NSW GOVERNMENT Transport for NSW

Centre for Road Safety

ROAD TRAFFIC CASUALTY CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended
31 December 2016

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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.
- Approved by the Calvary Public Hospital Bruce Human Research Ethics Committee on 20th September 2017.

Preface

Scope of crash statistics

This is the second Statistical Statement to report on 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 September 2017.

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, Figure 2 and Figures 3a to 3c 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 2016

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.

The crash data are further enhanced with injury severities determined by the health data linkage process outlined below.

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 33 per cent of injury crashes in 2016.

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).

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

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

	from a road vehicle at the time of the crash, provided a portion of the person is in/on the road vehicle.
Pedal cycle	Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached.
Pedal cycle passenger	A person on but not controlling a pedal cycle.
Pedal cycle rider	A person occupying the controlling position of a pedal cycle.
Pedestrian	Any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.
Pedestrian conveyance	Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorised scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorised go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorised wheelchair or any other toy device used as a means of mobility.
Road	The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island.
Road vehicle	Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.
Seriously injured (matched)	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.
Seriously injured (unmatched)	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.
Seriously injured (all hospitalisations)	A total of matched and unmatched seriously injured.
Serious injury crash	A non-fatal crash in which at least one person is seriously injured.
Sydney Metropolitan Area	Comprised of the following local government areas: Sydney, Bayside, Blacktown, Burwood, Camden, Campbelltown, Canada Bay, Canterbury-Bankstown, Cumberland, Fairfield, Georges River, Hornsby, Hunters Hill, Inner West, Ku-ring-gai, Lane Cove, Liverpool, Mosman, North Sydney, Northern Beaches, Parramatta, Penrith, Randwick, Ryde, Strathfield, Sutherland, The Hills, Waverley, Willoughby and Woollahra.
Wollongong Metropolitan Area	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 37 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 16.

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 1,236. 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 1,214 is to be found from Table 15a, which is counting crashes for particular crash types.

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 2016
- Main points for 2016
- 2016 serious injuries (all hospitalisations) and rates
- Serious injury (all hospitalisations) trends

Summary data for 2016

			Compared with 2015	
	Number	Percentage	Number change	Percentage change
SERIOUS INJURIES				
Serious injuries (matched)	6,279	*50.8*	-61	*-1.0*
Serious injuries (unmatched)	6,093	*49.2*	312	*5.4*
Serious injuries (all hospitalisations)	**12,372**	***100***	**251**	***2.1***
VEHICLES ON REGISTER[1]	5,336,915		143,815	*2.8*
Serious injuries (all hospitalisations) per 10,000 vehicles	23.18			*-0.7*
LICENCE HOLDERS[2]	5,337,947		92,147	*1.8*
Serious injuries (all hospitalisations) per 10,000 licence holders	23.18			*0.3*
POPULATION OF STATE[3]	7,739,274		119,074	*1.6*
Serious injuries (all hospitalisations) per 100,000 persons	159.86			*0.6*

1 As at 30 June 2016. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

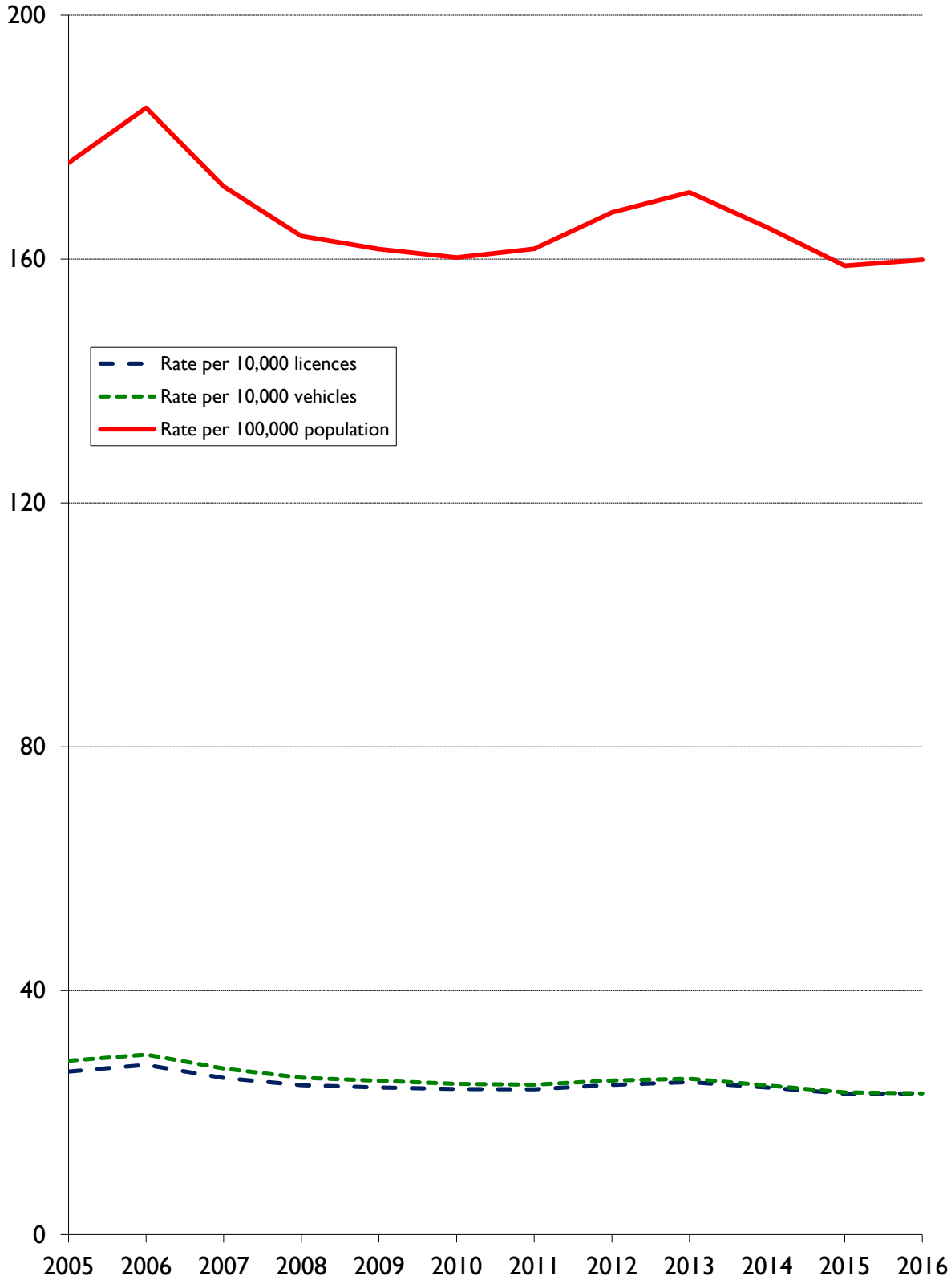
2 As at 30 June 2016. Refer to note on Table 38.

3 Estimated resident population for 30 June 2016 as published in September 2017. Source - Australian Bureau of Statistics.

Main points for 2016

- There were 12,372 persons hospitalised from road traffic crashes in 2016, as derived from the data linkage with NSW Health Department admission data. This was 251 more hospitalisations (2 per cent) than the previous year and the second lowest annual total since 2011.
- The number of persons hospitalised per 100,000 population was 159.9, down from 158.9 the previous year. This was the second lowest rate since hospitalisation data were consistently tabulated from 2005.
- The estimated cost to the community of all road casualties in NSW for 2016 using the Willingness to Pay methodology was around $7.3 billion – hospitalisations accounted for around half (50 per cent) of this total with $3.6 billion.
- Compared with 2015, drivers and motorcyclists were the only road user groups to have experienced increases in hospitalisations in 2016.
- There were 4,494 hospitalisations of drivers in 2016, 173 more (4 per cent) 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 2016, up by 178 (7 per cent) on the previous year.
- In contrast to the fatality statistics, pedal cyclists remain as the third largest road user group for hospitalisations in 2016, down by 33 (2 per cent) on the previous year and the lowest since 2012.
- Compared with 2015, all age groups 21 to 39 years and 50 to 79 years experienced increases in hospitalisations in 2016.
- Twenty 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 (64 per cent) of all hospitalisations were males, but they represented only 50 per cent of the NSW population.
- Of the 12,372 hospitalisations in 2016, fifty-one 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 2016 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

	Road User Class						
Year	Driver	Passenger	Motorcyclist	Pedestrian	Pedal cyclist	Other	**Total**
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
2016	4,494	1,622	2,663	1,095	1,948	550	12,372

[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

	Age (years)												
Year	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
2005[1]	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
2016	96	909	1,128	1,385	915	1,932	1,729	1,660	1,179	805	628	6	12,372

[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

	Gender			
Year	Male	Female	Unknown	**Total**
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
2016	7,931	4,440	1	12,372

[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

	Quarter				
Year	Q1	Q2	Q3	Q4	**TOTAL**
2005[1]	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
2016	3,206	3,072	2,930	3,164	12,372

[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 2016
- Main points for 2016
- Historical data
- Fatality and serious injury (matched) rates
- Interstate and international comparisons
- Causes of death

Summary data for 2016

			Compared with 2015	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	356	*2.0*	30	*9.2*
Serious injury crashes	5,553	*31.2*	-38	*-0.7*
Moderate injury crashes	6,107	*34.3*	-525	*-7.9*
Minor/Other injury crashes	5,765	*32.5*	39	*0.7*
Total casualty crashes	**17,781**	***100.0***	**-494**	***-2.7***
CASUALTIES				
Killed	380	*1.7*	30	*8.6*
Seriously injured	6,279	*27.8*	-61	*-1.0*
Moderately injured	8,010	*35.5*	-734	*-8.4*
Minor/Other injured	7,924	*35.0*	-138	*-1.7*
Total casualties	**22,593**	***100.0***	**-903**	***-3.8***
VEHICLES ON REGISTER[1]	5,336,915		143,815	*2.8*
Fatalities per 10,000 vehicles	0.71			*6.0*
LICENCE HOLDERS[2]	5,337,947		92,147	*1.8*
Fatalities per 10,000 licence holders	0.71			*6.0*
POPULATION OF STATE[3]	7,739,274		119,074	*1.6*
Fatalities per 100,000 persons	4.91			*7.0*

1 As at 30 June 2016. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

2 As at 30 June 2016. Refer to note on Table 38.

3 Estimated resident population for 30 June 2016 as published in September 2017. Source - Australian Bureau of Statistics.

Main points for 2016

- The number of persons killed per 100,000 population was 4.9. This is the fourth lowest fatality rate since records were first compiled in 1908.
- There were 17,781 casualty road crashes in New South Wales during 2016. Of these, 356 were fatal crashes and 17,425 were injury crashes. There were 380 persons killed and 22,213 injured.
- The estimated cost to the community of these road casualties using the Willingness to Pay methodology was around $7.3 billion.
- The number of persons killed was up by 30 (9 per cent) on the previous year and was the highest annual fatality total since 2010.
- The number of persons injured in 2016 was down by 933 (4 per cent) on the previous year and was the lowest annual injury total since 1962.
- Drivers and pedestrians experienced fatality increases in 2016 compared with the previous year, with the number of drivers killed the highest since 2010 and the number of pedestrians killed the highest since 2006.
- There were only five pedal cyclists killed in 2016, the lowest number since pedal cycle fatality records began in 1935.
- With the exception of motorcyclists, all road user groups experienced injury decreases in 2016 compared with the previous year.
- Country roads accounted for 33 per cent of all casualty crashes, but 65 per cent of fatal crashes.
- At least 18 per cent of motor vehicle occupants killed were not wearing available seat belts.
- One of the five pedal cyclists killed and at least 8 per cent of those injured failed to wear a helmet.
- Forty-one 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 42 per cent of fatal crashes on Thursday, Friday and Saturday nights, 16 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-eight per cent of these casualties were in the high range (0.15 g/100mL or more).
- Males accounted for 80 per cent of drivers and motorcycle riders involved in fatal crashes but 100 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.
- Twenty-one per cent of all drivers and motorcycle riders involved in fatal crashes were young persons aged 17 to 25 years, but this age group accounted for only 14 per cent of licence holders.
- Thirty-five per cent of all speeding drivers and motorcycle riders involved in fatal crashes were males aged under 30 years. In contrast, only 5 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 20 per cent of fatal crashes.
- Compared with 2015 there was a 9 per cent increase in fatal crashes and a 9 per cent increase in fatalities in 2016. There were several crash characteristics which increased by more than the overall increase. In particular, fatalities aged 17 to 25 years increased by 44 per cent, fatigue related fatalities increased by 45 per cent, alcohol related fatalities increased by 31 per cent, restraint non-usage for vehicle occupant fatalities increased by 26 per cent, fatalities in the Orana region increased by 42 per cent, fatalities in the Hunter region increased by 31 per cent, fatal crashes on Fridays increased by 40 per cent, drivers of heavy rigid trucks in fatal crashes increased by 36 per cent and drivers of light trucks in fatal crashes aged under 30 years increased by 61 per cent.
- However, compared with 2015, some notable decreases occurred in 2016 – female fatalities decreased by 10 per cent, passenger fatalities decreased by 10 per cent and fatal crashes on Wednesdays decreased by 35 per cent.

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990-2016

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**
2016	**380**	**22,213**	**6,279**	**8,010**	**7,924**	**22,593**	**356**	**5,553**	**6,107**	**5,765**	**17,781**

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990-2016

Year	Vehicles on register[1] ('000)	Licence holders[2] ('000)	Population[3] ('000)	Total vehicle kilometres travelled[4] ('000,000)	Fatalities per 10,000 vehicles	Fatalities per 10,000 licences	Fatalities per 100,000 population	Fatalities per 100 million vehicle km	Serious injuries (matched) per 10,000 vehicles	Serious injuries (matched) per 10,000 licences	Serious injuries (matched) per 100,000 population	Serious injuries (matched) per 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	r7,308	s67,081	0.76	0.74	5.0	0.55	14.20	13.81	94.20	10.26
2013	4,956	5,061	r7,409	-	0.67	0.66	4.5	-	13.99	13.70	93.56	-
2014	5,073	5,142	r7,517	s71,372	0.61	0.60	4.1	0.43	13.43	13.25	90.62	9.54
2015	**5,193**	**5,246**	**r7,627**	**-**	**0.67**	**0.67**	**4.6**	**-**	**12.21**	**12.09**	**83.12**	**-**
2016	**5,337**	**5,338**	**p7,739**	**s72,740**	**0.71**	**0.71**	**4.9**	**0.52**	**11.77**	**11.76**	**81.13**	**8.63**

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 2016 are preliminary as published in September 2017.
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 1998 onwards based on NSW State of Operation figures, estimates prior to 1998 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 2016 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 States[1] and other countries[2]

	Killed	Vehicles[3] ('000)	Population[4] ('000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	**380**	**5,337**	**7,739**	**0.7**	**4.9**
Victoria	291	4,681	6,179	0.6	4.7
Queensland	251	3,854	4,849	0.7	5.2
Western Australia	193	2,209	2,559	0.9	7.5
South Australia	86	1,365	1,713	0.6	5.0
Tasmania	37	458	518	0.8	7.1
Australian Capital Territory	9	288	403	0.3	2.2
Northern Territory	45	158	246	2.9	18.3
AUSTRALIA	**1,292**	**18,350**	**24,211**	**0.7**	**5.3**
CANADA	1,858(15)	23,924(15)	36,265	0.8	5.1
DENMARK	215	3,029(15)	5,707	0.7	3.8
FRANCE	3,477	42,701(15)	66,760	0.8	5.2
GERMANY	3,206	55,752(15)	82,176	0.6	3.9
JAPAN	4,681	91,466(15)	126,933	0.5	3.7
NETHERLANDS	629	10,350(15)	16,979	0.6	3.7
NEW ZEALAND	328	3,515(15)	4,596(15)	0.9	7.1
NORWAY	135	3,894(15)	5,214	0.3	2.6
SWEDEN	270	6,021(15)	9,851	0.4	2.7
UNITED KINGDOM	1,860	37,570(15)	65,383	0.5	2.8
UNITED STATES OF AMERICA	40,200	281,312(15)	323,127	1.4	12.4

1 Australian fatality data (except for New South Wales) for 2016 based on the Bureau of Infrastructure, Transport and Regional Economics fatality database as at July 2017.

2 Fatality data are for 2016 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 2016 were not available for Canada so 2015 data have been included.

3 Australian figures (except for New South Wales) are as at 31 January 2017 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 2016. International figures are sourced from the Organisation for Economic Co-operation and Development Road Safety Annual Report 2017 and Transport Canada Collision Statistics 2015.

4 Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2016 as published for March 2017. Canada population estimates are for 1 July 2016 from Statistics Canada. European population estimates are for 1 January 2016 from Eurostat. Japanese population estimate is from the Japanese Statistics Bureau, Ministry of Internal Affairs and Communications for 1 October 2016. New Zealand population estimate for 30 June 2016 from Ministry of Transport New Zealand. United States population estimate for 1 July 2016 is based on published data from United States Census Bureau.

