 23 |
| Tumut | 2 | 14 | 13 | 10 | 39 | 2 | 20 | 21 | 12 | 55 |
| Wagga Wagga | 3 | 35 | 50 | 22 | 110 | 3 | 43 | 69 | 31 | 146 |
| TOTAL | 13 | 144 | 137 | 57 | 351 | 14 | 176 | 197 | 87 | 474 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|-----------------------|------------------------------|-----------|-----------|-----------|------------------------|---------------------------------|-----------|------------|------------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| MURRAY REGION | | | | | | | | | | |
| Albury | 0 | 27 | 38 | 17 | 82 | 0 | 28 | 53 | 26 | 107 |
| Balranald | 0 | 2 | 0 | 7 | 9 | 0 | 2 | 0 | 9 | 11 |
| Berrigan | 0 | 1 | 4 | 5 | 10 | 0 | 1 | 4 | 7 | 12 |
| Conargo | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Corowa | 0 | 7 | 5 | 4 | 16 | 0 | 7 | 6 | 6 | 19 |
| Deniliquin | 0 | 2 | 3 | 0 | 5 | 0 | 2 | 4 | 1 | 7 |
| Greater Hume | 0 | 21 | 13 | 3 | 37 | 0 | 24 | 20 | 8 | 52 |
| Jerilderie | 0 | 3 | 3 | 0 | 6 | 0 | 3 | 5 | 1 | 9 |
| Murray | 0 | 2 | 2 | 9 | 13 | 0 | 2 | 4 | 12 | 18 |
| Tumbarumba | 2 | 6 | 4 | 7 | 19 | 2 | 9 | 4 | 9 | 24 |
| Urana | 1 | 2 | 1 | 1 | 5 | 1 | 2 | 1 | 1 | 5 |
| Wakool | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 1 | 4 | 5 |
| Wentworth | 2 | 0 | 1 | 17 | 20 | 2 | 0 | 1 | 23 | 26 |
| TOTAL | 5 | 74 | 75 | 74 | 228 | 5 | 81 | 103 | 107 | 296 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 29: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

| Local Government Area | Degree of crash ¹ | | | | | Degree of casualty ² | | | | |
|-----------------------------------|------------------------------|--------------|--------------|--------------|------------------------|---------------------------------|--------------|--------------|--------------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| FAR WESTERN REGION | | | | | | | | | | |
| Broken Hill | 0 | 6 | 16 | 2 | 24 | 0 | 6 | 19 | 3 | 28 |
| Central Darling | 0 | 4 | 3 | 3 | 10 | 0 | 4 | 3 | 4 | 11 |
| Unincorporated Area | 2 | 9 | 5 | 1 | 17 | 2 | 9 | 7 | 1 | 19 |
| TOTAL | 2 | 19 | 24 | 6 | 51 | 2 | 19 | 29 | 8 | 58 |
| METROPOLITAN³: | | | | | | | | | | |
| TOTAL | 117 | 3,510 | 3,845 | 4,660 | 12,132 | 121 | 3,859 | 4,953 | 6,251 | 15,184 |
| COUNTRY³: TOTAL | | | | | | | | | | |
| TOTAL | 209 | 2,081 | 2,787 | 1,066 | 6,143 | 229 | 2,481 | 3,791 | 1,811 | 8,312 |
| NSW STATE | | | | | | | | | | |
| TOTAL | 326 | 5,591 | 6,632 | 5,726 | 18,275 | 350 | 6,340 | 8,744 | 8,062 | 23,496 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

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

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

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|---|------------------------------|-----------|-----------|-----------|------------------------|---------------------------------|-----------|-----------|-----------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| FREEWAYS AND MOTORWAYS | | | | | | | | | | |
| M2 MOTORWAY includes LANE COVE TUNNEL (ARTARMON to BAULKHAM HILLS) | | | | | | | | | | |
| Willoughby | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 2 |
| Lane Cove | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 2 |
| Ryde | 0 | 5 | 2 | 2 | 9 | 0 | 5 | 2 | 3 | 10 |
| Hornsby | 0 | 6 | 2 | 7 | 15 | 0 | 6 | 6 | 8 | 20 |
| The Hills | 2 | 17 | 12 | 8 | 39 | 2 | 18 | 20 | 16 | 56 |
| Sub-total | 2 | 28 | 18 | 19 | 67 | 2 | 29 | 30 | 29 | 90 |
| SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD) | | | | | | | | | | |
| Ku-ring-gai | 0 | 3 | 2 | 2 | 7 | 0 | 4 | 2 | 2 | 8 |
| Hornsby | 0 | 11 | 8 | 5 | 24 | 0 | 12 | 10 | 9 | 31 |
| Gosford | 0 | 19 | 21 | 9 | 49 | 0 | 21 | 26 | 16 | 63 |
| Wyang | 0 | 8 | 3 | 9 | 20 | 0 | 8 | 4 | 10 | 22 |
| Lake Macquarie | 3 | 7 | 7 | 10 | 27 | 3 | 7 | 13 | 13 | 36 |
| Cessnock | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newcastle | 0 | 1 | 3 | 1 | 5 | 0 | 1 | 3 | 2 | 6 |
| Sub-total | 3 | 49 | 44 | 36 | 132 | 3 | 53 | 58 | 52 | 166 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: 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 | | | | |
|---|------------------------------|-----------|-----------|------------|------------------------|---------------------------------|-----------|-----------|------------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| M4 MOTORWAY (CONCORD to LAPSTONE) | | | | | | | | | | |
| Canada Bay | 0 | 5 | 3 | 4 | 12 | 0 | 5 | 3 | 8 | 16 |
| Strathfield | 0 | 3 | 3 | 4 | 10 | 0 | 4 | 3 | 6 | 13 |
| Auburn | 0 | 6 | 17 | 37 | 60 | 0 | 7 | 19 | 47 | 73 |
| Parramatta | 1 | 3 | 10 | 16 | 30 | 1 | 3 | 10 | 21 | 35 |
| Holroyd | 2 | 27 | 13 | 36 | 78 | 2 | 28 | 21 | 50 | 101 |
| Blacktown | 0 | 19 | 14 | 17 | 50 | 0 | 23 | 16 | 25 | 64 |
| Penrith | 0 | 6 | 15 | 4 | 25 | 0 | 6 | 20 | 5 | 31 |
| Blue Mountains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | 3 | 69 | 75 | 118 | 265 | 3 | 76 | 92 | 162 | 333 |
| M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS) | | | | | | | | | | |
| Rockdale | 0 | 2 | 2 | 2 | 6 | 0 | 2 | 2 | 3 | 7 |
| Canterbury | 0 | 11 | 11 | 30 | 52 | 0 | 13 | 20 | 40 | 73 |
| Hurstville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bankstown | 0 | 4 | 3 | 8 | 15 | 0 | 4 | 4 | 11 | 19 |
| Liverpool | 0 | 8 | 14 | 11 | 33 | 0 | 9 | 17 | 18 | 44 |
| Campbelltown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | 0 | 25 | 30 | 51 | 106 | 0 | 28 | 43 | 72 | 143 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: 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 | | | | |
|---|------------------------------|-----------|-----------|-----------|------------------------|---------------------------------|-----------|-----------|-----------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS & NTH WOLLONGONG to YALLAH) | | | | | | | | | | |
| Sutherland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wollongong | 0 | 13 | 13 | 7 | 33 | 0 | 15 | 16 | 7 | 38 |
| Sub-total | 0 | 13 | 13 | 7 | 33 | 0 | 15 | 16 | 7 | 38 |
| M7 WESTLINK (BAULKHAM HILLS to PRESTONS) | | | | | | | | | | |
| The Hills | 0 | 2 | 1 | 2 | 5 | 0 | 5 | 5 | 4 | 14 |
| Blacktown | 0 | 16 | 8 | 13 | 37 | 0 | 16 | 8 | 19 | 43 |
| Fairfield | 0 | 2 | 4 | 3 | 9 | 0 | 2 | 4 | 3 | 9 |
| Liverpool | 0 | 6 | 2 | 3 | 11 | 0 | 8 | 3 | 5 | 16 |
| Sub-total | 0 | 26 | 15 | 21 | 62 | 0 | 31 | 20 | 31 | 82 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: 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 | | | | |
|--|------------------------------|------------|------------|------------|------------------------|---------------------------------|------------|------------|------------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON) | | | | | | | | | | |
| Sydney | 0 | 2 | 3 | 8 | 13 | 0 | 2 | 3 | 8 | 13 |
| Randwick | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Sub-total | 0 | 2 | 4 | 8 | 14 | 0 | 2 | 4 | 8 | 14 |
| CROSS CITY TUNNEL | | | | | | | | | | |
| Sydney | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HUNTER EXPRESSWAY (SEAHAMPTON to LOWER BELFORD) | | | | | | | | | | |
| Lake Macquarie | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cessnock | 0 | 1 | 3 | 2 | 6 | 0 | 1 | 4 | 2 | 7 |
| Maitland | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Singleton | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 |
| Sub-total | 0 | 3 | 4 | 2 | 9 | 0 | 3 | 5 | 2 | 10 |
| FREEWAYS/MOTORWAYS: | | | | | | | | | | |
| TOTAL | 8 | 215 | 203 | 262 | 688 | 8 | 237 | 268 | 363 | 876 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|--|------------------------------|------------|------------|------------|------------------------|---------------------------------|------------|------------|------------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| STATE HIGHWAYS | | | | | | | | | | |
| PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN) | | | | | | | | | | |
| Sydney | 0 | 9 | 4 | 7 | 20 | 0 | 9 | 5 | 7 | 21 |
| Marrickville | 0 | 7 | 18 | 12 | 37 | 0 | 7 | 24 | 17 | 48 |
| Rockdale | 0 | 9 | 21 | 20 | 50 | 0 | 11 | 27 | 23 | 61 |
| Kogarah | 1 | 8 | 9 | 20 | 38 | 1 | 9 | 12 | 22 | 44 |
| Sutherland | 1 | 19 | 26 | 25 | 71 | 1 | 21 | 38 | 32 | 92 |
| Wollongong | 0 | 30 | 31 | 34 | 95 | 0 | 34 | 43 | 43 | 120 |
| Shellharbour | 0 | 10 | 14 | 3 | 27 | 0 | 11 | 18 | 6 | 35 |
| Kiama | 0 | 3 | 4 | 2 | 9 | 0 | 3 | 5 | 2 | 10 |
| Shoalhaven | 6 | 28 | 45 | 14 | 93 | 6 | 41 | 76 | 31 | 154 |
| Eurobodalla | 2 | 24 | 16 | 3 | 45 | 2 | 33 | 30 | 6 | 71 |
| Bega Valley | 0 | 9 | 6 | 0 | 15 | 0 | 10 | 11 | 0 | 21 |
| Sub-total | 10 | 156 | 194 | 140 | 500 | 10 | 189 | 289 | 189 | 677 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|---|------------------------------|------------|------------|------------|------------------------|---------------------------------|------------|------------|------------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| HUME (SH 2) (ASHFIELD to ALBURY) | | | | | | | | | | |
| Ashfield | 0 | 0 | 5 | 5 | 10 | 0 | 0 | 5 | 9 | 14 |
| Burwood | 1 | 0 | 5 | 2 | 8 | 1 | 0 | 6 | 4 | 11 |
| Strathfield | 0 | 6 | 5 | 11 | 22 | 0 | 8 | 7 | 18 | 33 |
| Bankstown | 0 | 22 | 30 | 50 | 102 | 0 | 24 | 46 | 60 | 130 |
| Fairfield | 0 | 2 | 7 | 15 | 24 | 0 | 2 | 8 | 17 | 27 |
| Liverpool | 1 | 32 | 39 | 51 | 123 | 1 | 40 | 64 | 83 | 188 |
| Campbelltown | 0 | 16 | 9 | 10 | 35 | 0 | 16 | 15 | 15 | 46 |
| Wollondilly | 1 | 6 | 5 | 2 | 14 | 1 | 10 | 10 | 4 | 25 |
| Wingecarribee | 0 | 12 | 16 | 4 | 32 | 0 | 14 | 25 | 13 | 52 |
| Goulburn Mulwaree | 0 | 5 | 15 | 6 | 26 | 0 | 5 | 22 | 10 | 37 |
| Upper Lachlan | 0 | 0 | 3 | 4 | 7 | 0 | 0 | 3 | 6 | 9 |
| Yass Valley | 1 | 6 | 5 | 5 | 17 | 1 | 7 | 10 | 10 | 28 |
| Harden | 1 | 1 | 0 | 1 | 3 | 1 | 2 | 1 | 1 | 5 |
| Gundagai | 2 | 11 | 2 | 3 | 18 | 2 | 18 | 3 | 8 | 31 |
| Wagga Wagga | 1 | 3 | 2 | 0 | 6 | 1 | 3 | 3 | 3 | 10 |
| Greater Hume | 0 | 6 | 4 | 0 | 10 | 0 | 7 | 5 | 2 | 14 |
| Albury | 0 | 1 | 3 | 1 | 5 | 0 | 1 | 7 | 1 | 9 |
| Sub-total | 8 | 129 | 155 | 170 | 462 | 8 | 157 | 240 | 264 | 669 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|---|------------------------------|-----------|-----------|----------|------------------------|---------------------------------|-----------|-----------|-----------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON) | | | | | | | | | | |
| Goulburn Mulwaree | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 7 | 1 | 8 |
| Upper Lachlan | 0 | 1 | 5 | 0 | 6 | 0 | 1 | 5 | 2 | 8 |
| Palerang | 0 | 0 | 5 | 6 | 11 | 0 | 0 | 6 | 7 | 13 |
| Yass Valley | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 3 |
| Sub-total | 0 | 1 | 14 | 7 | 22 | 0 | 1 | 19 | 12 | 32 |
| SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI) | | | | | | | | | | |
| Bega Valley | 1 | 3 | 2 | 1 | 7 | 1 | 4 | 4 | 1 | 10 |
| Cooma-Monaro | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Snowy River | 0 | 3 | 4 | 4 | 11 | 0 | 3 | 4 | 4 | 11 |
| Tumut | 1 | 6 | 4 | 4 | 15 | 1 | 9 | 6 | 5 | 21 |
| Gundagai | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | 2 | 13 | 10 | 9 | 34 | 2 | 17 | 14 | 10 | 43 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|--|------------------------------|------------|------------|------------|------------|------------------------|---------------------------------|------------|------------|------------|------------------------|
| | FC | SC | MC | OC | K | | S | M | O | | |
| GREAT WESTERN (SH 5) (SYDNEY to BATHURST) | | | | | | | | | | | |
| Sydney | 0 | 10 | 9 | 16 | 35 | 0 | 11 | 11 | 22 | 44 | |
| Leichhardt | 0 | 4 | 7 | 4 | 15 | 0 | 5 | 9 | 4 | 18 | |
| Marrickville | 0 | 3 | 4 | 8 | 15 | 0 | 3 | 5 | 10 | 18 | |
| Ashfield | 0 | 1 | 3 | 13 | 17 | 0 | 1 | 4 | 19 | 24 | |
| Canada Bay | 0 | 4 | 7 | 18 | 29 | 0 | 4 | 13 | 23 | 40 | |
| Burwood | 0 | 3 | 5 | 6 | 14 | 0 | 4 | 6 | 8 | 18 | |
| Strathfield | 0 | 5 | 3 | 10 | 18 | 0 | 5 | 3 | 16 | 24 | |
| Auburn | 0 | 10 | 9 | 19 | 38 | 0 | 12 | 11 | 27 | 50 | |
| Parramatta | 0 | 4 | 9 | 28 | 41 | 0 | 4 | 9 | 35 | 48 | |
| Holroyd | 0 | 10 | 16 | 42 | 68 | 0 | 13 | 20 | 57 | 90 | |
| Blacktown | 0 | 15 | 8 | 26 | 49 | 0 | 21 | 13 | 35 | 69 | |
| Penrith | 1 | 7 | 17 | 21 | 46 | 1 | 8 | 24 | 30 | 63 | |
| Blue Mountains | 0 | 24 | 40 | 15 | 79 | 0 | 26 | 50 | 27 | 103 | |
| Lithgow | 0 | 10 | 12 | 0 | 22 | 0 | 13 | 21 | 3 | 37 | |
| Bathurst Regional | 1 | 5 | 14 | 4 | 24 | 2 | 9 | 26 | 10 | 47 | |
| Sub-total | 2 | 115 | 163 | 230 | 510 | 3 | 139 | 225 | 326 | 693 | |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: 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 | | | | |
|--|------------------------------|-----------|-----------|----------|------------------------|---------------------------------|-----------|-----------|-----------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| MID WESTERN (SH 6) (BATHURST to HAY) | | | | | | | | | | |
| Bathurst Regional | 0 | 3 | 0 | 1 | 4 | 0 | 3 | 1 | 1 | 5 |
| Blayney | 0 | 1 | 7 | 1 | 9 | 0 | 2 | 8 | 1 | 11 |
| Cowra | 0 | 1 | 3 | 1 | 5 | 0 | 1 | 4 | 1 | 6 |
| Weddin | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 3 |
| Bland | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 |
| Carrathool | 0 | 5 | 0 | 1 | 6 | 0 | 6 | 0 | 3 | 9 |
| Hay | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 |
| Sub-total | 0 | 12 | 13 | 5 | 30 | 0 | 14 | 16 | 7 | 37 |
| MITCHELL (SH 7) (BATHURST to BARRINGUN) | | | | | | | | | | |
| Bathurst Regional | 1 | 3 | 1 | 1 | 6 | 1 | 5 | 2 | 1 | 9 |
| Cabonne | 1 | 5 | 5 | 1 | 12 | 1 | 8 | 5 | 2 | 16 |
| Orange | 1 | 5 | 7 | 1 | 14 | 1 | 6 | 12 | 5 | 24 |
| Wellington | 2 | 4 | 3 | 1 | 10 | 2 | 6 | 5 | 5 | 18 |
| Dubbo | 1 | 5 | 12 | 1 | 19 | 1 | 5 | 20 | 3 | 29 |
| Narromine | 0 | 4 | 2 | 0 | 6 | 0 | 5 | 2 | 1 | 8 |
| Warren | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 |
| Bogan | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Bourke | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Sub-total | 6 | 29 | 31 | 5 | 71 | 6 | 39 | 47 | 17 | 109 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|---|------------------------------|----------|----------|----------|------------------------|---------------------------------|----------|----------|----------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| BARRIER (SH 8) (NYNGAN to South Australian border near COCKBURN) | | | | | | | | | | |