15 Data for 2015.

Table 7: Deaths within NSW, causes of death, sex, age for 2015

2015	Age (years)										
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	70-79	≥ 80	TOTAL[3]
Males											
Deaths from all causes[1]	266	91	120	162	466	979	2,149	3,827	6,064	12,792	26,916
All accidental deaths[1]	25	28	40	55	139	173	125	97	119	313	1,114
Road deaths[2]	10	12	22	24	31	42	39	23	24	15	242
as % of accidental deaths	40	43	55	44	22	24	31	24	20	5	22
as % of all deaths	4	13	18	15	7	4	2	<1	<1	<1	1
Females											
Deaths from all causes[1]	207	53	45	80	239	566	1,199	2,300	4,307	17,124	26,121
All accidental deaths[1]	13	16	9	22	39	61	59	54	75	510	858
Road deaths[2]	6	16	3	8	5	11	9	12	16	22	108
as % of accidental deaths	46	100	33	36	13	18	15	22	21	4	13
as % of all deaths	3	30	7	10	2	2	1	<1	<1	<1	<1
All persons											
Deaths from all causes[1]	473	144	165	242	705	1,545	3,348	6,127	10,371	29,916	53,037
All accidental deaths[1]	38	44	49	77	178	234	184	151	194	823	1,972
Road deaths[2]	16	28	25	32	36	53	48	35	40	37	350
as % of accidental deaths	42	64	51	42	20	23	26	23	21	4	18
as % of all deaths	3	19	15	13	5	3	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												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
1950	**51**	**36**	**54**	**59**	**50**	**57**	**63**	**46**	**51**	**46**	**68**	**53**	**634**
1951	53	40	72	64	66	77	55	59	63	68	50	61	728
1952	58	58	65	82	70	52	50	49	51	52	50	63	700
1953	54	51	59	63	61	60	60	68	61	64	35	68	704
1954	51	70	56	76	65	54	62	73	67	73	47	60	754
1955	79	57	70	90	64	56	66	65	48	73	72	80	820
1956	56	60	80	66	71	71	62	57	70	64	65	79	801
1957	52	53	63	61	82	66	60	76	53	48	76	75	765
1958	70	54	70	60	86	67	76	64	66	63	64	84	824
1959	79	34	63	66	80	94	75	78	66	66	79	79	859
1960	**79**	**82**	**73**	**94**	**81**	**87**	**110**	**89**	**62**	**79**	**59**	**83**	**978**
1961	63	55	83	70	79	102	92	79	93	52	63	87	918
1962	72	58	72	62	91	66	88	75	74	67	58	93	876
1963	70	46	79	73	86	85	78	93	72	81	43	94	900
1964	78	76	93	83	111	72	78	87	84	88	71	89	1,010
1965	79	89	94	101	96	129	99	71	83	112	88	110	1,151
1966	98	66	88	126	99	94	96	73	71	117	95	120	1,143
1967	87	79	94	82	93	89	106	100	94	98	92	103	1,117
1968	90	104	103	72	102	110	102	96	100	100	105	127	1,211
1969	86	77	80	119	103	111	107	103	91	97	98	116	1,188
1970	**105**	**89**	**118**	**136**	**116**	**91**	**92**	**115**	**94**	**129**	**107**	**117**	**1,309**
1971	85	93	99	101	124	108	109	118	102	115	92	103	1,249
1972	73	59	86	94	112	74	85	114	95	94	90	116	1,092
1973	98	85	88	113	107	96	88	112	126	80	107	130	1,230
1974	103	95	101	94	108	113	93	113	112	105	105	133	1,275
1975	106	111	115	94	116	108	88	111	121	100	109	109	1,288
1976	92	76	95	113	126	102	99	106	129	116	98	112	1,264
1977	92	106	109	121	104	87	98	111	89	121	109	121	1,268
1978	114	95	126	101	122	129	128	123	113	104	104	125	1,384
1979	73	75	134	121	120	92	108	109	122	107	103	126	1,290
1980	**99**	**62**	**97**	**128**	**112**	**103**	**134**	**128**	**92**	**118**	**124**	**106**	**1,303**
1981	112	93	85	125	107	85	112	94	104	116	124	134	1,291
1982	134	113	90	119	101	96	104	106	98	101	107	84	1,253
1983	70	57	91	91	79	79	81	79	86	77	83	93	966
1984	89	76	103	71	96	90	56	91	85	75	97	108	1,037
1985	74	85	77	84	92	71	82	81	97	98	94	132	1,067
1986	89	85	100	74	107	76	76	74	81	101	77	89	1,029
1987	86	58	82	84	69	83	77	63	84	112	74	87	959
1988	89	75	97	75	81	74	85	79	92	107	84	99	1,037
1989	56	82	82	45	77	97	75	64	93	96	69	124	960
1990	**52**	**52**	**87**	**57**	**59**	**70**	**83**	**66**	**80**	**62**	**55**	**74**	**797**
1991	61	47	52	59	55	52	61	55	59	57	49	56	663
1992	55	56	56	47	41	59	53	65	50	62	55	50	649
1993	44	31	56	51	37	42	42	59	42	59	55	63	581
1994	56	41	65	54	51	42	52	38	43	73	69	63	647
1995	38	50	61	46	48	57	51	53	41	60	59	56	620
1996	23	49	49	62	48	56	50	52	43	52	47	50	581
1997	69	44	39	42	58	38	53	47	35	47	62	42	576
1998	47	39	61	43	58	51	36	51	37	47	31	55	556
1999	52	41	61	47	60	40	39	44	52	43	48	50	577
2000	**50**	**52**	**48**	**55**	**53**	**48**	**58**	**33**	**50**	**39**	**49**	**68**	**603**
2001	38	39	42	42	56	35	44	51	35	46	46	50	524
2002	39	45	50	46	56	57	35	51	50	45	43	44	561
2003	42	40	49	47	42	32	35	51	40	57	52	52	539
2004	52	44	48	34	39	41	44	43	35	43	47	40	510
2005	35	38	37	45	56	40	50	40	44	40	37	46	508
2006	57	39	54	49	37	43	34	34	33	42	38	36	496
2007	34	30	42	47	31	41	41	30	32	33	37	37	435
2008	28	29	29	26	24	30	34	35	33	39	31	36	374
2009	26	34	39	55	36	34	27	49	42	45	30	36	453
2010	**43**	**34**	**26**	**43**	**37**	**33**	**23**	**27**	**37**	**39**	**38**	**25**	**405**
2011	28	30	31	25	25	27	29	38	29	23	39	40	364
2012	32	25	33	33	31	34	24	36	30	28	35	28	369
2013	15	33	30	26	24	32	26	33	15	37	34	28	333
2014	34	29	26	20	30	25	19	27	24	26	29	18	307
2015	37	16	24	24	35	25	31	40	26	32	32	28	350
2016	**25**	**32**	**32**	**44**	**31**	**34**	**30**	**36**	**32**	**31**	**25**	**28**	**380**

Table 9: Casualties, year, road user class, degree of casualty[1]

	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**
2016	**183**	**3,268**	**5,683**	**5,468**	**14,419**	**54**	**815**	**975**	**1,689**	**3,479**

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 casualty[1]

	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**
2016	**64**	**1,181**	**683**	**268**	**2,132**	**3**	**41**	**18**	**24**	**83**

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 casualty[1]

	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**
2016	**71**	**665**	**386**	**294**	**1,345**	**5**	**309**	**264**	**181**	**754**

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 casualty[1]

	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**
2016	**0**	**0**	**1**	**0**	**1**	**380**	**6,279**	**8,010**	**7,924**	**22,213**

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 2016

- 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]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
New Year (1 January to 3 January) (3 days)	1	26	39	35	101	1	35	50	51	137
Australia Day (26 January) (1 day)	1	13	16	7	37	2	15	23	11	51
Easter (24 March to 28 March) (5 days)	2	66	67	47	182	2	74	81	73	230
Anzac Day (22 April to 25 April) (4 days)	6	62	67	59	194	8	65	87	90	250
Queen's Birthday (10 June to 13 June) (4 days)	3	49	61	44	157	4	56	82	70	212
Labour Day (30 September to 3 October) (4 days)	2	48	58	50	158	2	51	88	84	225
Christmas (23 December to 31 December) (9 days)	8	135	106	74	323	8	158	155	123	444
SCHOOL HOLIDAYS										
January (1 January to 26 January) (26 days)	21	362	398	364	1,145	22	415	547	550	1,534
End Term 1 (9 April to 25 April) (17 days)	24	257	307	285	873	27	289	395	406	1,117
End Term 2 (2 July to 17 July) (16 days)	17	256	269	251	793	18	287	353	346	1,004
End Term 3 (24 September to 9 October) (16 days)	12	220	248	228	708	15	252	333	320	920
December (21 December to 31 December) (11 days)	8	161	137	113	419	8	188	194	175	565

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

	Day of week							
Time period[1]	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	3	1	2	0	3	1	11	21
02:00 - 03:59	5	0	1	3	2	3	4	18
04:00 - 05:59	4	2	2	1	1	7	3	20
06:00 - 07:59	2	5	4	5	2	3	5	26
08:00 - 09:59	5	3	5	3	4	4	5	29
10:00 - 11:59	7	7	6	1	6	4	5	36
12:00 - 13:59	11	6	4	4	3	4	4	36
14:00 - 15:59	8	8	8	6	4	7	6	47
16:00 - 17:59	9	2	8	6	9	11	8	53
18:00 - 19:59	2	5	2	2	4	5	5	25
20:00 - 21:59	7	3	2	2	4	2	5	25
22:00 - Midnight	1	1	4	0	1	8	5	20
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**64**	**43**	**48**	**33**	**43**	**59**	**66**	**356**

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

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	40	15	14	18	23	32	51	193
02:00 - 03:59	27	11	11	12	6	11	29	107
04:00 - 05:59	18	26	22	28	24	26	26	170
06:00 - 07:59	38	72	61	89	72	77	37	446
08:00 - 09:59	56	91	90	125	97	76	79	614
10:00 - 11:59	95	78	83	84	88	96	111	635
12:00 - 13:59	99	101	75	74	72	89	102	612
14:00 - 15:59	95	105	131	81	112	110	101	735
16:00 - 17:59	103	117	130	121	103	142	86	802
18:00 - 19:59	52	80	88	83	85	108	79	575
20:00 - 21:59	55	47	45	62	48	55	57	369
22:00 - Midnight	38	31	29	38	35	60	63	294
Unknown	0	0	0	0	1	0	0	1
CRASHES:								
TOTAL	**716**	**774**	**779**	**815**	**766**	**882**	**821**	**5,553**

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

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	40	14	14	16	12	15	34	145
02:00 - 03:59	24	9	7	7	8	12	29	96
04:00 - 05:59	18	24	23	24	25	23	32	169
06:00 - 07:59	22	85	75	80	77	77	44	460
08:00 - 09:59	58	94	96	126	108	108	88	678
10:00 - 11:59	85	68	86	86	84	94	135	638
12:00 - 13:59	122	108	95	102	81	98	117	723
14:00 - 15:59	112	139	143	119	111	186	128	938
16:00 - 17:59	90	159	146	143	168	176	103	985
18:00 - 19:59	65	79	96	96	108	105	83	632
20:00 - 21:59	37	48	53	52	59	73	59	381
22:00 - Midnight	33	22	30	30	30	63	54	262
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**706**	**849**	**864**	**881**	**871**	**1,030**	**906**	**6,107**

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

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	22	5	6	7	11	11	15	77
02:00 - 03:59	10	6	6	3	8	7	15	55
04:00 - 05:59	11	20	15	10	13	23	11	103
06:00 - 07:59	19	77	92	78	87	77	31	461
08:00 - 09:59	41	128	133	139	135	136	68	780
10:00 - 11:59	74	77	80	90	94	90	115	620
12:00 - 13:59	83	77	69	81	88	106	146	650
14:00 - 15:59	109	136	132	129	134	151	99	890
16:00 - 17:59	101	137	166	168	162	169	101	1,004
18:00 - 19:59	66	80	108	85	88	116	78	621
20:00 - 21:59	41	24	44	64	53	46	47	319
22:00 - Midnight	28	20	13	21	15	45	43	185
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**605**	**787**	**864**	**875**	**888**	**977**	**769**	**5,765**

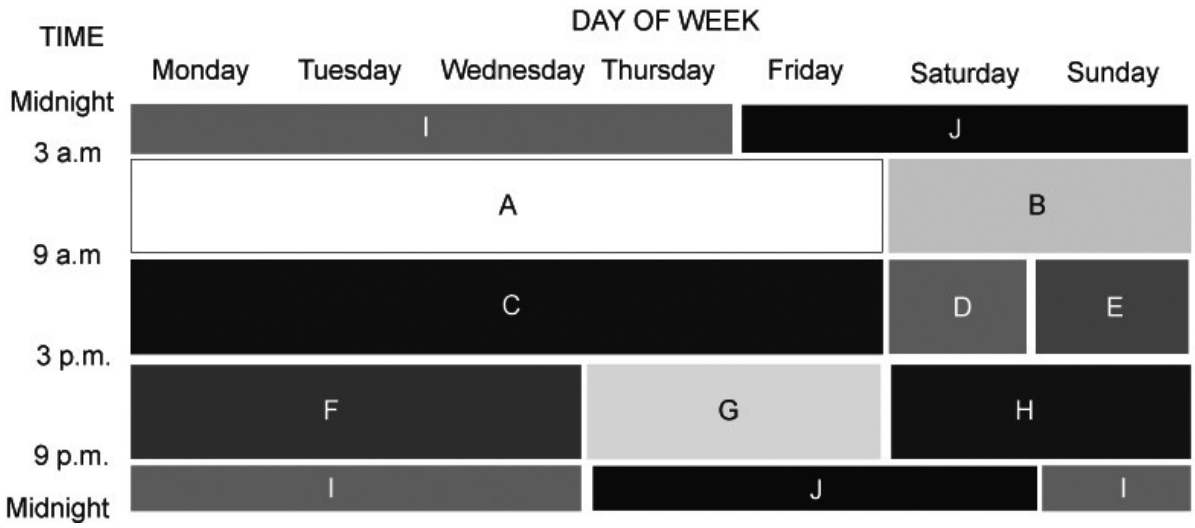
Table 11e: Total casualty crashes, time period, day of week

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	105	35	36	41	49	59	111	436
02:00 - 03:59	66	26	25	25	24	33	77	276
04:00 - 05:59	51	72	62	63	63	79	72	462
06:00 - 07:59	81	239	232	252	238	234	117	1,393
08:00 - 09:59	160	316	324	393	344	324	240	2,101
10:00 - 11:59	261	230	255	261	272	284	366	1,929
12:00 - 13:59	315	292	243	261	244	297	369	2,021
14:00 - 15:59	324	388	414	335	361	454	334	2,610
16:00 - 17:59	303	415	450	438	442	498	298	2,844
18:00 - 19:59	185	244	294	266	285	334	245	1,853
20:00 - 21:59	140	122	144	180	164	176	168	1,094
22:00 - Midnight	100	74	76	89	81	176	165	761
Unknown	0	0	0	0	1	0	0	1
CRASHES:								
TOTAL	**2,091**	**2,453**	**2,555**	**2,604**	**2,568**	**2,948**	**2,562**	**17,781**

Table 12: Crashes, time period, degree of crash

Time period[1]	Degree of crash									
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash		**Total casualty crashes**	
A	41	(1.6%)	766	(30.2%)	833	(32.8%)	898	(35.4%)	2,538	(100.0%)
B	20	(3.6%)	212	(37.9%)	202	(36.1%)	126	(22.5%)	560	(100.0%)
C	73	(1.7%)	1,316	(30.5%)	1,478	(34.3%)	1,441	(33.4%)	4,308	(100.0%)
D	13	(1.2%)	315	(29.9%)	361	(34.3%)	363	(34.5%)	1,052	(100.0%)
E	27	(3.2%)	277	(32.9%)	305	(36.2%)	233	(27.7%)	842	(100.0%)
F	39	(1.3%)	875	(29.5%)	1,017	(34.3%)	1,034	(34.9%)	2,965	(100.0%)
G	40	(1.9%)	603	(28.0%)	770	(35.7%)	741	(34.4%)	2,154	(100.0%)
H	37	(2.5%)	468	(31.1%)	513	(34.0%)	489	(32.4%)	1,507	(100.0%)
I	23	(2.8%)	327	(40.0%)	273	(33.4%)	195	(23.8%)	818	(100.0%)
J	43	(4.2%)	393	(37.9%)	355	(34.3%)	245	(23.6%)	1,036	(100.0%)
Unknown	0	(0.0%)	1	(100.0%)	0	(0.0%)	0	(0.0%)	1	(100.0%)
CRASHES:										
TOTAL	**356**	**(2.0%)**	**5,553**	**(31.2%)**	**6,107**	**(34.3%)**	**5,765**	**(32.4%)**	**17,781**	**(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.



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)

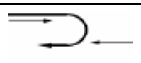
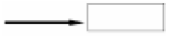
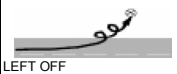
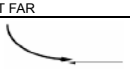
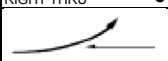
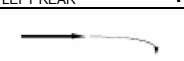
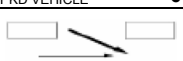
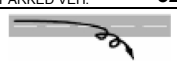
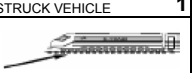
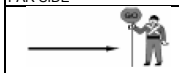
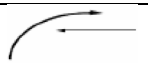
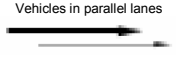
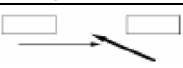
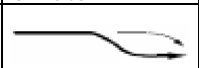
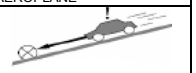
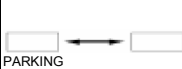
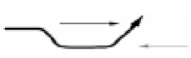
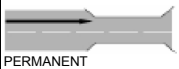
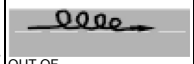
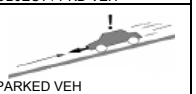
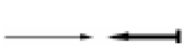
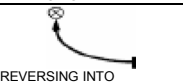
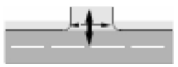
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 22	 CROSS TRAFFIC 7	HEAD ON (not overtaking) 73	Vehicles in same lane REAR END 15	 U TURN 5	 HEAD ON (incl. side swipe) 4	 PARKED 1	 OFF CARRIAGEWAY TO LEFT 1	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 4	 FELL IN/FROM VEHICLE 3
 EMERGING 3	 RIGHT FAR 0	 RIGHT THRU 6	 LEFT REAR 1	 U TURN INTO FIXED OBJECT PKD VEHICLE 0	 OUT OF CONTROL 5	 DOUBLE PARKED 0	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 32	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 36	 LOAD OR MISSILE STRUCK VEHICLE 1
 FAR SIDE 22	 LEFT FAR 0	 LEFT THRU 0	 RIGHT REAR 1	 LEAVING PARKING 1	 PULLING OUT 0	 ACCIDENT OR BREAK DOWN 2	 OFF CARRIAGEWAY TO RIGHT 2	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 1	 STRUCK TRAIN / AEROPLANE 0
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 5	 RIGHT NEAR 7	 RIGHT/LEFT 0	Vehicles in parallel lanes  LANE SIDE SWIPE 1	 ENTERING PARKING 0	 OVERTAKE TURNING 1	 VEHICLE DOOR 0	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 16	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 7	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 0
 WALKING WITH TRAFFIC 2	 TWO R TURNING 0	 RIGHT/RIGHT 0	 LANE CHANGE RIGHT (not overtaking) 3	 PARKING VEHICLES ONLY 0	 CUTTING IN 0	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 0	 OUT OF CONTROL ON CARRIAGEWAY 4	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 4	 PARKED VEH RUN AWAY INTO VEHICLE 0
 FACING TRAFFIC 2	 RIGHT/LEFT FAR 0	 LEFT/LEFT 0	 LANE CHANGE LEFT 1	 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 18	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 0
 ON FOOTPATH/ MEDIAN 4	 LEFT NEAR 0		 RIGHT TURN SIDE SWIPE 0	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 0		 STRUCK OBJECT ON CARRIAGEWAY 0		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 0	
 DRIVEWAY 2	 LEFT/RIGHT FAR 0		 LEFT TURN SIDE SWIPE 1	 EMERGING FROM DRIVEWAY 1		 ANIMAL (not ridden) 3		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 8	
	 TWO LEFT TURNING 0			 FROM FOOTPATH 1				 OUT OF CONTROL ON CARRIAGEWAY 7	OTHER 0
OTHER PEDESTRIAN 4	OTHER ADJACENT 0	OTHER OPPOSING 0	OTHER SAME DIRECTION 0	OTHER MANOEUVRING 3	OTHER OVERTAKING 0	OTHER ON PATH 0	OTHER STRAIGHT 0	OTHER CURVE 0	? 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)