| Bogan | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Cobar | 0 | 2 | 1 | 1 | 4 | 0 | 3 | 1 | 1 | 5 |
| Central Darling | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 |
| Unincorporated Area | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 |
| Broken Hill | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 0 | 3 |
| Sub-total | 0 | 7 | 5 | 1 | 13 | 0 | 8 | 6 | 2 | 16 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|--|------------------------------|-----------|-----------|-----------|------------------------|---------------------------------|-----------|------------|-----------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| NEW ENGLAND (SH 9) (HEXHAM to Queensland border at WALLANGARRA) | | | | | | | | | | |
| Newcastle | 1 | 4 | 4 | 3 | 12 | 1 | 4 | 5 | 4 | 14 |
| Maitland | 0 | 10 | 24 | 8 | 42 | 0 | 12 | 32 | 12 | 56 |
| Cessnock | 0 | 1 | 4 | 0 | 5 | 0 | 1 | 4 | 0 | 5 |
| Singleton | 3 | 9 | 9 | 4 | 25 | 5 | 14 | 19 | 5 | 43 |
| Muswellbrook | 0 | 1 | 3 | 1 | 5 | 0 | 1 | 3 | 1 | 5 |
| Upper Hunter | 0 | 3 | 8 | 4 | 15 | 0 | 6 | 9 | 5 | 20 |
| Liverpool Plains | 2 | 1 | 4 | 0 | 7 | 3 | 5 | 8 | 1 | 17 |
| Tamworth Regional | 0 | 4 | 11 | 3 | 18 | 0 | 7 | 12 | 9 | 28 |
| Uralla | 1 | 2 | 4 | 1 | 8 | 2 | 4 | 9 | 6 | 21 |
| Armidale Dumaresq | 1 | 1 | 4 | 1 | 7 | 1 | 1 | 9 | 1 | 12 |
| Guyra | 1 | 1 | 3 | 0 | 5 | 1 | 1 | 5 | 0 | 7 |
| Glen Innes Severn | 0 | 3 | 4 | 0 | 7 | 0 | 4 | 8 | 0 | 12 |
| Tenterfield | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 3 | 2 | 5 |
| Sub-total | 9 | 40 | 85 | 26 | 160 | 13 | 60 | 126 | 46 | 245 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|--|------------------------------|------------|------------|------------|------------------------|---------------------------------|------------|------------|------------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| PACIFIC (SH 10) (NORTH SYDNEY to TWEED HEADS) | | | | | | | | | | |
| North Sydney | 1 | 6 | 6 | 5 | 18 | 1 | 6 | 6 | 5 | 18 |
| Lane Cove | 0 | 3 | 1 | 5 | 9 | 0 | 3 | 3 | 7 | 13 |
| Willoughby | 0 | 4 | 7 | 12 | 23 | 0 | 4 | 10 | 13 | 27 |
| Ku-ring-gai | 1 | 15 | 16 | 24 | 56 | 1 | 15 | 20 | 31 | 67 |
| Hornsby | 1 | 21 | 14 | 10 | 46 | 1 | 24 | 20 | 12 | 57 |
| Gosford | 0 | 9 | 15 | 4 | 28 | 0 | 10 | 18 | 6 | 34 |
| Wyong | 0 | 10 | 40 | 17 | 67 | 0 | 12 | 55 | 22 | 89 |
| Lake Macquarie | 0 | 18 | 23 | 9 | 50 | 0 | 18 | 31 | 13 | 62 |
| Newcastle | 0 | 4 | 21 | 13 | 38 | 0 | 4 | 26 | 16 | 46 |
| Port Stephens | 0 | 3 | 7 | 9 | 19 | 0 | 3 | 10 | 11 | 24 |
| Great Lakes | 1 | 10 | 8 | 3 | 22 | 2 | 12 | 13 | 3 | 30 |
| Greater Taree | 2 | 6 | 15 | 1 | 24 | 3 | 7 | 24 | 2 | 36 |
| Port Macquarie-Hastings | 1 | 11 | 9 | 3 | 24 | 1 | 11 | 19 | 7 | 38 |
| Kempsey | 1 | 6 | 6 | 0 | 13 | 1 | 8 | 13 | 4 | 26 |
| Nambucca | 5 | 5 | 7 | 4 | 21 | 8 | 17 | 17 | 8 | 50 |
| Bellingen | 2 | 0 | 1 | 2 | 5 | 2 | 0 | 2 | 3 | 7 |
| Coffs Harbour | 0 | 18 | 21 | 17 | 56 | 0 | 21 | 29 | 30 | 80 |
| Clarence Valley | 0 | 16 | 20 | 6 | 42 | 0 | 24 | 24 | 17 | 65 |
| Richmond Valley | 3 | 7 | 4 | 4 | 18 | 3 | 13 | 8 | 5 | 29 |
| Ballina | 0 | 1 | 3 | 2 | 6 | 0 | 2 | 5 | 2 | 9 |
| Byron | 1 | 6 | 5 | 3 | 15 | 1 | 9 | 10 | 5 | 25 |
| Tweed | 2 | 9 | 15 | 6 | 32 | 2 | 16 | 17 | 12 | 47 |
| Sub-total | 21 | 188 | 264 | 159 | 632 | 26 | 239 | 380 | 234 | 879 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: 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 | | | | |
|--|------------------------------|-----------|-----------|-----------|------------------------|---------------------------------|-----------|-----------|-----------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE) | | | | | | | | | | |
| Port Macquarie-Hastings | 2 | 9 | 8 | 7 | 26 | 2 | 9 | 14 | 8 | 33 |
| Walcha | 1 | 1 | 2 | 0 | 4 | 1 | 1 | 4 | 1 | 7 |
| Tamworth Regional | 0 | 0 | 7 | 1 | 8 | 0 | 0 | 9 | 1 | 10 |
| Gunnedah | 1 | 1 | 2 | 1 | 5 | 1 | 1 | 4 | 1 | 7 |
| Warrumbungle | 0 | 1 | 3 | 1 | 5 | 0 | 1 | 3 | 2 | 6 |
| Gilgandra | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 2 |
| Warren | 0 | 2 | 2 | 0 | 4 | 0 | 2 | 3 | 0 | 5 |
| Sub-total | 5 | 14 | 24 | 11 | 54 | 5 | 14 | 37 | 14 | 70 |
| GWYDIR (SH 12) (SOUTH GRAFTON to WALGETT) | | | | | | | | | | |
| Clarence Valley | 0 | 4 | 3 | 1 | 8 | 0 | 6 | 4 | 1 | 11 |
| Glen Innes Severn | 0 | 1 | 1 | 1 | 3 | 0 | 1 | 1 | 1 | 3 |
| Inverell | 0 | 2 | 12 | 0 | 14 | 0 | 2 | 14 | 2 | 18 |
| Gwydir | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | 3 |
| Moree Plains | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 |
| Walgett | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 |
| Sub-total | 0 | 7 | 19 | 4 | 30 | 0 | 9 | 23 | 6 | 38 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|--|------------------------------|-----------|-----------|------------|------------------------|---------------------------------|-----------|------------|------------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA) | | | | | | | | | | |
| Liverpool | 0 | 2 | 3 | 8 | 13 | 0 | 2 | 4 | 11 | 17 |
| Fairfield | 0 | 12 | 14 | 26 | 52 | 0 | 12 | 21 | 37 | 70 |
| Holroyd | 0 | 14 | 15 | 22 | 51 | 0 | 17 | 21 | 29 | 67 |
| Parramatta | 0 | 7 | 16 | 13 | 36 | 0 | 9 | 21 | 17 | 47 |
| The Hills | 1 | 7 | 4 | 13 | 25 | 1 | 9 | 6 | 17 | 33 |
| Hornsby | 2 | 12 | 29 | 33 | 76 | 2 | 12 | 35 | 47 | 96 |
| Sub-total | 3 | 54 | 81 | 115 | 253 | 3 | 61 | 108 | 158 | 330 |
| STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA) | | | | | | | | | | |
| Wagga Wagga | 1 | 9 | 12 | 4 | 26 | 1 | 9 | 18 | 6 | 34 |
| Narrandera | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 1 | 4 |
| Murrumbidgee | 0 | 2 | 2 | 0 | 4 | 0 | 2 | 3 | 2 | 7 |
| Hay | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 |
| Wakool | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Balranald | 0 | 1 | 0 | 5 | 6 | 0 | 1 | 0 | 6 | 7 |
| Wentworth | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 1 | 6 | 7 |
| Sub-total | 1 | 14 | 17 | 13 | 45 | 1 | 14 | 24 | 22 | 61 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|---|------------------------------|-----------|-----------|----------|------------------------|---------------------------------|-----------|-----------|-----------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL) | | | | | | | | | | |
| Yass Valley | 0 | 1 | 1 | 2 | 4 | 0 | 1 | 2 | 2 | 5 |
| Sub-total | 0 | 1 | 1 | 2 | 4 | 0 | 1 | 2 | 2 | 5 |
| BRUXNER (SH 16) (Pacific Hwy near BALLINA to New England Hwy, TENTERFIELD) | | | | | | | | | | |
| Ballina | 0 | 2 | 6 | 2 | 10 | 0 | 4 | 9 | 9 | 22 |
| Lismore | 0 | 12 | 10 | 4 | 26 | 0 | 12 | 17 | 7 | 36 |
| Richmond Valley | 1 | 5 | 9 | 1 | 16 | 1 | 8 | 9 | 4 | 22 |
| Kyogle | 1 | 1 | 3 | 2 | 7 | 1 | 1 | 3 | 2 | 7 |
| Tenterfield | 1 | 3 | 2 | 0 | 6 | 1 | 4 | 3 | 1 | 9 |
| Sub-total | 3 | 23 | 30 | 9 | 65 | 3 | 29 | 41 | 23 | 96 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|--|------------------------------|-----------|-----------|-----------|------------------------|---------------------------------|-----------|-----------|-----------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| NEWELL (SH 17) (TOCUMWAL to Queensland border at GOONDIWINDI) | | | | | | | | | | |
| Berrigan | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 |
| Jerilderie | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 3 | 0 | 4 |
| Urana | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 |
| Narrandera | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 3 |
| Coolamon | 0 | 1 | 2 | 1 | 4 | 0 | 1 | 2 | 1 | 4 |
| Bland | 3 | 1 | 0 | 0 | 4 | 4 | 6 | 7 | 2 | 19 |
| Weddin | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 |
| Forbes | 1 | 4 | 3 | 2 | 10 | 1 | 5 | 4 | 4 | 14 |
| Parkes | 0 | 2 | 2 | 1 | 5 | 0 | 3 | 4 | 1 | 8 |
| Narromine | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 |
| Dubbo | 3 | 5 | 7 | 3 | 18 | 4 | 6 | 12 | 6 | 28 |
| Gilgandra | 0 | 2 | 3 | 0 | 5 | 0 | 2 | 4 | 4 | 10 |
| Warrumbungle | 0 | 3 | 1 | 3 | 7 | 0 | 5 | 1 | 6 | 12 |
| Narrabri | 1 | 2 | 1 | 2 | 6 | 2 | 5 | 1 | 2 | 10 |
| Moree Plains | 1 | 7 | 6 | 3 | 17 | 1 | 9 | 12 | 7 | 29 |
| Sub-total | 9 | 30 | 33 | 16 | 88 | 12 | 45 | 57 | 34 | 148 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|---|------------------------------|-----------|-----------|----------|------------------------|---------------------------------|-----------|-----------|-----------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| CASTLEREAGH (SH 18) (MARRANGAROO to Queensland border near HEBEL) | | | | | | | | | | |
| Lithgow | 0 | 3 | 1 | 0 | 4 | 0 | 3 | 2 | 2 | 7 |
| Mid-Western Regional | 2 | 12 | 8 | 3 | 25 | 2 | 14 | 11 | 3 | 30 |
| Warrumbungle | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Gilgandra | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coonamble | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Walgett | 0 | 3 | 2 | 2 | 7 | 0 | 3 | 2 | 6 | 11 |
| Brewarrina | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | 2 | 20 | 11 | 5 | 38 | 2 | 22 | 15 | 11 | 50 |
| MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON) | | | | | | | | | | |
| Cooma-Monaro | 0 | 0 | 8 | 4 | 12 | 0 | 0 | 8 | 6 | 14 |
| Bombala | 0 | 5 | 1 | 1 | 7 | 0 | 5 | 3 | 1 | 9 |
| Sub-total | 0 | 5 | 9 | 5 | 19 | 0 | 5 | 11 | 7 | 23 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|---|------------------------------|----------|----------|----------|-----------|------------------------|---------------------------------|-----------|----------|-----------|------------------------|
| | FC | SC | MC | OC | K | | S | M | O | | |
| RIVERINA (SH 20) (HUME WEIR to DENILIQVIN) | | | | | | | | | | | |
| Albury | 0 | 6 | 8 | 0 | 14 | 0 | 6 | 16 | 2 | 24 | |
| Greater Hume | 0 | 1 | 0 | 2 | 3 | 0 | 1 | 3 | 5 | 9 | |
| Corowa | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | |
| Berrigan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Conargo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Deniliquin | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sub-total | 0 | 8 | 9 | 2 | 19 | 0 | 8 | 20 | 7 | 35 | |
| COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA) | | | | | | | | | | | |
| Murray | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 2 | 5 | 7 | |
| Deniliquin | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Conargo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hay | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | |
| Carrathool | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Central Darling | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Sub-total | 0 | 3 | 3 | 3 | 9 | 0 | 3 | 3 | 5 | 11 | |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|--|------------------------------|-----------|-----------|-----------|------------------------|---------------------------------|-----------|-----------|-----------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Queensland border at WARRI GATE) | | | | | | | | | | |
| Wentworth | 1 | 0 | 0 | 6 | 7 | 1 | 0 | 0 | 9 | 10 |
| Unincorporated Area | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 |
| Broken Hill | 0 | 2 | 3 | 0 | 5 | 0 | 2 | 3 | 0 | 5 |
| Sub-total | 1 | 3 | 5 | 6 | 15 | 1 | 3 | 5 | 9 | 18 |
| CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE) | | | | | | | | | | |
| Lake Macquarie | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newcastle | 0 | 4 | 16 | 12 | 32 | 0 | 5 | 21 | 15 | 41 |
| Sub-total | 0 | 4 | 16 | 12 | 32 | 0 | 5 | 21 | 15 | 41 |
| ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS) | | | | | | | | | | |
| Shellharbour | 0 | 9 | 7 | 4 | 20 | 0 | 9 | 7 | 6 | 22 |
| Wingecarribee | 0 | 3 | 14 | 0 | 17 | 0 | 3 | 18 | 2 | 23 |
| Sub-total | 0 | 12 | 21 | 4 | 37 | 0 | 12 | 25 | 8 | 45 |

¹ FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

² K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: 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 | | | | |
|--|------------------------------|-----------|-----------|----------|------------------------|---------------------------------|-----------|-----------|----------|------------------------|
| | FC | SC | MC | OC | Total casualty crashes | K | S | M | O | Total killed & injured |
| GOLDEN (SH 27) (SINGLETON to DUBBO) | | | | | | | | | | |
| Singleton | 3 | 2 | 9 | 4 | 18 | 4 | 2 | 12 | 5 | 23 |
| Muswellbrook | 1 | 3 | 0 | 0 | 4 | 1 | 4 | 1 | 0 | 6 |
| Upper Hunter | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 4 |
| Warrumbungle | 0 | 4 | 1 | 0 | 5 | 0 | 4 | 3 | 0 | 7 |
| Wellington | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 |
| Dubbo | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 15 | 1 | 16 |
| Sub-total | 4 | 12 | 18 | 5 | 39 | 5 | 13 | 32 | 7 | 57 |
| CARNARVON (SH 28) (MOREE to MUNGINDI) | | | | | | | | | | |
| Moree Plains | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 |
| Sub-total | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 |
| KAMILAROI (SH 29) (WILLOW TREE to BOURKE) | | | | | | | | | | |
| Liverpool Plains | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 4 | 0 | 4 |
| Gunnedah | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 4 |
| Narrabri | 0 | 4 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 |
| Walgett | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Brewarrina | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bourke | 0 | 2 | 0 | 2 | 4 | 0 | 2 | 0 | 4 | 6 |
| Sub-total | 0 | 8 | 3 | 2 | 13 | 0 | 11 | 4 | 5 | 20 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Table 30: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

| Route/Local Government Area | Degree of crash ¹ | | | | Total casualty crashes | Degree of casualty ² | | | | Total killed & injured |
|--|------------------------------|------------|--------------|------------|------------------------|---------------------------------|--------------|--------------|--------------|------------------------|
| | FC | SC | MC | OC | | K | S | M | O | |
| CENTRAL COAST (SH 30) (SOMERSBY to DOYALSON) | | | | | | | | | | |
| Gosford | 1 | 13 | 26 | 16 | 56 | 1 | 15 | 30 | 26 | 72 |
| Wyong | 1 | 17 | 13 | 12 | 43 | 1 | 17 | 18 | 16 | 52 |
| Sub-total | 2 | 30 | 39 | 28 | 99 | 2 | 32 | 48 | 42 | 124 |
| GOLD COAST (SH 31) (Pacific Hwy near TWEED HEADS to Queensland border at COOLANGATTA) | | | | | | | | | | |
| Tweed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STATE HIGHWAYS: | | | | | | | | | | |
| TOTAL | 88 | 940 | 1,273 | 994 | 3,295 | 102 | 1,152 | 1,838 | 1,482 | 4,574 |

1 FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash.

2 K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured.

Casualties in 2015

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

Table 31: Casualties, road user class, degree of casualty

| Road user class | Degree of casualty | | | | Total killed & injured |
|--------------------------|--------------------|-------------------|--------------------|---------------------|------------------------|
| | Killed | Seriously injured | Moderately injured | Minor/Other injured | |
| CONTROLLER | | | | | |
| Driver | | | | | |
| Car | 115 | 2,803 | 5,341 | 4,844 | 13,103 |
| Light truck | 23 | 391 | 663 | 479 | 1,556 |
| Heavy rigid truck | 2 | 53 | 64 | 28 | 147 |
| Articulated truck | 9 | 66 | 67 | 32 | 174 |
| Bus | 0 | 12 | 19 | 13 | 44 |
| Other motor vehicle | 6 | 18 | 17 | 18 | 59 |
| Sub-total | 155 | 3,343 | 6,171 | 5,414 | 15,083 |
| Motorcycle rider | 66 | 1,098 | 716 | 320 | 2,200 |
| Pedal cycle rider | 7 | 322 | 306 | 177 | 812 |
| Other/Unknown | 0 | 3 | 1 | 0 | 4 |
| CONTROLLER | | | | | |
| Sub-total | 228 | 4,766 | 7,194 | 5,911 | 18,099 |
| PASSENGER | | | | | |
| Car | 51 | 775 | 972 | 1,605 | 3,403 |
| Light truck | 8 | 91 | 110 | 149 | 358 |
| Heavy rigid truck | 0 | 5 | 4 | 5 | 14 |
| Articulated truck | 0 | 2 | 4 | 4 | 10 |
| Bus | 1 | 10 | 17 | 55 | 83 |
| Other motor vehicle | 0 | 1 | 3 | 5 | 9 |
| Sub-total | 60 | 884 | 1,110 | 1,823 | 3,877 |
| Motorcycle | 1 | 26 | 23 | 24 | 74 |
| Pedal cycle | 0 | 0 | 1 | 1 | 2 |
| Other/Unknown | 0 | 0 | 1 | 1 | 2 |
| PASSENGER | | | | | |
| Sub-total | 61 | 910 | 1,135 | 1,849 | 3,955 |
| PEDESTRIAN | | | | | |
| Sub-total | 61 | 664 | 415 | 302 | 1,442 |
| CASUALTIES: TOTAL | 350 | 6,340 | 8,744 | 8,062 | 23,496 |

Table 32a: Casualties, degree of casualty, road user class, sex, age
DEGREE OF CASUALTY: KILLED

| Road user class | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|--------------------------------|------------------------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Car driver | M | 0 | 0 | 5 | 7 | 3 | 14 | 8 | 8 | 8 | 13 | 7 | 0 | 73 |
| | F | 0 | 0 | 9 | 4 | 4 | 4 | 6 | 3 | 5 | 2 | 5 | 0 | 42 |
| | Sub-total¹ | 0 | 0 | 14 | 11 | 7 | 18 | 14 | 11 | 13 | 15 | 12 | 0 | 115 |
| Car passenger | M | 1 | 2 | 4 | 3 | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 17 |
| | F | 3 | 5 | 5 | 0 | 1 | 0 | 1 | 5 | 2 | 8 | 4 | 0 | 34 |
| | Sub-total¹ | 4 | 7 | 9 | 3 | 3 | 2 | 2 | 6 | 2 | 8 | 5 | 0 | 51 |
| Other motor vehicle driver | M | 0 | 2 | 1 | 4 | 3 | 2 | 11 | 6 | 4 | 3 | 1 | 0 | 37 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| | Sub-total¹ | 0 | 2 | 1 | 4 | 3 | 2 | 11 | 6 | 5 | 3 | 3 | 0 | 40 |
| Other motor vehicle passenger | M | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| | F | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| | Sub-total¹ | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 9 |
| Motorcycle rider | M | 0 | 2 | 2 | 5 | 8 | 6 | 14 | 19 | 4 | 2 | 1 | 0 | 63 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| | Sub-total¹ | 0 | 2 | 2 | 5 | 8 | 6 | 15 | 20 | 5 | 2 | 1 | 0 | 66 |
| Motorcycle passenger | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Sub-total¹ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pedal cycle rider/passenger | M | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 7 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total¹ | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 7 |
| Pedestrian | M | 0 | 3 | 0 | 1 | 4 | 6 | 6 | 4 | 6 | 4 | 5 | 0 | 39 |
| | F | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 6 | 10 | 0 | 22 |
| | Sub-total¹ | 0 | 3 | 0 | 1 | 4 | 7 | 8 | 4 | 9 | 10 | 15 | 0 | 61 |
| CASUALTIES²: | M | 1 | 10 | 16 | 21 | 20 | 31 | 42 | 39 | 23 | 24 | 15 | 0 | 242 |
| | F | 3 | 6 | 14 | 4 | 6 | 5 | 11 | 9 | 12 | 16 | 22 | 0 | 108 |
| | TOTAL¹ | 4 | 16 | 30 | 25 | 26 | 36 | 53 | 48 | 35 | 40 | 37 | 0 | 350 |