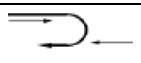
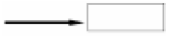
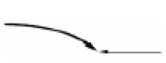
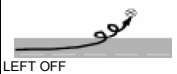
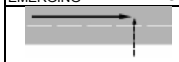
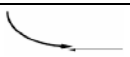
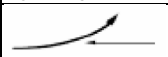
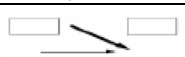
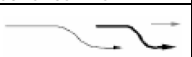
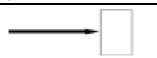
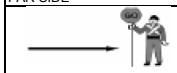
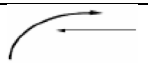
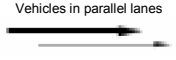
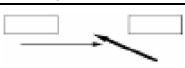
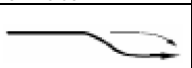
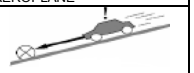
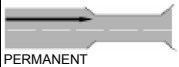
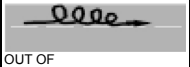
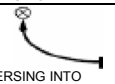
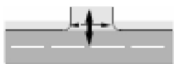
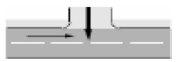
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE **261**	 CROSS TRAFFIC **330**	HEAD ON (not overtaking) **284**	Vehicles in same lane REAR END **537**	 U TURN **82**	 HEAD ON (incl. side swipe) **8**	 PARKED **19**	 OFF CARRIAGEWAY TO LEFT **49**	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND **69**	 FELL IN/FROM VEHICLE **24**
 EMERGING **53**	 RIGHT FAR **49**	 RIGHT THRU **481**	 LEFT REAR **21**	 U TURN INTO FIXED OBJECT PKD VEHICLE **8**	 OUT OF CONTROL **15**	 DOUBLE PARKED **0**	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. **504**	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH **303**	 LOAD OR MISSILE STRUCK VEHICLE **1**
 FAR SIDE **179**	 LEFT FAR **12**	 LEFT THRU **1**	 RIGHT REAR **105**	 LEAVING PARKING **38**	 PULLING OUT **1**	 ACCIDENT OR BREAK DOWN **22**	 OFF CARRIAGEWAY TO RIGHT **43**	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND **27**	 STRUCK TRAIN / AEROPLANE **1**
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY **47**	 RIGHT NEAR **206**	 RIGHT/LEFT **4**	Vehicles in parallel lanes  LANE SIDE SWIPE **59**	 ENTERING PARKING **3**	 OVERTAKE TURNING **19**	 VEHICLE DOOR **15**	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH **245**	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH **88**	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH **4**
 WALKING WITH TRAFFIC **9**	 TWO R TURNING **6**	 RIGHT/RIGHT **2**	 LANE CHANGE RIGHT (not overtaking) **65**	 PARKING VEHICLES ONLY **1**	 CUTTING IN **8**	 PERMANENT OBSTRUCTION ON CARRIAGEWAY **2**	 OUT OF CONTROL ON CARRIAGEWAY **177**	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND **34**	 PARKED VEH RUN AWAY INTO VEHICLE **1**
 FACING TRAFFIC **6**	 RIGHT/LEFT FAR **0**	 LEFT/LEFT **0**	 LANE CHANGE LEFT **59**	 REVERSING **1**	 PULLING OUT REAR END **6**	 TEMPORARY ROADWORKS **3**	 OFF END OF ROAD/ 'T' INTERSECTION **17**	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH **176**	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE **2**
 ON FOOTPATH/ MEDIAN **18**	 LEFT NEAR **33**		 RIGHT TURN SIDE SWIPE **22**	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE **6**		 STRUCK OBJECT ON CARRIAGEWAY **27**		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND **27**	
 DRIVEWAY **28**	 LEFT/RIGHT FAR **0**		 LEFT TURN SIDE SWIPE **44**	 EMERGING FROM DRIVEWAY **91**		 ANIMAL (not ridden) **64**		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH **111**	
	 TWO LEFT TURNING **1**			 FROM FOOTPATH **33**				 OUT OF CONTROL ON CARRIAGEWAY **151**	OTHER **1**
OTHER PEDESTRIAN **18**	OTHER ADJACENT **6**	OTHER OPPOSING **8**	OTHER SAME DIRECTION **22**	OTHER MANOEUVRING **30**	OTHER OVERTAKING **1**	OTHER ON PATH **7**	OTHER STRAIGHT **7**	OTHER CURVE **5**	? UNKNOWN **0**

Figure 3c: Total casualty crashes, road user movement

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

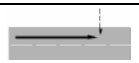
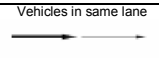
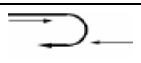
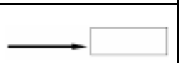
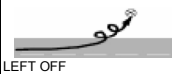
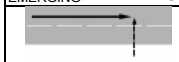
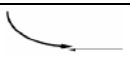
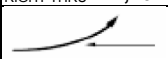
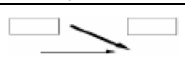
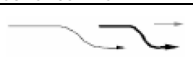
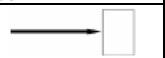
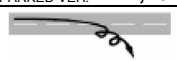
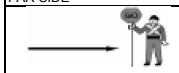
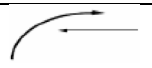
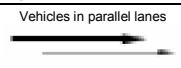
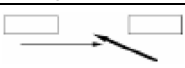
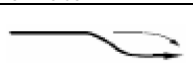
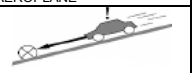
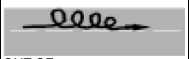
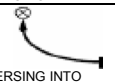
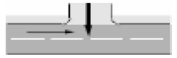
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE **543**	 CROSS TRAFFIC **1,209**	HEAD ON (not overtaking) **671**	Vehicles in same lane  REAR END **3,936**	 U TURN **239**	 HEAD ON (incl. side swipe) **23**	 PARKED **37**	 OFF CARRIAGEWAY TO LEFT **155**	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND **142**	 FELL IN/FROM VEHICLE **52**
 EMERGING **81**	 RIGHT FAR **177**	 RIGHT THRU **1,297**	 LEFT REAR **142**	 U TURN INTO FIXED OBJECT PKD VEHICLE **20**	 OUT OF CONTROL **26**	 DOUBLE PARKED **1**	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. **1,182**	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH **686**	 LOAD OR MISSILE STRUCK VEHICLE **11**
 FAR SIDE **355**	 LEFT FAR **45**	 LEFT THRU **3**	 RIGHT REAR **420**	 LEAVING PARKING **185**	 PULLING OUT **4**	 ACCIDENT OR BREAK DOWN **45**	 OFF CARRIAGEWAY TO RIGHT **80**	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND **49**	 STRUCK TRAIN / AEROPLANE **2**
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY **116**	 RIGHT NEAR **578**	 RIGHT/LEFT **10**	Vehicles in parallel lanes  LANE SIDE SWIPE **197**	 ENTERING PARKING **18**	 OVERTAKE TURNING **59**	 VEHICLE DOOR **72**	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH **537**	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH **195**	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH **7**
 WALKING WITH TRAFFIC **25**	 TWO R TURNING **24**	 RIGHT/RIGHT **7**	 LANE CHANGE RIGHT (not overtaking) **183**	 PARKING VEHICLES ONLY **18**	 CUTTING IN **13**	 PERMANENT OBSTRUCTION ON CARRIAGEWAY **8**	 OUT OF CONTROL ON CARRIAGEWAY **355**	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND **76**	 PARKED VEH RUN AWAY INTO VEHICLE **4**
 FACING TRAFFIC **10**	 RIGHT/LEFT FAR **9**	 LEFT/LEFT **0**	 LANE CHANGE LEFT **244**	 REVERSING **44**	 PULLING OUT REAR END **12**	 TEMPORARY ROADWORKS **6**	 OFF END OF ROAD/ 'T' INTERSECTION **57**	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH **372**	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE **3**
 ON FOOTPATH/ MEDIAN **40**	 LEFT NEAR **131**		 RIGHT TURN SIDE SWIPE **89**	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE **17**		 STRUCK OBJECT ON CARRIAGEWAY **59**		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND **59**	
 DRIVEWAY **63**	 LEFT/RIGHT FAR **0**		 LEFT TURN SIDE SWIPE **117**	 EMERGING FROM DRIVEWAY **328**		 ANIMAL (not ridden) **165**		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH **271**	
	 TWO LEFT TURNING **3**			 FROM FOOTPATH **86**				 OUT OF CONTROL ON CARRIAGEWAY **286**	OTHER **1**
OTHER PEDESTRIAN **61**	OTHER ADJACENT **102**	OTHER OPPOSING **76**	OTHER SAME DIRECTION **533**	OTHER MANOEUVRING **139**	OTHER OVERTAKING **10**	OTHER ON PATH **12**	OTHER STRAIGHT **34**	OTHER CURVE **19**	? UNKNOWN **3**

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

Object hit in first impact	Degree of crash				
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	**Total casualty crashes**
Bridge/wall	0	13	20	6	39
Fence/post	21	241	294	94	650
Pole	21	199	133	44	397
Embankment	6	137	136	57	336
Tree	54	388	277	93	812
Street furniture	4	86	79	15	184
Drain or culvert	4	58	45	14	121
Building	1	13	14	4	32
Other object	6	115	103	38	262
Stock	1	9	14	8	32
Kangaroo/wallaby	1	34	31	22	88
Other animal	1	21	17	6	45
Unknown	0	1	2	1	4
Sub-total	**120**	**1,315**	**1,165**	**402**	**3,002**
No object hit	**236**	**4,238**	**4,942**	**5,363**	**14,779**
CRASHES: TOTAL	**356**	**5,553**	**6,107**	**5,765**	**17,781**

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

Vehicle type	Degree of crash				
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	**Total casualty crashes**
Car	85	995	1,047	362	2,489
Light truck	30	206	204	69	509
Heavy rigid truck	2	20	19	8	49
Articulated truck	1	51	30	24	106
Bus	1	7	6	6	20
Other motor vehicle	1	9	2	1	13
Motorcycle	20	518	245	88	871
SINGLE MOTOR VEHICLE CRASHES: TOTAL	**140**	**1,806**	**1,553**	**558**	**4,057**

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									
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash		**Total casualty crashes**	
Car crash	234	(1.6%)	4,234	(28.2%)	5,243	(34.9%)	5,315	(35.4%)	15,026	(100.0%)
Light truck crash	94	(2.7%)	1,018	(29.1%)	1,230	(35.2%)	1,152	(33.0%)	3,494	(100.0%)
Heavy truck crash	51	(5.1%)	346	(34.3%)	322	(31.9%)	289	(28.7%)	1,008	(100.0%)
Heavy rigid truck crash	30	(4.7%)	197	(30.9%)	217	(34.0%)	194	(30.4%)	638	(100.0%)
Articulated truck crash	22	(5.6%)	160	(41.0%)	110	(28.2%)	98	(25.1%)	390	(100.0%)
Bus crash	10	(4.5%)	82	(36.9%)	67	(30.2%)	63	(28.4%)	222	(100.0%)
Emergency vehicle crash	2	(2.4%)	18	(21.2%)	47	(55.3%)	18	(21.2%)	85	(100.0%)
Motorcycle crash	66	(3.0%)	1,214	(54.6%)	687	(30.9%)	255	(11.5%)	2,222	(100.0%)
Pedal cycle crash	5	(0.7%)	312	(41.2%)	267	(35.2%)	174	(23.0%)	758	(100.0%)
Pedestrian crash	73	(5.4%)	650	(48.0%)	374	(27.6%)	258	(19.0%)	1,355	(100.0%)
All types of crashes	**356**	**(2.0%)**	**5,553**	**(31.2%)**	**6,107**	**(34.3%)**	**5,765**	**(32.4%)**	**17,781**	**(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

	Degree of casualty									
Type of crash[1]	Killed		Seriously injured		Moderately injured		Minor/Other injured		**Total killed & injured**	
Car crash	249	(1.3%)	4,875	(25.1%)	6,942	(35.8%)	7,337	(37.8%)	19,403	(100.0%)
Light truck crash	101	(2.2%)	1,182	(25.5%)	1,720	(37.1%)	1,631	(35.2%)	4,634	(100.0%)
Heavy truck crash	56	(4.2%)	397	(29.6%)	475	(35.4%)	414	(30.8%)	1,342	(100.0%)
Heavy rigid truck crash	32	(3.8%)	231	(27.3%)	302	(35.7%)	280	(33.1%)	845	(100.0%)
Articulated truck crash	26	(4.9%)	179	(34.0%)	183	(34.7%)	139	(26.4%)	527	(100.0%)
Bus crash	10	(2.9%)	92	(26.9%)	136	(39.8%)	104	(30.4%)	342	(100.0%)
Emergency vehicle crash	2	(1.6%)	20	(15.6%)	63	(49.2%)	43	(33.6%)	128	(100.0%)
Motorcycle crash	68	(2.7%)	1,250	(50.3%)	836	(33.7%)	329	(13.3%)	2,483	(100.0%)
Pedal cycle crash	5	(0.6%)	316	(39.5%)	291	(36.4%)	188	(23.5%)	800	(100.0%)
Pedestrian crash	73	(4.5%)	684	(42.0%)	554	(34.0%)	317	(19.5%)	1,628	(100.0%)
All types of crashes	**380**	**(1.7%)**	**6,279**	**(27.8%)**	**8,010**	**(35.5%)**	**7,924**	**(35.1%)**	**22,593**	**(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 rate[1], vehicle type, degree of crash

Vehicle type	Degree of crash									
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash		**Total casualty crashes**	
Passenger vehicle[2]	288	*0.7*	6,019	*14.0*	8,234	*19.1*	9,218	*21.4*	23,759	*55.1*
Rigid truck, van or utility	137	*1.8*	1,450	*18.9*	1,754	*22.9*	1,581	*20.7*	4,922	*64.3*
Articulated truck[3]	24	*11.8*	170	*83.4*	114	*55.9*	99	*48.6*	407	*199.6*
Bus	11	*8.1*	84	*62.1*	67	*49.5*	64	*47.3*	226	*167.1*
Motorcycle	68	*3.0*	1,238	*54.9*	698	*30.9*	257	*11.4*	2,261	*100.2*
All motor vehicles on register[4]	**533**	***1.0***	**9,086**	***17.0***	**11,041**	***20.7***	**11,417**	***21.4***	**32,077**	***60.1***

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 2016.

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				
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	**Total casualty crashes**
Controller Disadvantaged[1]					
Chronic illness/physical infirmity	3	7	2	0	12
Sudden illness	7	189	172	17	385
Swerving to avoid animal	1	66	90	24	181
Distraction inside vehicle	8	163	157	47	375
Distraction outside vehicle	38	599	475	175	1,287
Equipment failure/fault					
Brakes	0	16	15	7	38
Steering	0	5	3	2	10
Tyres	3	35	38	10	86
Wheel, axle/suspension	0	1	2	2	5
Lights	1	5	1	0	7
Towing/coupling	0	1	2	1	4
Insecure load	1	8	9	8	26

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] A	B	C	D	E	F	G	H	I	J	Unknown	Total
Fatal	Yes	1	4	1	0	1	5	7	5	11	16	0	51
	No	37	14	64	11	20	32	31	26	12	22	0	269
	Unknown	3	2	8	2	6	2	2	6	0	5	0	36
	Sub-total	**41**	**20**	**73**	**13**	**27**	**39**	**40**	**37**	**23**	**43**	**0**	**356**
Serious injury	Yes	13	30	15	5	6	49	41	40	48	102	0	349
	No	536	140	922	229	199	551	401	310	208	217	0	3,713
	Unknown	217	42	379	81	72	275	161	118	71	74	1	1,491
	Sub-total	**766**	**212**	**1,316**	**315**	**277**	**875**	**603**	**468**	**327**	**393**	**1**	**5,553**
Moderate injury	Yes	10	21	20	6	4	37	33	31	36	76	0	274
	No	416	100	720	165	147	432	336	228	136	142	0	2,822
	Unknown	407	81	738	190	154	548	401	254	101	137	0	3,011
	Sub-total	**833**	**202**	**1,478**	**361**	**305**	**1,017**	**770**	**513**	**273**	**355**	**0**	**6,107**
Minor/Other injury	Yes	4	9	2	1	1	11	10	13	15	23	0	89
	No	75	19	130	34	31	76	63	55	30	36	0	549
	Unknown	819	98	1,309	328	201	947	668	421	150	186	0	5,127
	Sub-total	**898**	**126**	**1,441**	**363**	**233**	**1,034**	**741**	**489**	**195**	**245**	**0**	**5,765**
Total casualty crashes	Yes	28	64	38	12	12	102	91	89	110	217	0	763
	No	1,064	273	1,836	439	397	1,091	831	619	386	417	0	7,353
	Unknown	1,446	223	2,434	601	433	1,772	1,232	799	322	402	1	9,665
	TOTAL	**2,538**	**560**	**4,308**	**1,052**	**842**	**2,965**	**2,154**	**1,507**	**818**	**1,036**	**1**	**17,781**

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

		Urbanisation						
		Metropolitan[1]			Country[2]			
Degree of crash	**Alcohol involved**	Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	**Total**
Fatal	Yes	5	0	0	19	27	0	51
	No	83	17	7	64	98	0	269
	Unknown	8	2	1	9	16	0	36
	Sub-total	**96**	**19**	**8**	**92**	**141**	**0**	**356**
Serious injury	Yes	115	14	8	143	68	1	349
	No	1,936	143	139	867	628	0	3,713
	Unknown	938	68	55	273	157	0	1,491
	Sub-total	**2,989**	**225**	**202**	**1,283**	**853**	**1**	**5,553**
Moderate injury	Yes	103	12	5	116	38	0	274
	No	1,203	112	99	946	462	0	2,822
	Unknown	1,828	151	107	675	248	2	3,011
	Sub-total	**3,134**	**275**	**211**	**1,737**	**748**	**2**	**6,107**
Minor/Other injury	Yes	37	9	1	31	11	0	89
	No	262	18	12	139	118	0	549
	Unknown	4,138	157	134	514	184	0	5,127
	Sub-total	**4,437**	**184**	**147**	**684**	**313**	**0**	**5,765**
Total casualty crashes	Yes	260	35	14	309	144	1	763
	No	3,484	290	257	2,016	1,306	0	7,353
	Unknown	6,912	378	297	1,471	605	2	9,665
	TOTAL	**10,656**	**703**	**568**	**3,796**	**2,055**	**3**	**17,781**