1 Unknown sex included.

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

Table 32b: Casualties, degree of casualty, road user class, sex, age
DEGREE OF CASUALTY: SERIOUSLY INJURED

| Road user class | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|--------------------------------|------------------------------|-------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|-----------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Car driver | M | 0 | 5 | 165 | 150 | 103 | 251 | 201 | 169 | 161 | 140 | 100 | 2 | 1,447 |
| | F | 0 | 1 | 138 | 149 | 94 | 216 | 202 | 196 | 142 | 120 | 97 | 1 | 1,356 |
| | Sub-total¹ | 0 | 6 | 303 | 299 | 197 | 467 | 403 | 365 | 303 | 260 | 197 | 3 | 2,803 |
| Car passenger | M | 11 | 59 | 69 | 41 | 22 | 34 | 22 | 23 | 22 | 8 | 12 | 3 | 326 |
| | F | 9 | 63 | 58 | 38 | 26 | 34 | 38 | 54 | 53 | 37 | 37 | 1 | 448 |
| | Sub-total¹ | 20 | 122 | 127 | 80 | 48 | 68 | 60 | 77 | 75 | 45 | 49 | 4 | 775 |
| Other motor vehicle driver | M | 0 | 0 | 39 | 47 | 39 | 89 | 93 | 96 | 51 | 14 | 11 | 0 | 479 |
| | F | 0 | 1 | 10 | 6 | 3 | 9 | 10 | 8 | 6 | 5 | 3 | 0 | 61 |
| | Sub-total¹ | 0 | 1 | 49 | 53 | 42 | 98 | 103 | 104 | 57 | 19 | 14 | 0 | 540 |
| Other motor vehicle passenger | M | 2 | 7 | 16 | 11 | 5 | 7 | 9 | 6 | 5 | 2 | 1 | 0 | 71 |
| | F | 0 | 1 | 4 | 3 | 3 | 3 | 5 | 8 | 9 | 2 | 0 | 0 | 38 |
| | Sub-total¹ | 2 | 8 | 20 | 14 | 8 | 10 | 14 | 14 | 14 | 4 | 1 | 0 | 109 |
| Motorcycle rider | M | 0 | 18 | 98 | 155 | 97 | 186 | 186 | 174 | 73 | 15 | 4 | 0 | 1,006 |
| | F | 0 | 1 | 9 | 19 | 7 | 21 | 23 | 11 | 1 | 0 | 0 | 0 | 92 |
| | Sub-total¹ | 0 | 19 | 107 | 174 | 104 | 207 | 209 | 185 | 74 | 15 | 4 | 0 | 1,098 |
| Motorcycle passenger | M | 0 | 2 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| | F | 0 | 1 | 0 | 4 | 1 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 18 |
| | Sub-total¹ | 0 | 3 | 2 | 6 | 1 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 26 |
| Pedal cycle rider/passenger | M | 0 | 19 | 9 | 15 | 16 | 61 | 62 | 50 | 23 | 12 | 8 | 0 | 275 |
| | F | 0 | 5 | 0 | 3 | 3 | 13 | 12 | 7 | 4 | 0 | 0 | 0 | 47 |
| | Sub-total¹ | 0 | 24 | 9 | 18 | 19 | 74 | 74 | 57 | 27 | 12 | 8 | 0 | 322 |
| Pedestrian | M | 12 | 57 | 25 | 26 | 23 | 40 | 33 | 32 | 42 | 33 | 31 | 4 | 358 |
| | F | 8 | 18 | 22 | 30 | 16 | 38 | 27 | 28 | 36 | 55 | 27 | 1 | 306 |
| | Sub-total¹ | 20 | 75 | 47 | 56 | 39 | 78 | 60 | 60 | 78 | 88 | 58 | 5 | 664 |
| CASUALTIES²: | M | 25 | 167 | 423 | 447 | 305 | 668 | 607 | 552 | 377 | 224 | 167 | 9 | 3,971 |
| | F | 17 | 91 | 241 | 252 | 153 | 335 | 322 | 320 | 251 | 219 | 164 | 3 | 2,368 |
| | TOTAL¹ | 42 | 258 | 664 | 700 | 458 | 1,003 | 929 | 872 | 628 | 443 | 331 | 12 | 6,340 |

¹ Unknown sex included.

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

Table 32c: Casualties, degree of casualty, road user class, sex, age
DEGREE OF CASUALTY: MODERATELY INJURED

| Road user class | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|--------------------------------|------------------------------|-------------|------------|--------------|--------------|------------|--------------|--------------|--------------|------------|------------|------------|-----------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Car driver | M | 0 | 7 | 304 | 327 | 244 | 506 | 400 | 286 | 210 | 138 | 96 | 3 | 2,521 |
| | F | 0 | 5 | 364 | 401 | 239 | 552 | 465 | 395 | 236 | 106 | 54 | 3 | 2,820 |
| | Sub-total¹ | 0 | 12 | 668 | 728 | 483 | 1,058 | 865 | 681 | 446 | 244 | 150 | 6 | 5,341 |
| Car passenger | M | 27 | 97 | 52 | 48 | 24 | 37 | 20 | 23 | 10 | 11 | 6 | 2 | 357 |
| | F | 31 | 126 | 86 | 64 | 31 | 55 | 63 | 70 | 41 | 30 | 15 | 2 | 614 |
| | Sub-total¹ | 58 | 224 | 138 | 112 | 55 | 92 | 83 | 93 | 51 | 41 | 21 | 4 | 972 |
| Other motor vehicle driver | M | 0 | 0 | 71 | 100 | 61 | 124 | 146 | 102 | 85 | 20 | 6 | 0 | 715 |
| | F | 0 | 1 | 17 | 9 | 8 | 29 | 19 | 18 | 8 | 4 | 2 | 0 | 115 |
| | Sub-total¹ | 0 | 1 | 88 | 109 | 69 | 153 | 165 | 120 | 93 | 24 | 8 | 0 | 830 |
| Other motor vehicle passenger | M | 1 | 12 | 12 | 10 | 7 | 8 | 9 | 8 | 2 | 1 | 1 | 1 | 72 |
| | F | 3 | 12 | 11 | 8 | 2 | 4 | 10 | 8 | 4 | 4 | 0 | 0 | 66 |
| | Sub-total¹ | 4 | 24 | 23 | 18 | 9 | 12 | 19 | 16 | 6 | 5 | 1 | 1 | 138 |
| Motorcycle rider | M | 0 | 10 | 77 | 97 | 71 | 139 | 92 | 98 | 46 | 11 | 1 | 0 | 642 |
| | F | 0 | 2 | 9 | 17 | 10 | 19 | 5 | 9 | 3 | 0 | 0 | 0 | 74 |
| | Sub-total¹ | 0 | 12 | 86 | 114 | 81 | 158 | 97 | 107 | 49 | 11 | 1 | 0 | 716 |
| Motorcycle passenger | M | 0 | 3 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| | F | 0 | 3 | 1 | 1 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 14 |
| | Sub-total¹ | 0 | 6 | 2 | 4 | 1 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 23 |
| Pedal cycle rider/passenger | M | 1 | 29 | 13 | 16 | 28 | 59 | 48 | 46 | 11 | 4 | 1 | 0 | 256 |
| | F | 0 | 8 | 2 | 8 | 3 | 15 | 6 | 5 | 3 | 0 | 1 | 0 | 51 |
| | Sub-total¹ | 1 | 37 | 15 | 24 | 31 | 74 | 54 | 51 | 14 | 4 | 2 | 0 | 307 |
| Pedestrian | M | 6 | 41 | 13 | 18 | 19 | 27 | 31 | 23 | 19 | 11 | 7 | 1 | 216 |
| | F | 0 | 34 | 26 | 20 | 16 | 23 | 14 | 31 | 22 | 8 | 5 | 0 | 199 |
| | Sub-total¹ | 6 | 75 | 39 | 38 | 35 | 50 | 45 | 54 | 41 | 19 | 12 | 1 | 415 |
| CASUALTIES²: | M | 36 | 199 | 543 | 619 | 454 | 902 | 747 | 586 | 383 | 196 | 118 | 7 | 4,790 |
| | F | 34 | 191 | 516 | 528 | 310 | 699 | 585 | 538 | 318 | 152 | 77 | 5 | 3,953 |
| | TOTAL¹ | 70 | 391 | 1,059 | 1,147 | 764 | 1,601 | 1,332 | 1,124 | 701 | 348 | 195 | 12 | 8,744 |

¹ Unknown sex included.

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

Table 32d: Casualties, degree of casualty, road user class, sex, age
DEGREE OF CASUALTY: MINOR/OTHER INJURED

| Road user class | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|--------------------------------|------------------------------|-------------|------------|------------|------------|------------|--------------|--------------|--------------|------------|------------|-----------|------------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Car driver | M | 0 | 1 | 135 | 243 | 258 | 540 | 460 | 352 | 205 | 89 | 23 | 45 | 2,351 |
| | F | 0 | 3 | 172 | 291 | 232 | 576 | 538 | 392 | 176 | 64 | 7 | 36 | 2,487 |
| | Sub-total¹ | 0 | 4 | 307 | 534 | 490 | 1,116 | 999 | 744 | 381 | 153 | 30 | 86 | 4,844 |
| Car passenger | M | 31 | 103 | 51 | 48 | 28 | 56 | 37 | 30 | 22 | 8 | 9 | 115 | 538 |
| | F | 37 | 107 | 68 | 79 | 66 | 118 | 74 | 91 | 51 | 29 | 16 | 201 | 937 |
| | Sub-total¹ | 70 | 210 | 119 | 127 | 94 | 174 | 111 | 121 | 73 | 37 | 25 | 444 | 1,605 |
| Other motor vehicle driver | M | 0 | 1 | 14 | 49 | 46 | 110 | 109 | 96 | 47 | 14 | 3 | 8 | 497 |
| | F | 0 | 0 | 2 | 5 | 5 | 22 | 16 | 10 | 2 | 1 | 1 | 5 | 69 |
| | Sub-total¹ | 0 | 1 | 16 | 54 | 51 | 132 | 125 | 106 | 49 | 15 | 4 | 17 | 570 |
| Other motor vehicle passenger | M | 0 | 14 | 7 | 14 | 5 | 16 | 10 | 9 | 3 | 2 | 0 | 24 | 104 |
| | F | 0 | 15 | 6 | 12 | 5 | 8 | 9 | 4 | 2 | 4 | 2 | 20 | 87 |
| | Sub-total¹ | 0 | 29 | 13 | 26 | 10 | 24 | 19 | 13 | 5 | 6 | 2 | 71 | 218 |
| Motorcycle rider | M | 0 | 10 | 15 | 31 | 24 | 60 | 46 | 49 | 28 | 3 | 1 | 19 | 286 |
| | F | 0 | 0 | 2 | 5 | 4 | 6 | 6 | 9 | 1 | 0 | 0 | 0 | 33 |
| | Sub-total¹ | 0 | 10 | 17 | 36 | 28 | 66 | 52 | 58 | 29 | 3 | 1 | 20 | 320 |
| Motorcycle passenger | M | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 6 |
| | F | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 0 | 9 | 18 |
| | Sub-total¹ | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 6 | 1 | 1 | 0 | 10 | 24 |
| Pedal cycle rider/passenger | M | 0 | 10 | 8 | 12 | 12 | 35 | 35 | 16 | 5 | 4 | 0 | 15 | 152 |
| | F | 0 | 1 | 0 | 1 | 5 | 7 | 4 | 2 | 0 | 0 | 0 | 3 | 23 |
| | Sub-total¹ | 0 | 11 | 8 | 13 | 17 | 42 | 39 | 18 | 5 | 4 | 0 | 21 | 178 |
| Pedestrian | M | 3 | 18 | 10 | 14 | 12 | 20 | 21 | 16 | 18 | 10 | 5 | 17 | 164 |
| | F | 1 | 10 | 7 | 18 | 12 | 24 | 18 | 12 | 14 | 2 | 2 | 16 | 136 |
| | Sub-total¹ | 4 | 28 | 17 | 32 | 24 | 44 | 39 | 28 | 32 | 12 | 7 | 35 | 302 |
| CASUALTIES²: | M | 34 | 158 | 241 | 411 | 385 | 838 | 719 | 568 | 328 | 131 | 41 | 244 | 4,098 |
| | F | 38 | 136 | 257 | 411 | 331 | 761 | 665 | 526 | 247 | 100 | 28 | 291 | 3,791 |
| | TOTAL¹ | 74 | 294 | 498 | 822 | 716 | 1,599 | 1,385 | 1,094 | 575 | 231 | 69 | 705 | 8,062 |

¹ Unknown sex included.