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] FC	SC	MC	OC	Total casualty crashes
Yes	51	349	274	89	763
No	269	3,713	2,822	549	7,353
Unknown	36	1,491	3,011	5,127	9,665
Crashes: Total	**356**	**5,553**	**6,107**	**5,765**	**17,781**

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

Speeding involved in crash	Degree of crash[1] FC	SC	MC	OC	Total casualty crashes
Yes	147	1,228	941	330	2,646
No or unknown	209	4,325	5,166	5,435	15,135
Crashes: Total	**356**	**5,553**	**6,107**	**5,765**	**17,781**

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

Fatigue involved in crash	Degree of crash[1] FC	SC	MC	OC	Total casualty crashes
Yes	70	611	420	128	1,229
No or unknown	286	4,942	5,687	5,637	16,552
Crashes: Total	**356**	**5,553**	**6,107**	**5,765**	**17,781**

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	2	24	23	11	32	25	23	16	22	11	0	189
	F	0	0	13	9	4	13	11	6	18	8	6	0	88
	Sub-total[1]	**0**	**2**	**37**	**32**	**15**	**45**	**36**	**29**	**34**	**30**	**17**	**1**	**278**
Light truck driver	M	0	0	6	18	11	18	14	14	7	3	3	0	94
	F	0	0	2	0	0	0	1	0	1	0	0	0	4
	Sub-total[1]	**0**	**0**	**8**	**18**	**11**	**18**	**15**	**14**	**8**	**3**	**3**	**1**	**99**
Heavy rigid truck	M	0	0	0	1	1	6	7	12	2	1	0	0	30
driver	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**1**	**1**	**6**	**7**	**12**	**2**	**1**	**0**	**0**	**30**
Articulated truck	M	0	0	0	0	2	8	8	4	2	0	0	0	24
driver	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**2**	**8**	**8**	**4**	**2**	**0**	**0**	**0**	**24**
Bus driver	M	0	0	0	0	0	1	3	3	0	1	0	1	9
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**3**	**0**	**1**	**0**	**1**	**9**
Motorcycle rider	M	0	1	6	6	4	9	18	11	8	0	0	0	63
	F	0	0	0	0	0	2	0	2	1	0	0	0	5
	Sub-total[1]	**0**	**1**	**6**	**6**	**4**	**11**	**18**	**13**	**9**	**0**	**0**	**0**	**68**
Other motor vehicle driver	M	0	0	0	0	0	0	0	2	1	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**5**
MOTOR VEHICLE	**M**	**0**	**3**	**36**	**48**	**29**	**74**	**75**	**69**	**36**	**27**	**14**	**1**	**412**
CONTROLLERS:	**F**	**0**	**0**	**15**	**9**	**4**	**15**	**12**	**8**	**20**	**8**	**6**	**0**	**97**
	TOTAL[1]	**0**	**3**	**51**	**57**	**33**	**89**	**87**	**77**	**56**	**35**	**20**	**5**	**513**

1 Unknown sex included.

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	9	344	383	300	585	463	428	286	242	149	52	3,241
	F	0	9	229	304	189	458	415	358	265	156	92	18	2,493
	Sub-total[1]	**0**	**18**	**573**	**687**	**489**	**1,043**	**878**	**786**	**551**	**398**	**241**	**109**	**5,773**
Light truck driver	M	0	4	85	123	101	171	167	119	88	26	10	16	910
	F	0	0	10	17	13	24	21	13	7	5	1	1	112
	Sub-total[1]	**0**	**4**	**95**	**140**	**114**	**195**	**188**	**132**	**95**	**31**	**11**	**20**	**1,025**
Heavy rigid truck	M	0	0	3	17	16	33	45	35	31	2	0	0	182
driver	F	0	0	0	1	0	1	0	0	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**3**	**18**	**16**	**34**	**45**	**35**	**31**	**2**	**0**	**1**	**185**
Articulated truck	M	0	0	0	3	6	28	48	48	21	2	0	1	157
driver	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**1**	**3**	**6**	**28**	**48**	**48**	**21**	**2**	**0**	**3**	**160**
Bus driver	M	0	0	0	2	2	7	19	19	14	5	1	1	70
	F	0	0	0	0	0	2	3	3	2	0	0	0	10
	Sub-total[1]	**0**	**0**	**0**	**2**	**2**	**9**	**22**	**22**	**16**	**5**	**1**	**4**	**83**
Motorcycle rider	M	0	19	113	159	123	207	205	181	104	14	3	4	1,132
	F	0	0	6	14	9	28	21	20	2	0	0	0	100
	Sub-total[1]	**0**	**19**	**119**	**173**	**132**	**235**	**226**	**201**	**106**	**14**	**3**	**6**	**1,234**
Other motor vehicle	M	0	2	0	3	3	7	0	3	3	2	4	8	35
driver	F	0	0	1	1	0	1	3	1	2	2	1	1	13
	Sub-total[1]	**0**	**2**	**1**	**4**	**3**	**8**	**3**	**4**	**5**	**4**	**5**	**79**	**118**
MOTOR VEHICLE	**M**	**0**	**34**	**545**	**690**	**551**	**1,038**	**947**	**833**	**547**	**293**	**167**	**82**	**5,727**
CONTROLLERS:	**F**	**0**	**9**	**247**	**337**	**211**	**514**	**463**	**395**	**278**	**163**	**94**	**20**	**2,731**
	TOTAL[1]	**0**	**43**	**792**	**1,027**	**762**	**1,552**	**1,410**	**1,228**	**825**	**456**	**261**	**222**	**8,578**

1 Unknown sex included.

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	10	454	524	421	811	657	492	355	228	125	145	4,222
	F	0	11	425	492	303	717	693	434	297	150	86	71	3,679
	Sub-total[1]	**0**	**21**	**879**	**1,016**	**724**	**1,529**	**1,352**	**929**	**652**	**378**	**211**	**294**	**7,985**
Light truck driver	M	0	3	105	146	111	215	198	165	87	27	3	38	1,098
	F	0	1	17	27	13	35	28	21	7	3	0	1	153
	Sub-total[1]	**0**	**4**	**122**	**173**	**124**	**250**	**226**	**186**	**94**	**30**	**3**	**49**	**1,261**
Heavy rigid truck	M	0	0	3	13	20	59	36	51	20	1	0	4	207
driver	F	0	0	0	0	1	1	0	0	0	0	0	2	4
	Sub-total[1]	**0**	**0**	**3**	**13**	**21**	**60**	**36**	**51**	**20**	**1**	**0**	**8**	**213**
Articulated truck	M	0	0	0	4	9	20	23	32	15	2	0	5	110
driver	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**4**	**9**	**20**	**23**	**32**	**15**	**2**	**0**	**9**	**114**
Bus driver	M	0	0	0	0	2	13	11	16	11	2	0	1	56
	F	0	0	0	0	0	0	2	5	0	0	0	0	7
	Sub-total[1]	**0**	**0**	**0**	**0**	**2**	**13**	**13**	**21**	**11**	**2**	**0**	**4**	**66**
Motorcycle rider	M	0	12	87	114	68	123	76	92	30	6	1	1	610
	F	0	1	5	17	13	13	17	15	1	1	0	0	83
	Sub-total[1]	**0**	**13**	**92**	**131**	**81**	**136**	**93**	**107**	**31**	**7**	**1**	**3**	**695**
Other motor vehicle	M	0	0	2	3	2	7	5	2	5	3	2	27	58
driver	F	0	1	0	0	0	4	2	1	2	0	1	5	16
	Sub-total[1]	**0**	**1**	**2**	**3**	**2**	**11**	**7**	**3**	**7**	**3**	**3**	**125**	**167**
MOTOR VEHICLE	**M**	**0**	**25**	**651**	**804**	**633**	**1,248**	**1,006**	**850**	**523**	**269**	**131**	**221**	**6,361**
CONTROLLERS:	**F**	**0**	**14**	**447**	**536**	**330**	**770**	**742**	**476**	**307**	**154**	**87**	**79**	**3,942**
	TOTAL[1]	**0**	**39**	**1,098**	**1,340**	**963**	**2,019**	**1,750**	**1,329**	**830**	**423**	**218**	**492**	**10,501**

1 Unknown sex included.

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	9	348	555	503	1,075	789	653	365	190	50	489	5,026
	F	0	5	285	436	398	913	820	548	237	108	34	300	4,084
	Sub-total[1]	**0**	**14**	**633**	**991**	**902**	**1,988**	**1,609**	**1,202**	**602**	**298**	**84**	**935**	**9,258**
Light truck driver	M	0	0	60	137	97	245	213	130	68	13	1	127	1,091
	F	0	0	2	18	11	20	18	17	12	1	0	12	111
	Sub-total[1]	**0**	**0**	**62**	**155**	**108**	**265**	**231**	**147**	**80**	**14**	**1**	**161**	**1,224**
Heavy rigid truck	M	0	0	2	19	13	34	50	25	15	4	0	27	189
driver	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**2**	**19**	**13**	**35**	**50**	**25**	**15**	**4**	**0**	**32**	**195**
Articulated truck	M	0	0	0	1	8	17	24	14	10	3	0	14	91
driver	F	0	0	0	0	0	0	0	0	0	0	0	2	2
	Sub-total[1]	**0**	**0**	**0**	**1**	**8**	**17**	**24**	**14**	**10**	**3**	**0**	**21**	**98**
Bus driver	M	0	0	1	0	1	6	10	16	7	1	1	6	49
	F	0	0	0	0	1	1	2	2	0	0	0	2	8
	Sub-total[1]	**0**	**0**	**1**	**0**	**2**	**7**	**12**	**18**	**7**	**1**	**1**	**14**	**63**
Motorcycle rider	M	0	3	16	37	14	45	48	36	15	3	0	17	234
	F	0	0	0	3	3	8	4	4	0	0	0	0	22
	Sub-total[1]	**0**	**3**	**16**	**40**	**17**	**53**	**52**	**40**	**15**	**3**	**0**	**18**	**257**
Other motor vehicle	M	0	0	0	7	3	9	9	10	7	3	1	26	75
driver	F	0	0	2	3	0	4	3	3	0	0	0	8	23
	Sub-total[1]	**0**	**0**	**2**	**10**	**3**	**13**	**12**	**13**	**7**	**3**	**1**	**131**	**195**
MOTOR VEHICLE	**M**	**0**	**12**	**427**	**756**	**639**	**1,431**	**1,143**	**884**	**487**	**217**	**53**	**706**	**6,755**
CONTROLLERS:	**F**	**0**	**5**	**289**	**460**	**413**	**947**	**847**	**574**	**249**	**109**	**34**	**324**	**4,251**
	TOTAL[1]	**0**	**17**	**716**	**1,216**	**1,053**	**2,378**	**1,990**	**1,459**	**736**	**326**	**87**	**1,312**	**11,290**

1 Unknown sex included.

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	30	1,170	1,485	1,235	2,503	1,934	1,596	1,022	682	335	686	12,678
	F	0	25	952	1,241	894	2,101	1,939	1,346	817	422	218	389	10,344
	Sub-total[1]	**0**	**55**	**2,122**	**2,726**	**2,130**	**4,605**	**3,875**	**2,946**	**1,839**	**1,104**	**553**	**1,339**	**23,294**
Light truck driver	M	0	7	256	424	320	649	592	428	250	69	17	181	3,193
	F	0	1	31	62	37	79	68	51	27	9	1	14	380
	Sub-total[1]	**0**	**8**	**287**	**486**	**357**	**728**	**660**	**479**	**277**	**78**	**18**	**231**	**3,609**
Heavy rigid truck	M	0	0	8	50	50	132	138	123	68	8	0	31	608
driver	F	0	0	0	1	1	3	0	0	0	0	0	2	7
	Sub-total[1]	**0**	**0**	**8**	**51**	**51**	**135**	**138**	**123**	**68**	**8**	**0**	**41**	**623**
Articulated truck	M	0	0	0	8	25	73	103	98	48	7	0	20	382
driver	F	0	0	1	0	0	0	0	0	0	0	0	2	3
	Sub-total[1]	**0**	**0**	**1**	**8**	**25**	**73**	**103**	**98**	**48**	**7**	**0**	**33**	**396**
Bus driver	M	0	0	1	2	5	27	43	54	32	9	2	9	184
	F	0	0	0	0	1	3	7	10	2	0	0	2	25
	Sub-total[1]	**0**	**0**	**1**	**2**	**6**	**30**	**50**	**64**	**34**	**9**	**2**	**23**	**221**
Motorcycle rider	M	0	35	222	316	209	384	347	320	157	23	4	22	2,039
	F	0	1	11	34	25	51	42	41	4	1	0	0	210
	Sub-total[1]	**0**	**36**	**233**	**350**	**234**	**435**	**389**	**361**	**161**	**24**	**4**	**27**	**2,254**
Other motor vehicle	M	0	2	2	13	8	23	14	17	16	8	7	61	171
driver	F	0	1	3	4	0	9	8	5	4	2	2	14	52
	Sub-total[1]	**0**	**3**	**5**	**17**	**8**	**32**	**22**	**22**	**20**	**10**	**9**	**337**	**485**
MOTOR VEHICLE	**M**	**0**	**74**	**1,659**	**2,298**	**1,852**	**3,791**	**3,171**	**2,636**	**1,593**	**806**	**365**	**1,010**	**19,255**
CONTROLLERS:	**F**	**0**	**28**	**998**	**1,342**	**958**	**2,246**	**2,064**	**1,453**	**854**	**434**	**221**	**423**	**11,021**
	TOTAL[1]	**0**	**102**	**2,657**	**3,640**	**2,811**	**6,038**	**5,237**	**4,093**	**2,447**	**1,240**	**586**	**2,031**	**30,882**

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] FC	SC	MC	OC	Total casualty crashes
Car driver	Learner	2	43	81	45	171
	Provisional[3]	47	912	1,387	1,115	3,461
	Standard	174	3,862	5,073	5,655	14,764
	Unlicensed[2]	15	189	204	125	533
	Unknown	40	767	1,240	2,318	4,365
	Sub-total	**278**	**5,773**	**7,985**	**9,258**	**23,294**
Light truck driver	Learner	0	8	6	4	18
	Provisional[3]	11	129	161	104	405
	Standard	71	722	871	801	2,465
	Unlicensed[2]	5	38	38	27	108
	Unknown	12	128	185	288	613
	Sub-total	**99**	**1,025**	**1,261**	**1,224**	**3,609**
Heavy rigid truck driver	Provisional[4]	0	0	3	4	7
	Standard	30	168	173	143	514
	Unlicensed[2]	0	1	3	1	5
	Unknown	0	16	34	47	97
	Sub-total	**30**	**185**	**213**	**195**	**623**
Articulated truck driver	Standard	22	120	83	64	289
	Unlicensed[2]	1	5	4	1	11
	Unknown	1	35	27	33	96
	Sub-total	**24**	**160**	**114**	**98**	**396**
Bus driver	Learner	0	0	0	0	0
	Provisional[3]	0	1	0	0	1
	Standard	9	69	59	45	182
	Unlicensed[2]	0	1	0	1	2
	Unknown	0	12	7	17	36
	Sub-total	**9**	**83**	**66**	**63**	**221**
Motorcycle rider	Learner	5	143	121	23	292
	Provisional[3]	3	153	102	18	276
	Standard	39	659	323	111	1,132
	Unlicensed[2]	10	100	43	15	168
	Unknown	11	179	106	90	386
	Sub-total	**68**	**1,234**	**695**	**257**	**2,254**
Other motor vehicle driver	Learner	0	0	0	0	0
	Provisional[3]	0	2	4	4	10
	Standard	3	10	19	42	74
	Unlicensed[2]	0	4	3	2	9
	Unknown	2	102	141	147	392
	Sub-total	**5**	**118**	**167**	**195**	**485**
MOTOR VEHICLE CONTROLLERS:	**TOTAL**	**513**	**8,578**	**10,501**	**11,290**	**30,882**

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 4 P2 licence type

Table 23a: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age
DEGREE OF CRASH: FATAL

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	2	30	41	19	57	55	58	30	26	14	0	332
	F	0	0	14	7	4	14	10	8	19	8	6	0	90
	Sub-total[2]	**0**	**2**	**44**	**48**	**23**	**71**	**65**	**66**	**49**	**34**	**20**	**0**	**422**
.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-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.020 – .049[4]	M	0	0	0	0	0	0	0	1	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	1	2	0	2	2	0	0	0	0	0	7
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**7**
.080 – .149	M	0	1	1	1	4	6	3	1	1	0	0	0	18
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**1**	**1**	**1**	**4**	**6**	**3**	**1**	**1**	**0**	**0**	**0**	**18**
≥ .150	M	0	0	2	4	3	7	5	5	0	0	0	0	26
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**2**	**4**	**3**	**7**	**5**	**5**	**0**	**0**	**0**	**0**	**26**
Unknown	M	0	0	2	0	3	2	10	4	5	1	0	1	28
	F	0	0	1	2	0	1	2	0	1	0	0	0	7
	Sub-total[2]	**0**	**0**	**3**	**2**	**3**	**3**	**12**	**4**	**6**	**1**	**0**	**5**	**39**
MOTOR VEHICLE	**M**	**0**	**3**	**36**	**48**	**29**	**74**	**75**	**69**	**36**	**27**	**14**	**1**	**412**
CONTROLLERS:	**F**	**0**	**0**	**15**	**9**	**4**	**15**	**12**	**8**	**20**	**8**	**6**	**0**	**97**
	TOTAL[2]	**0**	**3**	**51**	**57**	**33**	**89**	**87**	**77**	**56**	**35**	**20**	**5**	**513**

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, BAC[1], sex, age
DEGREE OF CRASH: SERIOUS INJURY

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	23	403	507	407	734	689	659	408	231	121	17	4,199
	F	0	6	190	240	159	353	338	293	210	125	69	6	1,989
	Sub-total[2]	**0**	**29**	**593**	**747**	**566**	**1,087**	**1,027**	**952**	**618**	**356**	**190**	**23**	**6,188**
.001 – .019[3]	M	0	0	2	0	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	3	2	2	3	0	1	0	0	0	0	11
	F	0	0	0	0	0	0	2	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**3**	**2**	**2**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**13**
.050 – .079	M	0	1	3	9	3	7	9	2	3	0	0	0	37
	F	0	0	1	2	0	3	2	0	0	0	0	0	8
	Sub-total[2]	**0**	**1**	**4**	**11**	**3**	**10**	**11**	**2**	**3**	**0**	**0**	**0**	**45**
.080 – .149	M	0	0	21	22	10	35	18	7	4	2	2	0	121
	F	0	0	2	6	1	6	5	4	3	0	0	0	27
	Sub-total[2]	**0**	**0**	**23**	**28**	**11**	**41**	**23**	**11**	**7**	**2**	**2**	**0**	**148**
≥ .150	M	0	0	11	21	10	24	21	16	4	2	1	0	110
	F	0	0	2	4	1	13	8	2	1	0	0	0	31
	Sub-total[2]	**0**	**0**	**13**	**25**	**11**	**37**	**29**	**18**	**5**	**2**	**1**	**0**	**141**
Unknown	M	0	10	102	129	119	235	210	148	128	58	43	65	1,247
	F	0	3	52	85	50	139	108	96	64	38	25	14	674
	Sub-total[2]	**0**	**13**	**154**	**214**	**169**	**374**	**318**	**244**	**192**	**96**	**68**	**199**	**2,041**
MOTOR VEHICLE	**M**	**0**	**34**	**545**	**690**	**551**	**1,038**	**947**	**833**	**547**	**293**	**167**	**82**	**5,727**
CONTROLLERS:	**F**	**0**	**9**	**247**	**337**	**211**	**514**	**463**	**395**	**278**	**163**	**94**	**20**	**2,731**
	TOTAL[2]	**0**	**43**	**792**	**1,027**	**762**	**1,552**	**1,410**	**1,228**	**825**	**456**	**261**	**222**	**8,578**

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, BAC[1], sex, age
DEGREE OF CRASH: MODERATE INJURY

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	15	369	437	315	595	498	486	293	144	73	14	3,239
	F	0	6	261	272	159	358	356	249	176	75	49	3	1,964
	Sub-total[2]	**0**	**21**	**630**	**709**	**474**	**953**	**854**	**737**	**469**	**219**	**122**	**20**	**5,208**
.001 – .019[3]	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-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
.020 – .049[4]	M	0	0	2	0	1	1	0	0	0	0	0	0	4
	F	0	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
.050 – .079	M	0	0	3	4	2	11	2	2	1	2	0	0	27
	F	0	0	2	0	1	0	2	1	1	0	0	0	7
	Sub-total[2]	**0**	**0**	**5**	**4**	**3**	**11**	**4**	**3**	**2**	**2**	**0**	**0**	**34**
.080 – .149	M	0	0	7	18	7	16	14	4	3	1	0	1	71
	F	0	0	2	5	3	8	4	4	0	2	0	0	28
	Sub-total[2]	**0**	**0**	**9**	**23**	**10**	**24**	**18**	**8**	**3**	**3**	**0**	**1**	**99**
≥ .150	M	0	0	6	18	15	31	23	9	5	1	0	0	108
	F	0	0	0	3	0	6	9	7	2	0	0	0	27
	Sub-total[2]	**0**	**0**	**6**	**21**	**15**	**37**	**32**	**16**	**7**	**1**	**0**	**0**	**135**
Unknown	M	0	10	264	327	293	594	469	349	221	121	58	206	2,912
	F	0	8	182	255	167	398	370	215	128	77	38	76	1,914
	Sub-total[2]	**0**	**18**	**446**	**582**	**460**	**993**	**841**	**565**	**349**	**198**	**96**	**471**	**5,019**
MOTOR VEHICLE	**M**	**0**	**25**	**651**	**804**	**633**	**1,248**	**1,006**	**850**	**523**	**269**	**131**	**221**	**6,361**
CONTROLLERS:	**F**	**0**	**14**	**447**	**536**	**330**	**770**	**742**	**476**	**307**	**154**	**87**	**79**	**3,942**
	TOTAL[2]	**0**	**39**	**1,098**	**1,340**	**963**	**2,019**	**1,750**	**1,329**	**830**	**423**	**218**	**492**	**10,501**

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, BAC[1], sex, age
DEGREE OF CRASH: MINOR/OTHER INJURY

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	3	61	79	68	127	122	88	53	36	10	18	665
	F	0	2	37	42	39	55	47	51	18	16	6	6	319
	Sub-total[2]	**0**	**5**	**98**	**121**	**107**	**182**	**169**	**139**	**71**	**52**	**16**	**24**	**984**
.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-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.020 – .049[4]	M	0	1	1	1	0	0	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.050 – .079	M	0	0	0	1	0	2	3	0	1	1	0	0	8
	F	0	0	0	1	0	0	1	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**0**	**2**	**0**	**2**	**4**	**0**	**1**	**1**	**0**	**0**	**10**
.080 – .149	M	0	0	3	5	4	4	4	7	0	0	0	0	27
	F	0	0	0	0	1	2	1	0	1	0	0	0	5
	Sub-total[2]	**0**	**0**	**3**	**5**	**5**	**6**	**5**	**7**	**1**	**0**	**0**	**0**	**32**
≥ .150	M	0	0	2	8	1	12	6	2	2	0	0	1	34
	F	0	0	0	1	0	5	3	1	0	0	0	0	10
	Sub-total[2]	**0**	**0**	**2**	**9**	**1**	**17**	**9**	**3**	**2**	**0**	**0**	**1**	**44**
Unknown	M	0	8	360	662	566	1,286	1,008	787	431	180	43	687	6,018
	F	0	3	252	416	373	885	795	522	230	93	28	318	3,915
	Sub-total[2]	**0**	**11**	**612**	**1,078**	**940**	**2,171**	**1,803**	**1,310**	**661**	**273**	**71**	**1,287**	**10,217**
MOTOR VEHICLE	**M**	**0**	**12**	**427**	**756**	**639**	**1,431**	**1,143**	**884**	**487**	**217**	**53**	**706**	**6,755**
CONTROLLERS:	**F**	**0**	**5**	**289**	**460**	**413**	**947**	**847**	**574**	**249**	**109**	**34**	**324**	**4,251**
	TOTAL[2]	**0**	**17**	**716**	**1,216**	**1,053**	**2,378**	**1,990**	**1,459**	**736**	**326**	**87**	**1,312**	**11,290**

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, BAC[1], sex, age
DEGREE OF CRASH: ALL CASUALTY CRASHES

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	43	863	1,064	809	1,513	1,364	1,291	784	437	218	49	8,435
	F	0	14	502	561	361	780	751	601	423	224	130	15	4,362
	Sub-total[2]	**0**	**57**	**1,365**	**1,625**	**1,170**	**2,293**	**2,115**	**1,894**	**1,207**	**661**	**348**	**67**	**12,802**
.001 – .019[3]	M	0	0	2	0	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	1	6	3	3	4	0	2	0	0	0	0	19
	F	0	0	0	1	0	0	2	0	0	0	0	0	3
	Sub-total[2]	**0**	**1**	**6**	**4**	**3**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**22**
.050 – .079	M	0	1	7	16	5	22	16	4	5	3	0	0	79
	F	0	0	3	3	1	3	5	1	1	0	0	0	17
	Sub-total[2]	**0**	**1**	**10**	**19**	**6**	**25**	**21**	**5**	**6**	**3**	**0**	**0**	**96**
.080 – .149	M	0	1	32	46	25	61	39	19	8	3	2	1	237
	F	0	0	4	11	5	16	10	8	4	2	0	0	60
	Sub-total[2]	**0**	**1**	**36**	**57**	**30**	**77**	**49**	**27**	**12**	**5**	**2**	**1**	**297**
≥ .150	M	0	0	21	51	29	74	55	32	11	3	1	1	278
	F	0	0	2	8	1	24	20	10	3	0	0	0	68
	Sub-total[2]	**0**	**0**	**23**	**59**	**30**	**98**	**75**	**42**	**14**	**3**	**1**	**1**	**346**
Unknown	M	0	28	728	1,118	981	2,117	1,697	1,288	785	360	144	959	10,205
	F	0	14	487	758	590	1,423	1,275	833	423	208	91	408	6,510
	Sub-total[2]	**0**	**42**	**1,215**	**1,876**	**1,572**	**3,541**	**2,974**	**2,123**	**1,208**	**568**	**235**	**1,962**	**17,316**
MOTOR VEHICLE	**M**	**0**	**74**	**1,659**	**2,298**	**1,852**	**3,791**	**3,171**	**2,636**	**1,593**	**806**	**365**	**1,010**	**19,255**
CONTROLLERS:	**F**	**0**	**28**	**998**	**1,342**	**958**	**2,246**	**2,064**	**1,453**	**854**	**434**	**221**	**423**	**11,021**
	TOTAL[2]	**0**	**102**	**2,657**	**3,640**	**2,811**	**6,038**	**5,237**	**4,093**	**2,447**	**1,240**	**586**	**2,031**	**30,882**

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

		Age (years)												
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Fatal	M	0	2	19	19	12	25	21	16	9	1	5	0	129
	F	0	0	5	2	1	4	3	0	6	0	0	0	21
	Sub-total[1]	**0**	**2**	**24**	**21**	**13**	**29**	**24**	**16**	**15**	**1**	**5**	**0**	**150**
Serious injury	M	0	11	167	151	91	173	127	108	62	32	18	7	947
	F	0	0	46	45	22	66	39	27	26	16	6	0	293
	Sub-total[1]	**0**	**11**	**213**	**196**	**113**	**239**	**166**	**135**	**88**	**48**	**24**	**12**	**1,245**
Moderate injury	M	0	7	140	109	60	111	79	66	25	8	11	10	626
	F	0	1	73	56	29	52	46	31	13	12	8	1	322
	Sub-total[1]	**0**	**8**	**213**	**165**	**89**	**163**	**125**	**97**	**38**	**20**	**19**	**16**	**953**
Minor/Other injury	M	0	5	31	32	21	64	33	23	17	8	1	15	250
	F	0	0	6	10	9	21	14	4	5	5	3	3	80
	Sub-total[1]	**0**	**5**	**37**	**42**	**30**	**85**	**47**	**27**	**22**	**13**	**4**	**26**	**338**
SPEEDING														
MOTOR VEHICLE	**M**	**0**	**25**	**357**	**311**	**184**	**373**	**260**	**213**	**113**	**49**	**35**	**32**	**1,952**
CONTROLLERS:	**F**	**0**	**1**	**130**	**113**	**61**	**143**	**102**	**62**	**50**	**33**	**17**	**4**	**716**
	TOTAL[1]	**0**	**26**	**487**	**424**	**245**	**516**	**362**	**275**	**163**	**82**	**52**	**54**	**2,686**

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

		Age (years)												
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Fatal	M	0	0	3	16	2	11	13	5	4	5	3	0	62
	F	0	0	1	0	0	3	0	0	1	1	2	0	8
	Sub-total[1]	**0**	**0**	**4**	**16**	**2**	**14**	**13**	**5**	**5**	**6**	**5**	**0**	**70**
Serious injury	M	0	6	51	60	39	88	63	69	36	19	19	1	451
	F	0	0	17	20	10	27	13	18	23	22	8	0	158
	Sub-total[1]	**0**	**6**	**68**	**80**	**49**	**115**	**76**	**87**	**59**	**41**	**27**	**3**	**611**
Moderate injury	M	0	1	39	45	35	64	45	36	10	5	5	4	289
	F	0	2	16	21	8	24	23	13	10	6	5	0	128
	Sub-total[1]	**0**	**3**	**55**	**66**	**43**	**88**	**68**	**49**	**20**	**11**	**10**	**7**	**420**
Minor/Other injury	M	0	2	12	13	11	20	15	8	12	3	0	3	99
	F	0	0	2	2	1	6	4	2	2	1	1	3	24
	Sub-total[1]	**0**	**2**	**14**	**15**	**12**	**26**	**19**	**10**	**14**	**4**	**1**	**11**	**128**
FATIGUED														
MOTOR VEHICLE	**M**	**0**	**9**	**105**	**134**	**87**	**183**	**136**	**118**	**62**	**32**	**27**	**8**	**901**
CONTROLLERS:	**F**	**0**	**2**	**36**	**43**	**19**	**60**	**40**	**33**	**36**	**30**	**16**	**3**	**318**
	TOTAL[1]	**0**	**11**	**141**	**177**	**106**	**243**	**176**	**151**	**98**	**62**	**43**	**21**	**1,229**

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	17	753	1,056	1,199	3,025
'T'	54	1,324	1,562	1,701	4,641
'Y'	0	6	8	5	19
Multiple	1	16	8	12	37
Roundabout	2	201	331	384	918
Sub-total	**74**	**2,300**	**2,965**	**3,301**	**8,640**
NON-INTERSECTION					
One-way	1	15	25	37	78
2-way undivided	233	2,423	2,205	1,367	6,228
Dual carriageway (non-freeway)	39	555	636	716	1,946
Dual carriageway (freeway)	6	212	231	301	750
Other limited access	0	7	4	11	22
Other	3	41	40	32	116
Unknown	0	0	1	0	1
Sub-total	**282**	**3,253**	**3,142**	**2,464**	**9,141**
CRASHES: TOTAL	**356**	**5,553**	**6,107**	**5,765**	**17,781**

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	2	76	88	80	246
Causeway	0	8	3	1	12
Railway crossing	0	4	6	2	12
Entrance/driveway	16	355	370	306	1,047
Hazardous road surface	21	243	150	44	458
Roadworks/detour/diversion	8	95	84	40	227
Previous crash	2	18	15	10	45

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	0	10	6	2	18
40 km/h	6	150	197	243	596
50 km/h	40	1,211	1,217	1,416	3,884
60 km/h	36	1,219	1,359	1,888	4,502
70 km/h	14	407	436	716	1,573
80 km/h	19	251	267	336	873
90 km/h	2	36	27	49	114
100 km/h	6	75	61	91	233
110 km/h	0	57	49	27	133
Unknown	0	0	1	0	1
Sub-total	**123**	**3,416**	**3,620**	**4,768**	**11,927**
COUNTRY					
30 km/h or less	0	4	0	1	5
40 km/h	3	26	39	21	89
50 km/h	21	508	803	290	1,622
60 km/h	19	337	480	196	1,032
70 km/h	3	73	113	46	235
80 km/h	46	335	302	130	813
90 km/h	9	49	36	14	108
100 km/h	108	668	569	235	1,580
110 km/h	24	136	143	64	367
Unknown	0	1	2	0	3
Sub-total	**233**	**2,137**	**2,487**	**997**	**5,854**
CRASHES: TOTAL	**356**	**5,553**	**6,107**	**5,765**	**17,781**

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	23	522	636	566	1,747
Dry	173	3,560	4,154	4,407	12,294
Snow or ice	0	5	3	2	10
Unknown	2	4	5	6	17
Sub-total	**198**	**4,091**	**4,798**	**4,981**	**14,068**
CURVE					
Wet	35	285	322	145	787
Dry	123	1,173	981	637	2,914
Snow or ice	0	2	4	1	7
Unknown	0	2	2	1	5
Sub-total	**158**	**1,462**	**1,309**	**784**	**3,713**
TOTAL CRASHES[1]					
Wet	58	807	958	711	2,534
Dry	296	4,733	5,135	5,044	15,208
Snow or ice	0	7	7	3	17
Unknown	2	6	7	7	22
CRASHES: TOTAL	**356**	**5,553**	**6,107**	**5,765**	**17,781**

1 Includes cases of unknown alignment.

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SYDNEY REGION										
Sydney Metropolitan Area										
Bayside	4	119	157	207	487	4	130	199	262	595
Blacktown	8	266	112	274	660	10	315	147	365	837
Burwood	2	18	46	64	130	2	18	57	97	174
Camden	1	36	45	46	128	1	40	72	67	180
Campbelltown	3	96	101	101	301	3	106	133	153	395
Canada Bay	1	60	76	125	262	1	62	91	163	317
Canterbury-Bankstown	9	304	295	552	1,160	10	338	391	731	1,470
Cumberland	10	211	187	358	766	10	240	251	494	995
Fairfield	7	173	165	284	629	7	206	231	376	820
Georges River	2	66	108	115	291	2	77	139	146	364
Hornsby	1	94	109	94	298	1	97	131	118	347
Hunters Hill	0	8	4	9	21	0	8	4	12	24
Inner West	2	105	157	201	465	2	108	183	244	537
Ku-ring-gai	1	54	55	75	185	1	55	67	88	211
Lane Cove	2	16	28	19	65	3	16	34	27	80
Liverpool	3	184	172	260	619	3	215	227	372	817
Mosman	0	9	17	21	47	0	10	19	26	55
North Sydney	0	50	40	64	154	0	52	46	79	177
Northern Beaches	7	132	132	117	388	7	145	156	159	467

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SYDNEY REGION (cont.)										
Parramatta	7	165	185	367	724	7	181	225	483	896
Penrith	6	135	159	112	412	7	154	208	150	519
Randwick	0	97	87	91	275	0	100	102	113	315
Ryde	4	79	86	144	313	4	82	102	174	362
Strathfield	2	16	42	86	146	2	19	50	109	180
Sutherland	5	89	138	95	327	5	95	171	137	408
Sydney	4	197	250	307	758	4	204	293	371	872
The Hills	3	80	68	109	260	3	91	89	145	328
Waverley	0	38	34	40	112	0	38	38	44	120
Willoughby	1	50	51	64	166	1	51	59	72	183
Woollahra	1	42	28	36	107	1	45	34	53	133
Sydney Metropolitan Area Sub-total	**96**	**2,989**	**3,134**	**4,437**	**10,656**	**101**	**3,298**	**3,949**	**5,830**	**13,178**

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SYDNEY REGION (cont.)										
Outer Sydney Area										
Blue Mountains	2	44	73	27	146	2	47	94	40	183
Central Coast	15	255	308	157	735	17	300	406	240	963
Hawkesbury	2	71	94	42	209	2	82	122	61	267
Wollondilly	3	42	34	12	91	3	55	48	26	132
Outer Sydney Area Sub-total	**22**	**412**	**509**	**238**	**1,181**	**24**	**484**	**670**	**367**	**1,545**
TOTAL	**118**	**3,401**	**3,643**	**4,675**	**11,837**	**125**	**3,782**	**4,619**	**6,197**	**14,723**