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

Table 32e: Casualties, degree of casualty, road user class, sex, age
DEGREE OF CASUALTY: ALL CASUALTIES

| Road user class | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|--------------------------------|------------------------------|-------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|---------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Car driver | M | 0 | 13 | 609 | 727 | 608 | 1,311 | 1,069 | 815 | 584 | 380 | 226 | 50 | 6,392 |
| | F | 0 | 9 | 683 | 845 | 569 | 1,348 | 1,211 | 986 | 559 | 292 | 163 | 40 | 6,705 |
| | Sub-total¹ | 0 | 22 | 1,292 | 1,572 | 1,177 | 2,659 | 2,281 | 1,801 | 1,143 | 672 | 389 | 95 | 13,103 |
| Car passenger | M | 70 | 261 | 176 | 140 | 76 | 129 | 80 | 77 | 54 | 27 | 28 | 120 | 1,238 |
| | F | 80 | 301 | 217 | 181 | 124 | 207 | 176 | 220 | 147 | 104 | 72 | 204 | 2,033 |
| | Sub-total¹ | 152 | 563 | 393 | 322 | 200 | 336 | 256 | 297 | 201 | 131 | 100 | 452 | 3,403 |
| Other motor vehicle driver | M | 0 | 3 | 125 | 200 | 149 | 325 | 359 | 300 | 187 | 51 | 21 | 8 | 1,728 |
| | F | 0 | 2 | 29 | 20 | 16 | 60 | 45 | 36 | 17 | 10 | 8 | 5 | 248 |
| | Sub-total¹ | 0 | 5 | 154 | 220 | 165 | 385 | 404 | 336 | 204 | 61 | 29 | 17 | 1,980 |
| Other motor vehicle passenger | M | 3 | 34 | 39 | 35 | 17 | 31 | 28 | 23 | 10 | 6 | 2 | 25 | 253 |
| | F | 3 | 29 | 21 | 23 | 11 | 15 | 24 | 20 | 15 | 10 | 3 | 20 | 194 |
| | Sub-total¹ | 6 | 63 | 60 | 58 | 28 | 46 | 52 | 43 | 25 | 16 | 5 | 72 | 474 |
| Motorcycle rider | M | 0 | 40 | 192 | 288 | 200 | 391 | 338 | 340 | 151 | 31 | 7 | 19 | 1,997 |
| | F | 0 | 3 | 20 | 41 | 21 | 46 | 35 | 30 | 6 | 0 | 0 | 0 | 202 |
| | Sub-total¹ | 0 | 43 | 212 | 329 | 221 | 437 | 373 | 370 | 157 | 31 | 7 | 20 | 2,200 |
| Motorcycle passenger | M | 0 | 6 | 4 | 5 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 1 | 23 |
| | F | 0 | 4 | 1 | 5 | 4 | 3 | 9 | 14 | 2 | 0 | 0 | 9 | 51 |
| | Sub-total¹ | 0 | 10 | 5 | 10 | 4 | 5 | 12 | 15 | 2 | 1 | 0 | 10 | 74 |
| Pedal cycle rider/passenger | M | 1 | 58 | 30 | 44 | 56 | 156 | 147 | 113 | 40 | 21 | 9 | 15 | 690 |
| | F | 0 | 14 | 2 | 12 | 11 | 35 | 22 | 14 | 7 | 0 | 1 | 3 | 121 |
| | Sub-total¹ | 1 | 72 | 32 | 56 | 67 | 191 | 169 | 127 | 47 | 21 | 10 | 21 | 814 |
| Pedestrian | M | 21 | 119 | 48 | 59 | 58 | 93 | 91 | 75 | 85 | 58 | 48 | 22 | 777 |
| | F | 9 | 62 | 55 | 68 | 44 | 86 | 61 | 71 | 75 | 71 | 44 | 17 | 663 |
| | Sub-total¹ | 30 | 181 | 103 | 127 | 102 | 179 | 152 | 146 | 160 | 129 | 92 | 41 | 1,442 |
| CASUALTIES²: | M | 96 | 534 | 1,223 | 1,498 | 1,164 | 2,439 | 2,115 | 1,745 | 1,111 | 575 | 341 | 260 | 13,101 |
| | F | 92 | 424 | 1,028 | 1,195 | 800 | 1,800 | 1,583 | 1,393 | 828 | 487 | 291 | 299 | 10,220 |
| | TOTAL¹ | 190 | 959 | 2,251 | 2,694 | 1,964 | 4,239 | 3,699 | 3,138 | 1,939 | 1,062 | 632 | 729 | 23,496 |

¹ Unknown sex included.

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

Table 33: Road vehicle casualties, road user class, safety device used, degree of casualty

| Road user class/ safety device used ¹ | Degree of casualty | | | | Total killed & injured |
|---|--------------------|----------------------|-----------------------|------------------------|---------------------------|
| | Killed | Seriously injured | Moderately injured | Minor/Other injured | |
| Driver | | | | | |
| Adult belt worn | 100 | 2,930 | 5,616 | 5,024 | 13,670 |
| Fitted but not worn | 29 | 73 | 41 | 34 | 177 |
| No restraint fitted | 5 | 13 | 9 | 5 | 32 |
| Unknown | 21 | 327 | 505 | 351 | 1,204 |
| Sub-total | 155 | 3,343 | 6,171 | 5,414 | 15,083 |
| Passenger | | | | | |
| Adult belt worn | 43 | 671 | 851 | 1,139 | 2,704 |
| Child restraint worn | 4 | 36 | 80 | 105 | 225 |
| Fitted but not worn | 5 | 37 | 21 | 24 | 87 |
| No restraint fitted | 2 | 19 | 19 | 39 | 79 |
| Unknown | 6 | 121 | 139 | 516 | 782 |
| Sub-total | 60 | 884 | 1,110 | 1,823 | 3,877 |
| Motorcycle rider/passenger | | | | | |
| Open face (jet) helmet worn | 8 | 155 | 99 | 36 | 298 |
| Full face helmet worn | 51 | 872 | 567 | 248 | 1,738 |
| No helmet worn | 7 | 34 | 16 | 15 | 72 |
| Unknown | 1 | 63 | 57 | 45 | 166 |
| Sub-total | 67 | 1,124 | 739 | 344 | 2,274 |
| Pedal cycle rider/passenger | | | | | |
| Helmet worn | 6 | 240 | 230 | 128 | 604 |
| No helmet worn | 1 | 47 | 41 | 13 | 102 |
| Unknown | 0 | 35 | 36 | 37 | 108 |
| Sub-total | 7 | 322 | 307 | 178 | 814 |
| Other/unknown | 0 | 3 | 2 | 1 | 6 |
| All road vehicle casualties | | | | | |
| Device worn | 212 | 4,904 | 7,443 | 6,680 | 19,239 |
| Device not worn | 49 | 223 | 147 | 130 | 549 |
| Unknown | 28 | 548 | 737 | 949 | 2,262 |
| ROAD VEHICLE CASUALTIES: TOTAL² | 289 | 5,676 | 8,329 | 7,760 | 22,054 |

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 34a: Motor vehicle controller casualties, degree of casualty, BAC¹, sex, age
DEGREE OF CASUALTY: KILLED**

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|---|------------------------------|-------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Legal | M | 0 | 2 | 6 | 8 | 9 | 13 | 24 | 30 | 15 | 16 | 9 | 0 | 132 |
| | F | 0 | 0 | 8 | 3 | 4 | 2 | 6 | 3 | 7 | 1 | 7 | 0 | 41 |
| | Sub-total² | 0 | 2 | 14 | 11 | 13 | 15 | 30 | 33 | 22 | 17 | 16 | 0 | 173 |
| .001 – .019 ³ | M | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| .020 – .049 ⁴ | M | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| .050 – .079 | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Sub-total² | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| .080 – .149 | M | 0 | 1 | 0 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| | F | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| | Sub-total² | 0 | 1 | 1 | 4 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| ≥ .150 | M | 0 | 0 | 2 | 2 | 2 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 17 |
| | F | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Sub-total² | 0 | 0 | 2 | 3 | 2 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 18 |
| Unknown | M | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 2 | 0 | 0 | 9 |
| | F | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| | Sub-total² | 0 | 1 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 3 | 0 | 0 | 12 |
| MOTOR VEHICLE CONTROLLER CASUALTIES: | M | 0 | 4 | 8 | 16 | 14 | 22 | 33 | 33 | 16 | 18 | 9 | 0 | 173 |
| | F | 0 | 0 | 9 | 4 | 4 | 4 | 7 | 4 | 7 | 2 | 7 | 0 | 48 |
| | TOTAL² | 0 | 4 | 17 | 20 | 18 | 26 | 40 | 37 | 23 | 20 | 16 | 0 | 221 |

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 34b: Motor vehicle controller casualties, degree of casualty, BAC¹, sex, age
DEGREE OF CASUALTY: SERIOUSLY INJURED

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|---|------------------------------|-------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Legal | M | 0 | 15 | 221 | 249 | 172 | 362 | 356 | 358 | 230 | 131 | 98 | 0 | 2,192 |
| | F | 0 | 2 | 117 | 124 | 75 | 178 | 174 | 170 | 110 | 102 | 81 | 1 | 1,134 |
| | Sub-total² | 0 | 17 | 338 | 373 | 247 | 540 | 530 | 528 | 340 | 233 | 179 | 1 | 3,326 |
| .001 – .019 ³ | M | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| .020 – .049 ⁴ | M | 0 | 1 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | F | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Sub-total² | 0 | 2 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| .050 – .079 | M | 0 | 0 | 6 | 4 | 0 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 23 |
| | F | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 7 |
| | Sub-total² | 0 | 0 | 7 | 4 | 2 | 6 | 8 | 2 | 0 | 1 | 0 | 0 | 30 |
| .080 – .149 | M | 0 | 0 | 13 | 20 | 16 | 20 | 23 | 7 | 3 | 4 | 0 | 0 | 106 |
| | F | 0 | 0 | 1 | 5 | 2 | 10 | 9 | 1 | 0 | 1 | 0 | 0 | 29 |
| | Sub-total² | 0 | 0 | 14 | 25 | 18 | 30 | 32 | 8 | 3 | 5 | 0 | 0 | 135 |
| ≥ .150 | M | 0 | 0 | 10 | 18 | 8 | 37 | 21 | 19 | 2 | 3 | 0 | 0 | 118 |
| | F | 0 | 0 | 1 | 5 | 6 | 8 | 11 | 5 | 2 | 0 | 0 | 0 | 38 |
| | Sub-total² | 0 | 0 | 11 | 23 | 14 | 45 | 32 | 24 | 4 | 3 | 0 | 0 | 156 |
| Unknown | M | 0 | 7 | 49 | 58 | 43 | 98 | 74 | 53 | 50 | 31 | 17 | 2 | 482 |
| | F | 0 | 0 | 36 | 40 | 19 | 49 | 39 | 39 | 37 | 21 | 19 | 0 | 299 |
| | Sub-total² | 0 | 7 | 85 | 98 | 62 | 147 | 113 | 92 | 87 | 52 | 36 | 2 | 781 |
| MOTOR VEHICLE CONTROLLER CASUALTIES: | M | 0 | 23 | 302 | 352 | 239 | 526 | 480 | 439 | 285 | 169 | 115 | 2 | 2,932 |
| | F | 0 | 3 | 157 | 174 | 104 | 246 | 235 | 215 | 149 | 125 | 100 | 1 | 1,509 |
| | TOTAL² | 0 | 26 | 459 | 526 | 343 | 772 | 715 | 654 | 434 | 294 | 215 | 3 | 4,441 |