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
HUNTER REGION										
Cessnock	3	67	60	18	148	3	74	94	28	199
Dungog	2	8	11	0	21	2	8	12	0	22
Lake Macquarie	9	108	115	80	312	9	125	153	114	401
Maitland	2	35	47	23	107	2	40	64	25	131
Mid-Coast	12	79	93	39	223	12	92	132	55	291
Muswellbrook	1	21	18	2	42	1	27	28	6	62
Newcastle	10	117	160	104	391	10	129	208	140	487
Port Stephens	9	37	47	24	117	10	43	63	42	158
Singleton	4	26	19	7	56	4	31	30	12	77
Upper Hunter	2	19	13	2	36	2	24	16	6	48
TOTAL	**54**	**517**	**583**	**299**	**1,453**	**55**	**593**	**800**	**428**	**1,876**
ILLAWARRA REGION										
Kiama	1	12	12	8	33	1	12	14	11	38
Shellharbour	2	37	49	28	116	2	38	75	41	156
Shoalhaven	6	70	89	27	192	6	86	138	53	283
Wingecarribee	11	37	54	23	125	11	43	78	46	178
Wollongong	6	165	162	119	452	6	180	220	148	554
TOTAL	**26**	**321**	**366**	**205**	**918**	**26**	**359**	**525**	**299**	**1,209**

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
NORTH COAST REGION										
Ballina	4	35	23	17	79	4	40	37	28	109
Bellingen	2	15	15	0	32	2	19	21	4	46
Byron	0	27	59	21	107	0	27	71	28	126
Clarence Valley	11	58	57	18	144	12	79	86	38	215
Coffs Harbour	5	48	61	27	141	5	56	76	41	178
Kempsey	3	24	26	9	62	3	32	35	14	84
Kyogle	3	19	11	5	38	3	24	15	6	48
Lismore	4	57	37	19	117	4	59	47	33	143
Lord Howe Island	0	2	0	1	3	0	2	0	1	3
Nambucca	1	15	15	6	37	1	17	23	11	52
Port Macquarie-Hastings	7	47	79	22	155	7	56	108	33	204
Richmond Valley	3	37	17	6	63	3	43	23	14	83
Tweed	7	72	74	39	192	7	83	90	62	242
TOTAL	**50**	**456**	**474**	**190**	**1,170**	**51**	**537**	**632**	**313**	**1,533**

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
NEW ENGLAND REGION										
Armidale Regional	1	27	47	5	80	2	27	64	17	110
Glen Innes Severn	3	9	16	7	35	3	11	21	11	46
Gunnedah	1	5	7	1	14	2	6	10	5	23
Gwydir	0	5	3	2	10	0	6	4	2	12
Inverell	2	15	15	3	35	2	17	22	10	51
Liverpool Plains	0	6	6	3	15	0	6	8	3	17
Moree Plains	1	6	16	7	30	2	7	23	13	45
Narrabri	2	14	14	2	32	2	17	17	3	39
Tamworth Regional	7	59	62	19	147	9	70	95	30	204
Tenterfield	2	12	8	6	28	3	22	15	11	51
Uralla	1	7	7	2	17	2	10	8	5	25
Walcha	0	9	7	0	16	0	11	10	2	23
TOTAL	**20**	**174**	**208**	**57**	**459**	**27**	**210**	**297**	**112**	**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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
ORANA REGION										
Bogan	2	2	4	0	8	2	3	6	0	11
Bourke	0	4	5	0	9	0	4	5	1	10
Brewarrina	0	2	2	0	4	0	4	3	0	7
Cobar	1	6	6	2	15	1	11	8	2	22
Coonamble	0	5	6	0	11	0	7	8	0	15
Dubbo Regional	6	41	56	17	120	7	49	76	32	164
Gilgandra	1	7	4	1	13	1	9	6	3	19
Mid-Western Regional	6	29	30	7	72	7	32	49	14	102
Narromine	5	4	3	2	14	7	4	6	4	21
Walgett	0	5	3	2	10	0	9	3	2	14
Warren	0	7	2	0	9	0	8	5	0	13
Warrumbungle	2	13	15	5	35	2	18	22	9	51
TOTAL	**23**	**125**	**136**	**36**	**320**	**27**	**158**	**197**	**67**	**449**

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
CENTRAL WESTERN REGION										
Bathurst Regional	6	25	53	7	91	6	31	60	14	111
Bland	1	8	6	1	16	1	9	9	2	21
Blayney	0	15	9	2	26	0	16	11	2	29
Cabonne	2	28	13	2	45	2	36	26	3	67
Cowra	4	9	12	0	25	4	12	18	0	34
Forbes	2	6	9	1	18	2	6	15	1	24
Lachlan	0	5	4	0	9	0	6	7	2	15
Lithgow	1	34	37	8	80	1	42	57	15	115
Oberon	1	7	3	1	12	2	10	4	1	17
Orange	3	21	29	6	59	3	24	35	10	72
Parkes	2	6	19	3	30	2	8	27	5	42
Weddin	0	5	5	1	11	0	7	5	2	14
TOTAL	**22**	**169**	**199**	**32**	**422**	**23**	**207**	**274**	**57**	**561**

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SOUTH-EASTERN REGION										
Bega Valley	2	23	26	10	61	2	25	41	22	90
Eurobodalla	3	44	32	12	91	3	53	48	23	127
Goulburn Mulwaree	5	19	61	14	99	5	19	83	34	141
Hilltops	4	20	26	14	64	4	24	42	15	85
Queanbeyan-Palerang Regional	1	20	58	34	113	2	20	69	59	150
Snowy Monaro Regional	5	18	30	24	77	6	20	38	30	94
Upper Lachlan	0	11	20	8	39	0	11	26	12	49
Yass Valley	3	7	18	35	63	3	7	23	57	90
TOTAL	**23**	**162**	**271**	**151**	**607**	**25**	**179**	**370**	**252**	**826**

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
RIVERINA REGION										
Carrathool	1	4	5	2	12	1	4	5	2	12
Coolamon	1	3	4	1	9	1	3	4	1	9
Cootamundra-Gundagai	2	23	13	5	43	2	28	20	7	57
Griffith	1	21	22	7	51	1	22	28	11	62
Hay	1	2	1	0	4	1	3	1	0	5
Junee	0	4	5	0	9	0	5	8	1	14
Leeton	0	10	9	1	20	0	14	12	7	33
Lockhart	1	1	0	1	3	1	1	1	1	4
Murrumbidgee	0	6	5	2	13	0	6	5	5	16
Narrandera	0	6	6	4	16	0	7	6	5	18
Temora	1	4	3	1	9	1	4	4	2	11
Wagga Wagga	1	45	40	12	98	2	50	55	26	133
TOTAL	**9**	**129**	**113**	**36**	**287**	**10**	**147**	**149**	**68**	**374**

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
MURRAY REGION										
Albury	0	26	40	19	85	0	28	53	31	112
Balranald	1	0	0	6	7	1	0	0	11	12
Berrigan	0	2	3	7	12	0	2	3	7	12
Edward River	1	5	4	1	11	1	6	8	4	19
Federation	2	11	2	5	20	2	13	4	10	29
Greater Hume	2	19	16	7	44	2	21	19	9	51
Murray River	2	4	4	10	20	2	4	6	13	25
Snowy Valleys	1	12	14	9	36	1	12	16	14	43
Wentworth	0	0	1	16	17	0	0	1	22	23
TOTAL	**9**	**79**	**84**	**80**	**252**	**9**	**86**	**110**	**121**	**326**

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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
FAR WESTERN REGION										
Broken Hill	0	8	21	1	30	0	8	23	2	33
Central Darling	0	6	6	3	15	0	6	10	6	22
Unincorporated Area	2	6	3	0	11	2	7	4	2	15
TOTAL	**2**	**20**	**30**	**4**	**56**	**2**	**21**	**37**	**10**	**70**
METROPOLITAN[3]:										
TOTAL	**123**	**3,416**	**3,620**	**4,768**	**11,927**	**128**	**3,770**	**4,605**	**6,273**	**14,776**
COUNTRY[3]: TOTAL	**233**	**2,137**	**2,487**	**997**	**5,854**	**252**	**2,509**	**3,405**	**1,651**	**7,817**
NSW STATE										
TOTAL	**356**	**5,553**	**6,107**	**5,765**	**17,781**	**380**	**6,279**	**8,010**	**7,924**	**22,593**

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] FC	SC	MC	OC	Total casualty crashes	Degree of casualty[2] K	S	M	O	Total killed & injured
FREEWAYS AND MOTORWAYS										
M2 MOTORWAY includes LANE COVE TUNNEL (ARTARMON to BAULKHAM HILLS)										
Willoughby	0	2	3	1	6	0	3	3	2	8
Lane Cove	0	0	0	0	0	0	0	0	0	0
Ryde	0	2	6	6	14	0	2	6	6	14
Hornsby	0	0	3	2	5	0	0	3	3	6
Parramatta	0	6	2	5	13	0	7	3	7	17
The Hills	2	2	3	6	13	2	4	5	8	19
Sub-total	**2**	**12**	**17**	**20**	**51**	**2**	**16**	**20**	**26**	**64**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)										
Ku-ring-gai	0	1	2	0	3	0	1	2	0	3
Hornsby	0	15	12	11	38	0	16	15	13	44
Central Coast	0	19	31	12	62	0	21	36	27	84
Lake Macquarie	0	11	9	3	23	0	16	11	3	30
Cessnock	0	0	0	0	0	0	0	0	0	0
Newcastle	1	3	1	0	5	1	3	3	0	7
Sub-total	**1**	**49**	**55**	**26**	**131**	**1**	**57**	**67**	**43**	**168**

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	0	1	7	8	0	0	1	7	8
Strathfield	0	1	4	2	7	0	1	5	5	11
Parramatta	0	10	28	54	92	0	10	32	73	115
Cumberland	1	17	10	28	56	1	18	13	40	72
Blacktown	0	15	13	15	43	0	16	18	20	54
Penrith	0	12	13	5	30	0	12	16	9	37
Blue Mountains	0	0	1	0	1	0	0	1	0	1
Sub-total	**1**	**55**	**70**	**111**	**237**	**1**	**57**	**86**	**154**	**298**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)										
Bayside	0	6	4	8	18	0	6	4	10	20
Georges River	0	0	0	0	0	0	0	0	0	0
Canterbury-Bankstown	0	17	19	48	84	0	19	21	61	101
Liverpool	0	12	6	23	41	0	14	9	36	59
Campbelltown	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**35**	**29**	**79**	**143**	**0**	**39**	**34**	**107**	**180**

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	17	8	7	32	0	19	13	7	39
Sub-total	**0**	**17**	**8**	**7**	**32**	**0**	**19**	**13**	**7**	**39**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)										
The Hills	0	2	0	0	2	0	2	0	1	3
Blacktown	0	11	4	5	20	0	14	8	9	31
Fairfield	1	0	3	3	7	1	0	6	3	10
Liverpool	0	5	2	6	13	0	5	3	6	14
Sub-total	**1**	**18**	**9**	**14**	**42**	**1**	**21**	**17**	**19**	**58**

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	4	7	13	24	0	4	7	15	26
Randwick	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**4**	**7**	**13**	**24**	**0**	**4**	**7**	**15**	**26**
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	1	2	1	4	0	1	2	2	5
Cessnock	1	2	3	1	7	1	2	5	1	9
Maitland	0	0	0	0	0	0	0	0	0	0
Singleton	0	1	0	0	1	0	1	0	1	2
Sub-total	**1**	**4**	**5**	**2**	**12**	**1**	**4**	**7**	**4**	**16**
FREEWAYS/MOTORWAYS:										
TOTAL	**6**	**194**	**200**	**272**	**672**	**6**	**217**	**251**	**375**	**849**

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**
STATE HIGHWAYS										
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)										
Sydney	0	8	7	3	18	0	9	7	7	23
Inner West	0	14	11	14	39	0	14	14	15	43
Bayside	1	14	16	24	55	1	14	24	31	70
Georges River	0	10	7	12	29	0	13	8	14	35
Sutherland	0	12	24	18	54	0	12	27	23	62
Wollongong	1	33	32	30	96	1	35	46	33	115
Shellharbour	1	9	12	13	35	1	9	18	16	44
Kiama	0	4	4	2	10	0	4	4	2	10
Shoalhaven	4	27	40	9	80	4	36	64	27	131
Eurobodalla	1	17	10	4	32	1	24	16	9	50
Bega Valley	0	8	9	1	18	0	9	17	3	29
Sub-total	**8**	**156**	**172**	**130**	**466**	**8**	**179**	**245**	**180**	**612**

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**
HUME (SH 2) (ASHFIELD to ALBURY)										
Inner West	0	2	11	8	21	0	2	13	12	27
Burwood	0	0	4	4	8	0	0	4	7	11
Strathfield	0	4	6	13	23	0	4	7	16	27
Canterbury-Bankstown	0	22	30	68	120	0	25	39	95	159
Fairfield	0	8	7	17	32	0	14	9	25	48
Liverpool	0	37	37	53	127	0	43	52	77	172
Campbelltown	0	14	11	6	31	0	14	19	12	45
Wollondilly	0	2	5	2	9	0	4	5	4	13
Wingecarribee	1	4	11	6	22	1	4	14	12	31
Goulburn Mulwaree	3	5	14	1	23	3	5	23	9	40
Upper Lachlan	0	1	6	2	9	0	1	8	2	11
Yass Valley	1	1	3	8	13	1	1	3	11	16
Hilltops	0	2	0	2	4	0	2	0	2	4
Cootamundra-Gundagai	1	6	3	1	11	1	9	5	1	16
Wagga Wagga	0	4	3	1	8	0	5	3	2	10
Greater Hume	1	7	6	4	18	1	9	7	5	22
Albury	0	3	5	1	9	0	3	11	3	17
Sub-total	**7**	**122**	**162**	**197**	**488**	**7**	**145**	**222**	**295**	**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]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)										
Goulburn Mulwaree	0	0	1	0	1	0	0	1	0	1
Upper Lachlan	0	1	1	2	4	0	1	2	2	5
Queanbeyan-Palerang Regional	0	0	1	5	6	0	0	1	9	10
Yass Valley	0	0	1	2	3	0	0	1	2	3
Sub-total	**0**	**1**	**4**	**9**	**14**	**0**	**1**	**5**	**13**	**19**
SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI)										
Bega Valley	0	3	2	1	6	0	3	5	1	9
Snowy Monaro Regional	1	3	3	5	12	1	3	4	5	13
Snowy Valleys	0	4	9	0	13	0	4	10	3	17
Cootamundra-Gundagai	0	0	1	0	1	0	0	1	0	1
Sub-total	**1**	**10**	**15**	**6**	**32**	**1**	**10**	**20**	**9**	**40**

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**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)										
Sydney	0	6	19	15	40	0	6	21	19	46
Inner West	0	7	16	30	53	0	7	16	39	62
Canada Bay	1	9	7	15	32	1	10	9	18	38
Burwood	0	0	3	7	10	0	0	3	11	14
Strathfield	1	2	5	8	16	1	2	8	11	22
Cumberland	1	19	9	38	67	1	21	16	50	88
Parramatta	0	4	8	29	41	0	4	9	36	49
Blacktown	0	18	7	20	45	0	24	9	30	63
Penrith	0	15	21	12	48	0	15	28	17	60
Blue Mountains	1	15	32	16	64	1	17	41	24	83
Lithgow	0	4	12	1	17	0	4	26	3	33
Bathurst Regional	1	6	14	2	23	1	7	16	2	26
Sub-total	**5**	**105**	**153**	**193**	**456**	**5**	**117**	**202**	**260**	**584**

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	1	3	0	4	0	1	3	1	5
Blayney	0	3	1	2	6	0	4	2	2	8
Cowra	1	2	5	0	8	1	3	6	0	10
Weddin	0	0	2	1	3	0	0	2	1	3
Bland	0	2	1	1	4	0	2	1	1	4
Carrathool	0	0	1	0	1	0	0	1	0	1
Hay	0	0	0	0	0	0	0	0	0	0
Sub-total	**1**	**8**	**13**	**4**	**26**	**1**	**10**	**15**	**5**	**31**
MITCHELL (SH 7) (BATHURST to BARRINGUN)										
Bathurst Regional	2	2	5	0	9	2	5	6	1	14
Cabonne	0	11	2	0	13	0	17	8	0	25
Orange	0	4	7	1	12	0	5	8	1	14
Dubbo Regional	1	11	16	2	30	1	14	25	12	52
Narromine	3	0	0	0	3	5	0	0	1	6
Warren	0	1	1	0	2	0	2	1	0	3
Bogan	1	0	3	0	4	1	1	4	0	6
Bourke	0	1	1	0	2	0	1	1	0	2
Sub-total	**7**	**30**	**35**	**3**	**75**	**9**	**45**	**53**	**15**	**122**

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**
BARRIER (SH 8) (NYNGAN to South Australian border near COCKBURN)										
Bogan	1	0	1	0	2	1	0	2	0	3
Cobar	1	3	5	1	10	1	5	7	1	14
Central Darling	0	4	1	0	5	0	4	2	1	7
Unincorporated	0	3	1	0	4	0	4	2	2	8
Broken Hill	0	3	3	0	6	0	3	3	0	6
Sub-total	**2**	**13**	**11**	**1**	**27**	**2**	**16**	**16**	**4**	**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]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
NEW ENGLAND (SH 9) (HEXHAM to Queensland border at WALLANGARRA)										
Newcastle	1	4	2	3	10	1	5	5	4	15
Maitland	1	7	16	11	35	1	7	23	11	42
Cessnock	0	1	1	1	3	0	1	3	1	5
Singleton	2	6	8	1	17	2	10	11	3	26
Muswellbrook	0	7	2	0	9	0	9	6	1	16
Upper Hunter	1	8	5	0	14	1	13	7	2	23
Liverpool Plains	0	1	0	1	2	0	1	0	1	2
Tamworth Regional	3	19	5	3	30	4	26	11	7	48
Uralla	0	1	1	1	3	0	2	2	1	5
Armidale Regional	0	10	9	1	20	0	10	13	2	25
Glen Innes Severn	1	3	4	2	10	1	4	7	6	18
Tenterfield	0	3	2	1	6	0	3	7	2	12
Sub-total	**9**	**70**	**55**	**25**	**159**	**10**	**91**	**95**	**41**	**237**

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**
PACIFIC (SH 10) (NORTH SYDNEY to TWEED HEADS)										
North Sydney	0	4	7	7	18	0	4	7	11	22
Lane Cove	0	4	5	2	11	0	4	7	8	19
Willoughby	0	3	6	13	22	0	3	6	15	24
Ku-ring-gai	0	11	15	30	56	0	11	16	36	63
Hornsby	0	28	15	12	55	0	28	19	13	60
Central Coast	1	32	53	24	110	1	40	74	38	153
Lake Macquarie	2	12	15	14	43	2	13	18	25	58
Newcastle	0	12	18	12	42	0	14	28	16	58
Port Stephens	2	6	5	4	17	2	8	12	8	30
Mid-Coast	3	17	15	7	42	3	19	29	11	62
Port Macquarie-Hastings	4	11	9	2	26	4	15	23	4	46
Kempsey	2	6	3	1	12	2	12	4	2	20
Nambucca	0	5	5	3	13	0	5	9	7	21
Bellingen	0	2	2	0	4	0	3	3	0	6
Coffs Harbour	3	17	21	5	46	3	21	26	12	62
Clarence Valley	4	18	15	2	39	4	29	29	13	75
Richmond Valley	0	6	5	2	13	0	6	6	6	18
Ballina	2	7	2	0	11	2	9	4	3	18
Byron	0	4	5	3	12	0	4	5	3	12
Tweed	2	15	11	4	32	2	18	14	12	46
Sub-total	**25**	**220**	**232**	**147**	**624**	**25**	**266**	**339**	**243**	**873**

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	1	10	15	7	33	1	10	16	11	38
Walcha	0	4	2	0	6	0	4	4	0	8
Tamworth Regional	0	6	7	2	15	0	7	13	3	23
Gunnedah	1	2	2	0	5	2	3	4	1	10
Warrumbungle	0	0	1	0	1	0	0	2	0	2
Gilgandra	0	1	0	0	1	0	1	0	0	1
Warren	0	2	1	0	3	0	2	2	0	4
Sub-total	**2**	**25**	**28**	**9**	**64**	**3**	**27**	**41**	**15**	**86**
GWYDIR (SH 12) (SOUTH GRAFTON to WALGETT)										
Clarence Valley	1	1	0	0	2	2	2	4	0	8
Glen Innes Severn	0	1	8	1	10	0	1	8	1	10
Inverell	0	2	3	0	5	0	3	6	4	13
Gwydir	0	0	0	0	0	0	0	0	0	0
Moree Plains	0	0	1	1	2	0	0	1	2	3
Walgett	0	0	0	0	0	0	0	0	0	0
Sub-total	**1**	**4**	**12**	**2**	**19**	**2**	**6**	**19**	**7**	**34**

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**
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)										
Liverpool	0	1	2	4	7	0	1	2	5	8
Fairfield	0	14	10	27	51	0	15	11	39	65
Cumberland	1	10	14	29	54	1	11	17	37	66
Parramatta	0	20	12	30	62	0	25	14	37	76
The Hills	0	0	4	3	7	0	0	4	7	11
Hornsby	0	15	26	22	63	0	15	31	29	75
Sub-total	**1**	**60**	**68**	**115**	**244**	**1**	**67**	**79**	**154**	**301**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)										
Wagga Wagga	0	8	3	3	14	0	8	5	5	18
Narrandera	0	1	4	1	6	0	2	4	2	8
Murrumbidgee	0	2	2	0	4	0	2	2	2	6
Hay	1	1	1	0	3	1	2	1	0	4
Murray River	0	1	0	0	1	0	1	0	0	1
Balranald	1	0	0	2	3	1	0	0	4	5
Wentworth	0	0	0	2	2	0	0	0	2	2
Sub-total	**2**	**13**	**10**	**8**	**33**	**2**	**15**	**12**	**15**	**44**

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**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)										
Yass Valley	0	0	3	13	16	0	0	4	21	25
Sub-total	**0**	**0**	**3**	**13**	**16**	**0**	**0**	**4**	**21**	**25**
BRUXNER (SH 16) (Pacific Hwy near BALLINA to New England Hwy, TENTERFIELD)										
Ballina	2	3	2	3	10	2	5	8	5	20
Lismore	0	16	9	7	32	0	16	13	11	40
Richmond Valley	0	2	5	0	7	0	4	6	2	12
Kyogle	2	2	1	0	5	2	6	3	0	11
Tenterfield	1	4	2	0	7	1	10	3	0	14
Sub-total	**5**	**27**	**19**	**10**	**61**	**5**	**41**	**33**	**18**	**97**

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**
NEWELL (SH 17) (TOCUMWAL to Queensland border at GOONDIWINDI)										
Berrigan	0	1	0	2	3	0	1	0	2	3
Murrumbidgee	0	0	0	0	0	0	0	0	0	0
Federation	0	0	0	1	1	0	0	0	2	2
Narrandera	0	3	0	1	4	0	3	0	1	4
Coolamon	0	1	0	0	1	0	1	0	0	1
Bland	0	2	1	0	3	0	3	2	1	6
Weddin	0	0	1	0	1	0	0	1	0	1
Forbes	0	2	3	0	5	0	2	7	0	9
Parkes	0	0	4	1	5	0	0	4	1	5
Narromine	0	1	0	1	2	0	1	1	2	4
Dubbo Regional	3	5	8	1	17	4	9	13	2	28
Gilgandra	0	3	1	0	4	0	4	2	0	6
Warrumbungle	1	3	4	0	8	1	7	8	1	17
Narrabri	0	4	3	1	8	0	5	3	1	9
Moree Plains	1	3	3	2	9	2	3	6	4	15
Sub-total	**5**	**28**	**28**	**10**	**71**	**7**	**39**	**47**	**17**	**110**

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**
CASTLEREAGH (SH 18) (MARRANGAROO to Queensland border near HEBEL)										
Lithgow	0	5	1	3	9	0	7	3	3	13
Mid-Western Regional	0	4	7	3	14	0	6	8	4	18
Warrumbungle	0	0	0	0	0	0	0	0	0	0
Gilgandra	0	0	1	1	2	0	0	1	1	2
Coonamble	0	2	4	0	6	0	2	5	0	7
Walgett	0	0	2	1	3	0	0	2	1	3
Brewarrina	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**11**	**15**	**8**	**34**	**0**	**15**	**19**	**9**	**43**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)										
Snowy Mountain Regional	1	2	12	5	20	2	4	15	7	28
Sub-total	**1**	**2**	**12**	**5**	**20**	**2**	**4**	**15**	**7**	**28**

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**
RIVERINA (SH 20) (HUME WEIR to DENILIQUIN)										
Albury	0	4	6	2	12	0	5	6	4	15
Greater Hume	0	1	0	0	1	0	1	0	0	1
Federation	0	3	1	0	4	0	3	1	0	4
Berrigan	0	1	0	0	1	0	1	0	0	1
Edward River	1	0	0	0	1	1	1	0	0	2
Sub-total	**1**	**9**	**7**	**2**	**19**	**1**	**11**	**7**	**4**	**23**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)										
Murray River	1	0	1	2	4	1	0	3	2	6
Edward River	0	1	0	0	1	0	1	1	0	2
Hay	0	0	0	0	0	0	0	0	0	0
Carrathool	0	0	0	0	0	0	0	0	0	0
Central Darling	0	0	0	1	1	0	0	0	1	1
Sub-total	**1**	**1**	**1**	**3**	**6**	**1**	**1**	**4**	**3**	**9**

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**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Queensland border at WARRI GATE)										
Wentworth	0	0	0	4	4	0	0	0	4	4
Unincorporated	1	1	1	0	3	1	1	1	0	3
Broken Hill	0	0	3	0	3	0	0	3	0	3
Sub-total	**1**	**1**	**4**	**4**	**10**	**1**	**1**	**4**	**4**	**10**
WINDALE-SANDGATE (SH 23) (WINDALE to SANDGATE)										
Lake Macquarie	0	0	1	0	1	0	0	1	0	1
Newcastle	0	4	8	8	20	0	4	11	11	26
Sub-total	**0**	**4**	**9**	**8**	**21**	**0**	**4**	**12**	**11**	**27**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)										
Shellharbour	0	7	7	2	16	0	7	7	3	17
Wingecarribee	2	5	3	2	12	2	5	8	4	19
Sub-total	**2**	**12**	**10**	**4**	**28**	**2**	**12**	**15**	**7**	**36**

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	1	0	3	1	5	1	0	3	1	5
Muswellbrook	1	3	3	0	7	1	7	6	2	16
Upper Hunter	1	0	0	0	1	1	0	0	0	1
Warrumbungle	0	0	3	0	3	0	0	3	0	3
Dubbo Regional	0	1	1	1	3	0	1	2	1	4
Sub-total	**3**	**4**	**10**	**2**	**19**	**3**	**8**	**14**	**4**	**29**
CARNARVON (SH 28) (MOREE to MUNGINDI)										
Moree Plains	0	0	1	0	1	0	0	1	0	1
Sub-total	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)										
Liverpool Plains	0	1	0	0	1	0	1	0	0	1
Gunnedah	0	0	1	0	1	0	0	1	0	1
Narrabri	0	2	3	0	5	0	3	3	0	6
Walgett	0	0	0	1	1	0	0	0	1	1
Brewarrina	0	0	0	0	0	0	0	0	0	0
Bourke	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**3**	**4**	**1**	**8**	**0**	**4**	**4**	**1**	**9**

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**
CENTRAL COAST (SH 30) (SOMERSBY to DOYALSON)										
Central Coast	2	21	35	32	90	2	21	48	48	119
Sub-total	**2**	**21**	**35**	**32**	**90**	**2**	**21**	**48**	**48**	**119**
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	**92**	**960**	**1,128**	**951**	**3,131**	**100**	**1,156**	**1,590**	**1,410**	**4,256**

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 2016

- 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

	Degree of casualty				
Road user class	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
CONTROLLER					
Driver					
Car	128	2,731	4,829	4,912	12,600
Light truck	43	402	649	465	1,559
Heavy rigid truck	3	39	74	28	144
Articulated truck	6	63	73	28	170
Bus	0	7	38	11	56
Other motor vehicle	3	26	20	24	73
Sub-total	**183**	**3,268**	**5,683**	**5,468**	**14,602**
Motorcycle rider	**64**	**1,181**	**683**	**268**	**2,196**
Pedal cycle rider	**5**	**309**	**264**	**178**	**756**
Other/Unknown	**0**	**0**	**1**	**0**	**1**
CONTROLLER					
Sub-total	**252**	**4,758**	**6,631**	**5,914**	**17,555**
PASSENGER					
Car	38	706	833	1,528	3,105
Light truck	14	88	106	115	323
Heavy rigid truck	0	5	0	6	11
Articulated truck	1	2	2	1	6
Bus	1	13	31	33	78
Other motor vehicle	0	1	3	6	10
Sub-total	**54**	**815**	**975**	**1,689**	**3,533**
Motorcycle	**3**	**41**	**18**	**24**	**86**
Pedal cycle	**0**	**0**	**0**	**3**	**3**
Other/Unknown	**0**	**0**	**0**	**0**	**0**
PASSENGER					
Sub-total	**57**	**856**	**993**	**1,716**	**3,622**
PEDESTRIAN					
Sub-total	**71**	**665**	**386**	**294**	**1,416**
CASUALTIES: TOTAL	**380**	**6,279**	**8,010**	**7,924**	**22,593**

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	1	11	10	6	15	16	11	3	13	8	0	94
	F	0	0	5	2	1	4	4	2	8	4	4	0	34
	Sub-total[1]	**0**	**1**	**16**	**12**	**7**	**19**	**20**	**13**	**11**	**17**	**12**	**0**	**128**
Car passenger	M	2	5	5	1	0	0	0	0	0	3	2	0	18
	F	0	1	0	2	0	6	0	2	2	2	5	0	20
	Sub-total[1]	**2**	**6**	**5**	**3**	**0**	**6**	**0**	**2**	**2**	**5**	**7**	**0**	**38**
Other motor vehicle driver	M	0	0	2	9	7	6	8	11	6	2	2	0	53
	F	0	0	1	0	0	0	1	0	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**3**	**9**	**7**	**6**	**9**	**11**	**6**	**2**	**2**	**0**	**55**
Other motor vehicle passenger	M	0	1	4	2	1	0	2	0	1	0	0	0	11
	F	0	0	1	1	1	0	0	0	0	1	1	0	5
	Sub-total[1]	**0**	**1**	**5**	**3**	**2**	**0**	**2**	**0**	**1**	**1**	**1**	**0**	**16**
Motorcycle rider	M	0	1	6	6	3	9	17	9	8	0	0	0	59
	F	0	0	0	0	0	2	0	2	1	0	0	0	5
	Sub-total[1]	**0**	**1**	**6**	**6**	**3**	**11**	**17**	**11**	**9**	**0**	**0**	**0**	**64**
Motorcycle passenger	M	0	0	1	0	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	1	1	0	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**
Pedal cycle rider/passenger	M	0	0	0	0	0	0	0	1	0	2	0	0	3
	F	0	0	0	0	0	1	0	0	1	0	0	0	2
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**2**	**0**	**0**	**5**
Pedestrian	M	3	3	5	3	1	4	7	4	4	5	5	0	44
	F	0	1	0	2	1	3	3	2	6	2	7	0	27
	Sub-total[1]	**3**	**4**	**5**	**5**	**2**	**7**	**10**	**6**	**10**	**7**	**12**	**0**	**71**
CASUALTIES[2]**:**	**M**	**5**	**11**	**34**	**31**	**18**	**34**	**50**	**36**	**22**	**25**	**17**	**0**	**283**
	F	**0**	**2**	**7**	**7**	**3**	**17**	**9**	**8**	**18**	**9**	**17**	**0**	**97**
	TOTAL[1]	**5**	**13**	**41**	**38**	**21**	**51**	**59**	**44**	**40**	**34**	**34**	**0**	**380**

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	2	166	154	111	237	176	176	118	141	112	0	1,393
	F	0	4	142	154	88	217	182	205	165	107	73	1	1,338
	Sub-total[1]	**0**	**6**	**308**	**308**	**199**	**454**	**358**	**381**	**283**	**248**	**185**	**1**	**2,731**
Car passenger	M	14	54	46	45	19	26	23	22	16	17	6	1	289
	F	11	49	38	40	16	42	46	50	46	47	31	0	416
	Sub-total[1]	**25**	**103**	**84**	**85**	**35**	**68**	**69**	**72**	**63**	**64**	**37**	**1**	**706**
Other motor vehicle driver	M	0	4	35	56	37	90	83	76	56	20	10	0	467
	F	0	0	8	13	7	14	6	9	5	7	1	0	70
	Sub-total[1]	**0**	**4**	**43**	**69**	**44**	**104**	**89**	**85**	**61**	**27**	**11**	**0**	**537**
Other motor vehicle passenger	M	0	15	13	10	7	6	5	1	2	2	1	0	62
	F	0	2	11	4	3	6	3	9	3	6	0	0	47
	Sub-total[1]	**0**	**17**	**24**	**14**	**10**	**12**	**8**	**10**	**5**	**8**	**1**	**0**	**109**
Motorcycle rider	M	0	19	107	152	119	198	201	173	99	13	2	0	1,083
	F	0	0	6	14	9	26	21	20	2	0	0	0	98
	Sub-total[1]	**0**	**19**	**113**	**166**	**128**	**224**	**222**	**193**	**101**	**13**	**2**	**0**	**1,181**
Motorcycle passenger	M	0	3	1	0	0	0	1	1	1	0	0	0	7
	F	0	2	3	6	1	7	2	9	3	0	0	1	34
	Sub-total[1]	**0**	**5**	**4**	**6**	**1**	**7**	**3**	**10**	**4**	**0**	**0**	**1**	**41**
Pedal cycle rider/passenger	M	0	18	6	21	11	41	62	44	33	11	3	1	251
	F	0	1	2	3	8	9	16	13	5	0	1	0	58
	Sub-total[1]	**0**	**19**	**8**	**24**	**19**	**50**	**78**	**57**	**38**	**11**	**4**	**1**	**309**
Pedestrian	M	13	54	24	24	13	48	40	37	35	30	18	0	336
	F	9	40	15	24	22	30	34	40	43	36	34	2	329
	Sub-total[1]	**22**	**94**	**39**	**48**	**35**	**78**	**74**	**77**	**78**	**66**	**52**	**2**	**665**
CASUALTIES[2]:	**M**	**27**	**169**	**398**	**462**	**317**	**646**	**591**	**530**	**360**	**234**	**152**	**2**	**3,888**
	F	**20**	**98**	**225**	**258**	**154**	**351**	**310**	**355**	**272**	**203**	**140**	**4**	**2,390**
	TOTAL[1]	**47**	**267**	**623**	**720**	**471**	**997**	**901**	**885**	**633**	**437**	**292**	**6**	**6,279**

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	9	304	290	229	465	357	274	189	135	89	7	2,348
	F	0	6	328	341	210	484	453	279	201	108	63	6	2,479
	Sub-total[1]	**0**	**15**	**632**	**631**	**439**	**950**	**810**	**553**	**390**	**243**	**152**	**14**	**4,829**
Car passenger	M	23	79	45	44	25	37	32	21	7	8	6	2	329
	F	14	95	45	47	39	66	51	58	37	34	16	1	503
	Sub-total[1]	**37**	**174**	**90**	**91**	**64**	**103**	**84**	**79**	**44**	**42**	**22**	**3**	**833**
Other motor vehicle driver	M	0	3	65	84	67	147	138	129	73	25	9	2	742
	F	0	2	14	16	10	24	22	14	5	3	2	0	112
	Sub-total[1]	**0**	**5**	**79**	**100**	**77**	**171**	**160**	**143**	**78**	**28**	**11**	**2**	**854**
Other motor vehicle passenger	M	3	15	14	12	4	8	8	5	2	2	1	0	74
	F	3	16	12	6	0	4	4	6	10	6	1	0	68
	Sub-total[1]	**6**	**31**	**26**	**18**	**4**	**12**	**12**	**11**	**12**	**8**	**2**	**0**	**142**
Motorcycle rider	M	0	10	90	112	66	121	75	91	30	5	2	0	602
	F	0	1	5	17	13	14	16	13	1	1	0	0	81
	Sub-total[1]	**0**	**11**	**95**	**129**	**79**	**135**	**91**	**104**	**31**	**6**	**2**	**0**	**683**
Motorcycle passenger	M	1	1	3	0	0	0	0	0	0	0	0	0	5
	F	1	0	1	3	1	1	4	0	2	0	0	0	13
	Sub-total[1]	**2**	**1**	**4**	**3**	**1**	**1**	**4**	**0**	**2**	**0**	**0**	**0**	**18**
Pedal cycle rider/passenger	M	0	27	13	15	15	42	51	30	12	7	0	0	212
	F	0	5	2	2	8	14	10	8	3	0	0	0	52
	Sub-total[1]	**0**	**32**	**15**	**17**	**23**	**56**	**61**	**38**	**15**	**7**	**0**	**0**	**264**
Pedestrian	M	4	35	15	19	14	24	26	26	22	8	7	1	201
	F	3	13	15	29	21	26	18	23	18	9	10	0	185
	Sub-total[1]	**7**	**48**	**30**	**48**	**35**	**50**	**44**	**49**	**40**	**17**	**17**	**1**	**386**
CASUALTIES[2]:	**M**	**31**	**179**	**549**	**576**	**420**	**844**	**687**	**577**	**335**	**190**	**114**	**12**	**4,514**
	F	**21**	**138**	**422**	**461**	**302**	**633**	**578**	**401**	**277**	**161**	**92**	**7**	**3,493**
	TOTAL[1]	**52**	**317**	**971**	**1,037**	**722**	**1,478**	**1,266**	**978**	**612**	**351**	**206**	**20**	**8,010**