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 34c: Motor vehicle controller casualties, degree of casualty, BAC¹, sex, age
DEGREE OF CASUALTY: MODERATELY INJURED

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|---|------------------------------|-------------|-----------|------------|------------|------------|--------------|--------------|------------|------------|------------|------------|----------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Legal | M | 0 | 12 | 299 | 334 | 218 | 485 | 413 | 320 | 232 | 112 | 71 | 1 | 2,497 |
| | F | 0 | 3 | 258 | 241 | 153 | 345 | 300 | 264 | 162 | 74 | 38 | 1 | 1,839 |
| | Sub-total² | 0 | 15 | 557 | 575 | 371 | 830 | 713 | 584 | 394 | 186 | 109 | 2 | 4,336 |
| .001 – .019 ³ | M | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| .020 – .049 ⁴ | M | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| | F | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Sub-total² | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| .050 – .079 | M | 0 | 0 | 4 | 4 | 2 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 17 |
| | F | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| | Sub-total² | 0 | 0 | 5 | 5 | 2 | 4 | 3 | 1 | 2 | 2 | 0 | 0 | 24 |
| .080 – .149 | M | 0 | 0 | 13 | 19 | 14 | 12 | 4 | 5 | 1 | 2 | 0 | 0 | 70 |
| | F | 0 | 0 | 2 | 5 | 1 | 3 | 4 | 3 | 1 | 1 | 0 | 0 | 20 |
| | Sub-total² | 0 | 0 | 15 | 24 | 15 | 15 | 8 | 8 | 2 | 3 | 0 | 0 | 90 |
| ≥ .150 | M | 0 | 0 | 9 | 21 | 9 | 32 | 23 | 10 | 5 | 2 | 0 | 1 | 112 |
| | F | 0 | 0 | 1 | 3 | 4 | 7 | 10 | 4 | 3 | 1 | 0 | 0 | 33 |
| | Sub-total² | 0 | 0 | 10 | 24 | 13 | 39 | 33 | 14 | 8 | 3 | 0 | 1 | 145 |
| Unknown | M | 0 | 5 | 125 | 144 | 132 | 239 | 195 | 150 | 102 | 51 | 32 | 1 | 1,176 |
| | F | 0 | 5 | 128 | 177 | 99 | 241 | 174 | 151 | 80 | 34 | 18 | 2 | 1,109 |
| | Sub-total² | 0 | 10 | 253 | 321 | 231 | 480 | 369 | 301 | 182 | 85 | 50 | 3 | 2,285 |
| MOTOR VEHICLE CONTROLLER CASUALTIES: | M | 0 | 17 | 452 | 524 | 376 | 769 | 638 | 486 | 341 | 169 | 103 | 3 | 3,878 |
| | F | 0 | 8 | 390 | 427 | 257 | 600 | 489 | 422 | 247 | 110 | 56 | 3 | 3,009 |
| | TOTAL² | 0 | 25 | 842 | 951 | 633 | 1,369 | 1,127 | 908 | 588 | 279 | 159 | 6 | 6,887 |

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 34d: Motor vehicle controller casualties, degree of casualty, BAC¹, sex, age
DEGREE OF CASUALTY: MINOR/OTHER INJURED

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|---|------------------------------|-------------|-----------|------------|------------|------------|--------------|--------------|------------|------------|------------|-----------|------------|--------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Legal | M | 0 | 3 | 58 | 73 | 60 | 114 | 133 | 99 | 67 | 29 | 8 | 11 | 655 |
| | F | 0 | 1 | 42 | 53 | 51 | 87 | 59 | 48 | 34 | 12 | 2 | 8 | 397 |
| | Sub-total² | 0 | 4 | 100 | 126 | 111 | 201 | 192 | 147 | 101 | 41 | 10 | 20 | 1,053 |
| .001 – .019 ³ | M | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| .020 – .049 ⁴ | M | 0 | 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 | 0 |
| | Sub-total² | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| .050 – .079 | M | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 7 |
| | F | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Sub-total² | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 9 |
| .080 – .149 | M | 0 | 0 | 1 | 8 | 2 | 5 | 1 | 4 | 1 | 0 | 0 | 1 | 23 |
| | F | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 9 |
| | Sub-total² | 0 | 0 | 3 | 11 | 3 | 5 | 1 | 6 | 1 | 1 | 0 | 1 | 32 |
| ≥ .150 | M | 0 | 0 | 1 | 2 | 2 | 6 | 4 | 2 | 1 | 0 | 0 | 1 | 19 |
| | F | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| | Sub-total² | 0 | 0 | 1 | 3 | 3 | 10 | 6 | 3 | 1 | 0 | 0 | 1 | 28 |
| Unknown | M | 0 | 9 | 103 | 240 | 261 | 584 | 476 | 391 | 210 | 77 | 19 | 59 | 2,429 |
| | F | 0 | 2 | 132 | 243 | 188 | 513 | 498 | 360 | 145 | 52 | 6 | 33 | 2,172 |
| | Sub-total² | 0 | 11 | 235 | 483 | 449 | 1,097 | 975 | 751 | 355 | 129 | 25 | 101 | 4,611 |
| MOTOR VEHICLE CONTROLLER CASUALTIES: | M | 0 | 12 | 164 | 323 | 328 | 710 | 615 | 497 | 280 | 106 | 27 | 72 | 3,134 |
| | F | 0 | 3 | 176 | 301 | 241 | 604 | 560 | 411 | 179 | 65 | 8 | 41 | 2,589 |
| | TOTAL² | 0 | 15 | 340 | 624 | 569 | 1,314 | 1,176 | 908 | 459 | 171 | 35 | 123 | 5,734 |

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 34e: Motor vehicle controller casualties, degree of casualty, BAC¹, sex, age
DEGREE OF CASUALTY: ALL CASUALTIES

| Blood Alcohol Concentration (g/100mL) | Sex | Age (years) | | | | | | | | | | | u/k | Total |
|---|------------------------------|-------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|---------------|
| | | 0-4 | 5-16 | 17-20 | 21-25 | 26-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | ≥ 80 | | |
| Legal | M | 0 | 32 | 584 | 664 | 459 | 974 | 926 | 807 | 544 | 288 | 186 | 12 | 5,476 |
| | F | 0 | 6 | 425 | 421 | 283 | 612 | 539 | 485 | 313 | 189 | 128 | 10 | 3,411 |
| | Sub-total² | 0 | 38 | 1,009 | 1,085 | 742 | 1,586 | 1,465 | 1,292 | 857 | 477 | 314 | 23 | 8,888 |
| .001 – .019 ³ | M | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-total² | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| .020 – .049 ⁴ | M | 0 | 1 | 4 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| | F | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Sub-total² | 0 | 2 | 5 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| .050 – .079 | M | 0 | 0 | 11 | 8 | 4 | 7 | 9 | 4 | 2 | 2 | 0 | 0 | 47 |
| | F | 0 | 0 | 2 | 2 | 2 | 4 | 5 | 0 | 1 | 1 | 0 | 0 | 17 |
| | Sub-total² | 0 | 0 | 13 | 10 | 6 | 11 | 14 | 4 | 3 | 3 | 0 | 0 | 64 |
| .080 – .149 | M | 0 | 1 | 27 | 51 | 34 | 41 | 29 | 16 | 5 | 6 | 0 | 1 | 211 |
| | F | 0 | 0 | 6 | 13 | 4 | 13 | 13 | 7 | 1 | 3 | 0 | 0 | 60 |
| | Sub-total² | 0 | 1 | 33 | 64 | 38 | 54 | 42 | 23 | 6 | 9 | 0 | 1 | 271 |
| ≥ .150 | M | 0 | 0 | 22 | 43 | 21 | 79 | 52 | 33 | 9 | 5 | 0 | 2 | 266 |
| | F | 0 | 0 | 2 | 10 | 11 | 19 | 23 | 10 | 5 | 1 | 0 | 0 | 81 |
| | Sub-total² | 0 | 0 | 24 | 53 | 32 | 98 | 75 | 43 | 14 | 6 | 0 | 2 | 347 |
| Unknown | M | 0 | 22 | 277 | 442 | 437 | 922 | 748 | 595 | 362 | 161 | 68 | 62 | 4,096 |
| | F | 0 | 7 | 296 | 460 | 306 | 805 | 711 | 550 | 262 | 108 | 43 | 35 | 3,583 |
| | Sub-total² | 0 | 29 | 573 | 902 | 743 | 1,727 | 1,460 | 1,145 | 624 | 269 | 111 | 106 | 7,689 |
| MOTOR VEHICLE CONTROLLER CASUALTIES: | M | 0 | 56 | 926 | 1,215 | 957 | 2,027 | 1,766 | 1,455 | 922 | 462 | 254 | 77 | 10,117 |
| | F | 0 | 14 | 732 | 906 | 606 | 1,454 | 1,291 | 1,052 | 582 | 302 | 171 | 45 | 7,155 |
| | TOTAL² | 0 | 70 | 1,658 | 2,121 | 1,563 | 3,481 | 3,058 | 2,507 | 1,504 | 764 | 425 | 132 | 17,283 |

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 35a: Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration
DEGREE OF CASUALTY: KILLED

| Road user class | Blood alcohol concentration (g/100mL) | | | | | | | Total |
|---------------------------------|---------------------------------------|------------------------|------------------------|-----------|-----------|-----------|-----------|------------|
| | Legal | .001-.019 ¹ | .020-.049 ² | .050-.079 | .080-.149 | ≥.150 | Unknown | |
| Car driver | 91 | 0 | 0 | 1 | 6 | 12 | 5 | 115 |
| Light truck driver | 16 | 1 | 0 | 0 | 4 | 2 | 0 | 23 |
| Heavy rigid truck driver | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Articulated truck driver | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| Bus driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle rider | 53 | 1 | 0 | 0 | 4 | 3 | 5 | 66 |
| Other motor vehicle driver | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 6 |
| MOTOR VEHICLE CONTROLLER | | | | | | | | |
| CASUALTIES: TOTAL | 173 | 2 | 1 | 1 | 14 | 18 | 12 | 221 |

1 Learner and Provisional Licence holders.

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

Table 35b: Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration
DEGREE OF CASUALTY: SERIOUSLY INJURED

| Road user class | Blood alcohol concentration (g/100mL) | | | | | | | Total |
|---------------------------------|---------------------------------------|------------------------|------------------------|-----------|------------|------------|------------|--------------|
| | Legal | .001-.019 ¹ | .020-.049 ² | .050-.079 | .080-.149 | ≥.150 | Unknown | |
| Car driver | 2,056 | 2 | 9 | 16 | 92 | 108 | 520 | 2,803 |
| Light truck driver | 280 | 0 | 1 | 11 | 24 | 25 | 50 | 391 |
| Heavy rigid truck driver | 44 | 0 | 0 | 0 | 0 | 1 | 8 | 53 |
| Articulated truck driver | 62 | 0 | 0 | 0 | 0 | 0 | 4 | 66 |
| Bus driver | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 12 |
| Motorcycle rider | 867 | 1 | 0 | 3 | 19 | 20 | 188 | 1,098 |
| Other motor vehicle driver | 8 | 0 | 0 | 0 | 0 | 2 | 8 | 18 |
| MOTOR VEHICLE CONTROLLER | | | | | | | | |
| CASUALTIES: TOTAL | 3,326 | 3 | 10 | 30 | 135 | 156 | 781 | 4,441 |

1 Learner and Provisional Licence holders.

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

Table 35c: Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration
DEGREE OF CASUALTY: MODERATELY INJURED

| Road user class | Blood alcohol concentration (g/100mL) | | | | | | | Total |
|---------------------------------|---------------------------------------|------------------------|------------------------|-----------|-----------|------------|--------------|--------------|
| | Legal | .001-.019 ¹ | .020-.049 ² | .050-.079 | .080-.149 | ≥.150 | Unknown | |
| Car driver | 3,282 | 1 | 4 | 19 | 75 | 115 | 1,845 | 5,341 |
| Light truck driver | 445 | 1 | 0 | 2 | 12 | 21 | 182 | 663 |
| Heavy rigid truck driver | 55 | 0 | 0 | 0 | 0 | 0 | 9 | 64 |
| Articulated truck driver | 57 | 0 | 0 | 0 | 0 | 0 | 10 | 67 |
| Bus driver | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| Motorcycle rider | 474 | 0 | 1 | 3 | 3 | 9 | 226 | 716 |
| Other motor vehicle driver | 6 | 0 | 0 | 0 | 0 | 0 | 11 | 17 |
| MOTOR VEHICLE CONTROLLER | | | | | | | | |
| CASUALTIES: TOTAL | 4,336 | 2 | 5 | 24 | 90 | 145 | 2,285 | 6,887 |

1 Learner and Provisional Licence holders.

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

Table 35d: Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration
DEGREE OF CASUALTY: MINOR/OTHER INJURED

| Road user class | Blood alcohol concentration (g/100mL) | | | | | | | Total |
|---------------------------------|---------------------------------------|------------------------|------------------------|-----------|-----------|-----------|--------------|--------------|
| | Legal | .001-.019 ¹ | .020-.049 ² | .050-.079 | .080-.149 | ≥.150 | Unknown | |
| Car driver | 815 | 1 | 0 | 8 | 27 | 25 | 3,968 | 4,844 |
| Light truck driver | 118 | 0 | 0 | 1 | 3 | 1 | 356 | 479 |
| Heavy rigid truck driver | 12 | 0 | 0 | 0 | 1 | 0 | 15 | 28 |
| Articulated truck driver | 20 | 0 | 0 | 0 | 0 | 0 | 12 | 32 |
| Bus driver | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 13 |
| Motorcycle rider | 78 | 0 | 0 | 0 | 1 | 2 | 239 | 320 |
| Other motor vehicle driver | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 18 |
| MOTOR VEHICLE CONTROLLER | | | | | | | | |
| CASUALTIES: TOTAL | 1,053 | 1 | 0 | 9 | 32 | 28 | 4,611 | 5,734 |

1 Learner and Provisional Licence holders.

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

Table 35e: Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration
DEGREE OF CASUALTY: ALL CASUALTIES

| Road user class | Blood alcohol concentration (g/100mL) | | | | | | | Total |
|---------------------------------|---------------------------------------|------------------------|------------------------|-----------|------------|------------|--------------|---------------|
| | Legal | .001-.019 ¹ | .020-.049 ² | .050-.079 | .080-.149 | ≥.150 | Unknown | |
| Car driver | 6,244 | 4 | 13 | 44 | 200 | 260 | 6,338 | 13,103 |
| Light truck driver | 859 | 2 | 1 | 14 | 43 | 49 | 588 | 1,556 |
| Heavy rigid truck driver | 113 | 0 | 0 | 0 | 1 | 1 | 32 | 147 |
| Articulated truck driver | 147 | 0 | 1 | 0 | 0 | 0 | 26 | 174 |
| Bus driver | 34 | 0 | 0 | 0 | 0 | 0 | 10 | 44 |
| Motorcycle rider | 1,472 | 2 | 1 | 6 | 27 | 34 | 658 | 2,200 |
| Other motor vehicle driver | 19 | 0 | 0 | 0 | 0 | 3 | 37 | 59 |
| MOTOR VEHICLE CONTROLLER | | | | | | | | |
| CASUALTIES: TOTAL | 8,888 | 8 | 16 | 64 | 271 | 347 | 7,689 | 17,283 |

1 Learner and Provisional Licence holders.

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

Table 36a: Casualties, alcohol involvement in crash, degree of casualty

| Alcohol involved in crash | Degree of casualty | | | | Total killed & injured |
|---------------------------|--------------------|-------------------|--------------------|---------------------|------------------------|
| | Killed | Seriously injured | Moderately injured | Minor/Other injured | |
| Yes | 45 | 463 | 392 | 164 | 1,064 |
| No | 274 | 4,409 | 4,869 | 1,683 | 11,235 |
| Unknown | 31 | 1,468 | 3,483 | 6,215 | 11,197 |
| CASUALTIES: Total | 350 | 6,340 | 8,744 | 8,062 | 23,496 |

Table 36b: Casualties, speeding involvement in crash, degree of casualty

| Speeding involved in crash | Degree of casualty | | | | Total killed & injured |
|----------------------------|--------------------|-------------------|--------------------|---------------------|------------------------|
| | Killed | Seriously injured | Moderately injured | Minor/Other injured | |
| Yes | 146 | 1,520 | 1,504 | 712 | 3,882 |
| No or unknown | 204 | 4,820 | 7,240 | 7,350 | 19,614 |
| CASUALTIES: Total | 350 | 6,340 | 8,744 | 8,062 | 23,496 |

Table 36c: Casualties, fatigue involvement in crash, degree of casualty

| Fatigue involved in crash | Degree of casualty | | | | Total killed & injured |
|---------------------------|--------------------|-------------------|--------------------|---------------------|------------------------|
| | Killed | Seriously injured | Moderately injured | Minor/Other injured | |
| Yes | 55 | 774 | 687 | 268 | 1,784 |
| No or unknown | 295 | 5,566 | 8,057 | 7,794 | 21,712 |
| CASUALTIES: Total | 350 | 6,340 | 8,744 | 8,062 | 23,496 |

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 11.

Reference information

- Population
- Licence
- Vehicles

Table 37: New South Wales residents¹, age, sex

| Age (years) | Sex | | TOTAL |
|-----------------------------------|------------------|------------------|------------------|
| | Male | Female | |
| 0 – 4 | 252,872 | 238,754 | 491,626 |
| 5 – 16 | 574,970 | 543,251 | 1,118,221 |
| 17 – 20 | 200,422 | 188,293 | 388,715 |
| 21 – 25 | 270,201 | 259,618 | 529,819 |
| 26 – 29 | 217,377 | 219,574 | 436,951 |
| 30 – 39 | 525,837 | 532,636 | 1,058,473 |
| 40 – 49 | 498,940 | 513,637 | 1,012,577 |
| 50 – 59 | 477,668 | 492,576 | 970,244 |
| 60 – 69 | 392,130 | 403,184 | 795,314 |
| 70 – 79 | 241,535 | 258,207 | 499,742 |
| ≥ 80 | 127,579 | 190,970 | 318,549 |
| NEW SOUTH WALES RESIDENTS: | | | |
| TOTAL | 3,779,531 | 3,840,700 | 7,620,231 |

Source – Australian Bureau of Statistics Australian Demographic Statistics.

1 Preliminary estimated resident population for 30 June 2015 as published in September 2016.

Table 38: Licence holders* as at 30 June 2015, age, sex

| Age (years) | All licence holders | | TOTAL ¹ |
|--------------------------|---------------------|------------------|--------------------|
| | Male | Female | |
| ≤ 16 | 28,271 | 28,227 | 56,498 |
| 17 – 20 | 158,302 | 154,019 | 312,321 |
| 21 – 25 | 207,043 | 203,922 | 410,965 |
| 26 – 29 | 180,034 | 179,131 | 359,165 |
| 30 – 39 | 488,552 | 481,869 | 970,421 |
| 40 – 49 | 489,526 | 481,264 | 970,801 |
| 50 – 59 | 467,314 | 444,563 | 911,892 |
| 60 – 69 | 376,425 | 343,801 | 720,235 |
| 70 – 79 | 211,174 | 180,209 | 391,388 |
| ≥ 80 | 81,355 | 60,713 | 142,069 |
| LICENCE HOLDERS: | | | |
| TOTAL² | 2,687,996 | 2,557,718 | 5,245,755 |

* 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 included.

Table 39: Vehicles on register, vehicle type

| Vehicle type | Vehicles on register¹ |
|--|---|
| MOTOR VEHICLES | |
| Passenger vehicle ² | 4,216,743 |
| Rigid truck, van or utility | 726,807 |
| Articulated truck | 19,415 |
| Bus | 13,284 |
| Motorcycle | 216,833 |
| Sub-total | 5,193,082 |
| OTHER VEHICLES | |
| Plant | 6,777 |
| Trailer | 922,155 |
| Sub-total | 928,932 |
| VEHICLES ON REGISTER: TOTAL | 6,122,014 |

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 2015

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