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	8	127	281	281	576	445	351	186	88	24	33	2,400
	F	0	2	130	270	256	613	543	390	173	77	14	35	2,503
	Sub-total[1]	**0**	**10**	**257**	**551**	**537**	**1,189**	**988**	**743**	**359**	**165**	**38**	**75**	**4,912**
Car passenger	M	15	98	53	60	54	68	50	40	23	12	5	79	557
	F	20	101	64	78	73	101	83	92	59	29	11	167	878
	Sub-total[1]	**36**	**199**	**117**	**138**	**128**	**169**	**133**	**132**	**82**	**41**	**16**	**337**	**1,528**
Other motor vehicle driver	M	0	0	22	37	56	136	105	73	43	12	1	11	496
	F	0	0	2	8	4	17	12	7	3	0	0	4	57
	Sub-total[1]	**0**	**0**	**24**	**45**	**60**	**153**	**117**	**80**	**46**	**12**	**1**	**18**	**556**
Other motor vehicle passenger	M	2	12	4	12	6	11	3	8	3	1	1	14	77
	F	3	4	2	3	6	12	5	9	6	3	0	13	66
	Sub-total[1]	**5**	**16**	**6**	**15**	**12**	**23**	**8**	**17**	**9**	**4**	**1**	**45**	**161**
Motorcycle rider	M	0	4	17	36	15	50	48	39	16	4	0	15	244
	F	0	0	0	3	3	8	4	6	0	0	0	0	24
	Sub-total[1]	**0**	**4**	**17**	**39**	**18**	**58**	**52**	**45**	**16**	**4**	**0**	**15**	**268**
Motorcycle passenger	M	0	4	2	2	0	2	0	0	0	0	0	0	10
	F	0	0	0	0	2	1	2	3	1	0	0	5	14
	Sub-total[1]	0	4	2	2	2	3	2	3	1	0	0	5	24
Pedal cycle rider/passenger	M	1	18	2	10	11	25	25	25	13	3	0	16	149
	F	1	3	0	2	5	10	3	1	5	1	0	1	32
	Sub-total[1]	**2**	**21**	**2**	**12**	**16**	**35**	**28**	**26**	**18**	**4**	**0**	**17**	**181**
Pedestrian	M	2	17	10	15	10	18	21	18	12	6	8	13	150
	F	3	8	8	7	17	23	21	20	13	10	2	10	142
	Sub-total[1]	**5**	**25**	**18**	**22**	**27**	**41**	**42**	**38**	**25**	**16**	**10**	**25**	**294**
CASUALTIES[2]**:**	**M**	**20**	**161**	**237**	**453**	**433**	**886**	**697**	**554**	**296**	**126**	**39**	**181**	**4,083**
	F	**27**	**118**	**206**	**371**	**366**	**785**	**673**	**528**	**260**	**120**	**27**	**235**	**3,716**
	TOTAL[1]	**48**	**279**	**443**	**824**	**800**	**1,671**	**1,370**	**1,084**	**556**	**246**	**66**	**537**	**7,924**

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	20	608	735	627	1,293	994	812	496	377	233	40	6,235
	F	0	12	605	767	555	1,318	1,182	876	547	296	154	42	6,354
	Sub-total[1]	**0**	**32**	**1,213**	**1,502**	**1,182**	**2,612**	**2,176**	**1,690**	**1,043**	**673**	**387**	**90**	**12,600**
Car passenger	M	54	236	149	150	98	131	105	83	46	40	19	82	1,193
	F	45	246	147	167	128	215	180	202	144	112	63	168	1,817
	Sub-total[1]	**100**	**482**	**296**	**317**	**227**	**346**	**286**	**285**	**191**	**152**	**82**	**341**	**3,105**
Other motor vehicle driver	M	0	7	124	186	167	379	334	289	178	59	22	13	1,758
	F	0	2	25	37	21	55	41	30	13	10	3	4	241
	Sub-total[1]	**0**	**9**	**149**	**223**	**188**	**434**	**375**	**319**	**191**	**69**	**25**	**20**	**2,002**
Other motor vehicle passenger	M	5	43	35	36	18	25	18	14	8	5	3	14	224
	F	6	22	26	14	10	22	12	24	19	16	2	13	186
	Sub-total[1]	**11**	**65**	**61**	**50**	**28**	**47**	**30**	**38**	**27**	**21**	**5**	**45**	**428**
Motorcycle rider	M	0	34	220	306	203	378	341	312	153	22	4	15	1,988
	F	0	1	11	34	25	50	41	41	4	1	0	0	208
	Sub-total[1]	**0**	**35**	**231**	**340**	**228**	**428**	**382**	**353**	**157**	**23**	**4**	**15**	**2,196**
Motorcycle passenger	M	1	8	7	2	0	2	1	1	1	0	0	0	23
	F	1	2	4	9	4	10	9	12	6	0	0	6	63
	Sub-total[1]	**2**	**10**	**11**	**11**	**4**	**12**	**10**	**13**	**7**	**0**	**0**	**6**	**86**
Pedal cycle rider/passenger	M	1	63	21	46	37	108	138	100	58	23	3	17	615
	F	1	9	4	7	21	34	29	22	14	1	1	1	144
	Sub-total[1]	**2**	**72**	**25**	**53**	**58**	**142**	**167**	**122**	**72**	**24**	**4**	**18**	**759**
Pedestrian	M	22	109	54	61	38	94	94	85	73	49	38	14	731
	F	15	62	38	62	61	82	76	85	80	57	53	12	683
	Sub-total[1]	**37**	**171**	**92**	**123**	**99**	**176**	**170**	**170**	**153**	**106**	**91**	**28**	**1,416**
CASUALTIES[2]:	**M**	**83**	**520**	**1,218**	**1,522**	**1,188**	**2,410**	**2,025**	**1,697**	**1,013**	**575**	**322**	**195**	**12,768**
	F	**68**	**356**	**860**	**1,097**	**825**	**1,786**	**1,570**	**1,292**	**827**	**493**	**276**	**246**	**9,696**
	TOTAL[1]	**152**	**876**	**2,078**	**2,619**	**2,014**	**4,197**	**3,596**	**2,991**	**1,841**	**1,068**	**598**	**563**	**22,593**

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				
	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
Driver					
Adult belt worn	123	2,843	5,139	5,096	13,201
Fitted but not worn	34	86	38	32	190
No restraint fitted	2	16	17	2	37
Unknown	24	323	489	338	1,174
Sub-total	**183**	**3,268**	**5,683**	**5,468**	**14,602**
Passenger					
Adult belt worn	28	609	743	1,178	2,558
Child restraint worn	2	30	56	65	153
Fitted but not worn	9	29	15	21	74
No restraint fitted	6	32	31	24	93
Unknown	9	115	130	401	655
Sub-total	**54**	**815**	**975**	**1,689**	**3,533**
Motorcycle rider/passenger					
Open face (jet) helmet worn	17	189	89	42	337
Full face helmet worn	41	894	534	200	1,669
No helmet worn	6	38	15	11	70
Unknown	3	101	63	39	206
Sub-total	**67**	**1,222**	**701**	**292**	**2,282**
Pedal cycle rider/passenger					
Helmet worn	3	239	205	136	583
No helmet worn	1	28	24	11	64
Unknown	1	42	35	34	112
Sub-total	**5**	**309**	**264**	**181**	**759**
Other/unknown	**0**	**0**	**1**	**0**	**1**
All road vehicle casualties					
Device worn	**214**	**4,804**	**6,766**	**6,717**	**18,501**
Device not worn	**58**	**229**	**140**	**101**	**528**
Unknown	**37**	**581**	**717**	**812**	**2,147**
ROAD VEHICLE CASUALTIES: TOTAL[2]	**309**	**5,614**	**7,624**	**7,630**	**21,177**

[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, BAC[1], sex, age
DEGREE OF CASUALTY: KILLED

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Legal	M	0	1	13	18	7	22	29	23	16	15	10	0	154
	F	0	0	6	2	1	6	4	4	9	4	4	0	40
	Sub-total[2]	**0**	**1**	**19**	**20**	**8**	**28**	**33**	**27**	**25**	**19**	**14**	**0**	**194**
.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-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.020 – .049[4]	M	0	0	0	0	0	0	0	1	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	1	2	0	0	1	0	0	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**
.080 – .149	M	0	1	1	1	4	2	2	0	0	0	0	0	11
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**1**	**1**	**1**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**11**
≥ .150	M	0	0	2	4	3	6	5	5	0	0	0	0	25
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**2**	**4**	**3**	**6**	**5**	**5**	**0**	**0**	**0**	**0**	**25**
Unknown	M	0	0	2	0	2	0	4	2	1	0	0	0	11
	F	0	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**0**	**2**	**0**	**5**	**2**	**1**	**0**	**0**	**0**	**12**
MOTOR VEHICLE	**M**	**0**	**2**	**19**	**25**	**16**	**30**	**41**	**31**	**17**	**15**	**10**	**0**	**206**
CONTROLLER	**F**	**0**	**0**	**6**	**2**	**1**	**6**	**5**	**4**	**9**	**4**	**4**	**0**	**41**
CASUALTIES:	**TOTAL[2]**	**0**	**2**	**25**	**27**	**17**	**36**	**46**	**35**	**26**	**19**	**14**	**0**	**247**

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, BAC[1], sex, age
DEGREE OF CASUALTY: SERIOUSLY INJURED

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Legal	M	0	17	231	263	198	347	335	334	196	136	85	0	2,142
	F	0	2	117	124	73	170	142	177	132	84	51	0	1,072
	Sub-total[2]	**0**	**19**	**348**	**387**	**271**	**517**	**477**	**511**	**328**	**220**	**136**	**0**	**3,214**
.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-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.020 – .049[4]	M	0	0	3	1	2	3	0	1	0	0	0	0	10
	F	0	0	0	0	0	0	2	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**3**	**1**	**2**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**12**
.050 – .079	M	0	1	3	4	3	6	5	0	2	0	0	0	24
	F	0	0	1	2	0	2	1	0	0	0	0	0	6
	Sub-total[2]	**0**	**1**	**4**	**6**	**3**	**8**	**6**	**0**	**2**	**0**	**0**	**0**	**30**
.080 – .149	M	0	0	17	19	10	31	14	6	4	2	2	0	105
	F	0	0	2	6	1	5	5	3	3	0	0	0	25
	Sub-total[2]	**0**	**0**	**19**	**25**	**11**	**36**	**19**	**9**	**7**	**2**	**2**	**0**	**130**
≥ .150	M	0	0	10	20	10	23	21	16	4	1	1	0	106
	F	0	0	2	3	1	12	7	1	1	0	0	0	27
	Sub-total[2]	**0**	**0**	**12**	**23**	**11**	**35**	**28**	**17**	**5**	**1**	**1**	**0**	**133**
Unknown	M	0	7	44	55	44	115	85	68	67	35	36	0	556
	F	0	2	34	46	29	68	52	53	36	30	23	1	374
	Sub-total[2]	**0**	**9**	**78**	**101**	**73**	**183**	**137**	**121**	**103**	**65**	**59**	**1**	**930**
MOTOR VEHICLE	**M**	**0**	**25**	**308**	**362**	**267**	**525**	**460**	**425**	**273**	**174**	**124**	**0**	**2,943**
CONTROLLER	**F**	**0**	**4**	**156**	**181**	**104**	**257**	**209**	**234**	**172**	**114**	**74**	**1**	**1,506**
CASUALTIES:	**TOTAL[2]**	**0**	**29**	**464**	**543**	**371**	**782**	**669**	**659**	**445**	**288**	**198**	**1**	**4,449**

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, BAC[1], sex, age
DEGREE OF CASUALTY: MODERATELY INJURED

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Legal	M	0	15	295	309	213	419	339	328	176	107	65	0	2,266
	F	0	4	218	210	123	269	263	182	132	59	42	1	1,503
	Sub-total[2]	**0**	**19**	**513**	**519**	**336**	**688**	**602**	**510**	**308**	**166**	**107**	**1**	**3,769**
.001 – .019[3]	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-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
.020 – .049[4]	M	0	0	0	1	1	1	0	0	0	0	0	0	3
	F	0	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
.050 – .079	M	0	0	3	5	2	11	0	2	2	1	0	0	26
	F	0	0	2	0	0	0	1	0	1	0	0	0	4
	Sub-total[2]	**0**	**0**	**5**	**5**	**2**	**11**	**1**	**2**	**3**	**1**	**0**	**0**	**30**
.080 – .149	M	0	0	5	16	7	13	13	5	2	1	0	1	63
	F	0	0	2	5	2	8	2	4	0	1	0	0	24
	Sub-total[2]	**0**	**0**	**7**	**21**	**9**	**21**	**15**	**9**	**2**	**2**	**0**	**1**	**87**
≥ .150	M	0	0	6	18	14	29	20	8	5	1	0	0	101
	F	0	0	0	3	0	6	7	7	2	0	0	0	25
	Sub-total[2]	**0**	**0**	**6**	**21**	**14**	**35**	**27**	**15**	**7**	**1**	**0**	**0**	**126**
Unknown	M	0	7	150	137	125	260	198	151	107	55	35	8	1,233
	F	0	5	125	155	108	239	217	113	72	52	23	5	1,114
	Sub-total[2]	**0**	**12**	**275**	**292**	**233**	**500**	**415**	**264**	**179**	**107**	**58**	**14**	**2,349**
MOTOR VEHICLE	**M**	**0**	**22**	**459**	**486**	**362**	**733**	**570**	**494**	**292**	**165**	**100**	**9**	**3,692**
CONTROLLER	**F**	**0**	**9**	**347**	**374**	**233**	**522**	**491**	**306**	**207**	**112**	**65**	**6**	**2,672**
CASUALTIES:	**TOTAL[2]**	**0**	**31**	**806**	**860**	**595**	**1,256**	**1,061**	**800**	**499**	**277**	**165**	**16**	**6,366**

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, BAC[1], sex, age
DEGREE OF CASUALTY: MINOR/OTHER INJURED

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Legal	M	0	5	44	67	66	116	108	67	49	35	11	20	588
	F	0	0	32	41	27	65	59	52	28	15	9	6	334
	Sub-total[2]	**0**	**5**	**76**	**108**	**93**	**181**	**167**	**120**	**77**	**50**	**20**	**26**	**923**
.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-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.020 – .049[4]	M	0	1	1	1	0	0	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.050 – .079	M	0	0	0	1	0	1	2	0	1	1	0	0	6
	F	0	0	0	1	0	0	1	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**0**	**2**	**0**	**1**	**3**	**0**	**1**	**1**	**0**	**0**	**8**
.080 – .149	M	0	0	4	3	4	4	1	5	0	0	0	0	21
	F	0	0	0	0	0	2	0	0	1	0	0	0	3
	Sub-total[2]	**0**	**0**	**4**	**3**	**4**	**6**	**1**	**5**	**1**	**0**	**0**	**0**	**24**
≥ .150	M	0	0	2	6	2	7	5	1	2	1	0	1	27
	F	0	0	0	1	0	4	1	0	0	0	0	0	6
	Sub-total[2]	**0**	**0**	**2**	**7**	**2**	**11**	**6**	**1**	**2**	**1**	**0**	**1**	**33**
Unknown	M	0	6	115	276	280	634	482	390	193	67	14	38	2,495
	F	0	2	100	238	236	567	498	351	147	62	5	33	2,239
	Sub-total[2]	**0**	**8**	**215**	**514**	**516**	**1,201**	**980**	**742**	**340**	**129**	**19**	**81**	**4,745**
MOTOR VEHICLE	**M**	**0**	**12**	**166**	**354**	**352**	**762**	**598**	**463**	**245**	**104**	**25**	**59**	**3,140**
CONTROLLER	**F**	**0**	**2**	**132**	**281**	**263**	**638**	**559**	**403**	**176**	**77**	**14**	**39**	**2,584**
CASUALTIES:	**TOTAL[2]**	**0**	**14**	**298**	**635**	**615**	**1,400**	**1,157**	**868**	**421**	**181**	**39**	**108**	**5,736**

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Legal	M	0	38	583	657	484	904	811	752	437	293	171	20	5,150
	F	0	6	373	377	224	510	468	415	301	162	106	7	2,949
	Sub-total[2]	**0**	**44**	**956**	**1,034**	**708**	**1,414**	**1,279**	**1,168**	**738**	**455**	**277**	**27**	**8,100**
.001 – .019[3]	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-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
.020 – .049[4]	M	0	1	4	3	3	4	0	2	0	0	0	0	17
	F	0	0	0	1	0	0	2	0	0	0	0	0	3
	Sub-total[2]	**0**	**1**	**4**	**4**	**3**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**20**
.050 – .079	M	0	1	7	12	5	18	8	2	5	2	0	0	60
	F	0	0	3	3	0	2	3	0	1	0	0	0	12
	Sub-total[2]	**0**	**1**	**10**	**15**	**5**	**20**	**11**	**2**	**6**	**2**	**0**	**0**	**72**
.080 – .149	M	0	1	27	39	25	50	30	16	6	3	2	1	200
	F	0	0	4	11	3	15	7	7	4	1	0	0	52
	Sub-total[2]	**0**	**1**	**31**	**50**	**28**	**65**	**37**	**23**	**10**	**4**	**2**	**1**	**252**
≥ .150	M	0	0	20	48	29	65	51	30	11	3	1	1	259
	F	0	0	2	7	1	22	15	8	3	0	0	0	58
	Sub-total[2]	**0**	**0**	**22**	**55**	**30**	**87**	**66**	**38**	**14**	**3**	**1**	**1**	**317**
Unknown	M	0	20	311	468	451	1,009	769	611	368	157	85	46	4,295
	F	0	9	259	439	373	874	768	517	255	144	51	39	3,728
	Sub-total[2]	**0**	**29**	**570**	**907**	**824**	**1,884**	**1,537**	**1,129**	**623**	**301**	**136**	**96**	**8,036**
MOTOR VEHICLE	**M**	**0**	**61**	**952**	**1,227**	**997**	**2,050**	**1,669**	**1,413**	**827**	**458**	**259**	**68**	**9,981**
CONTROLLER	**F**	**0**	**15**	**641**	**838**	**601**	**1,423**	**1,264**	**947**	**564**	**307**	**157**	**46**	**6,803**
CASUALTIES:	**TOTAL[2]**	**0**	**76**	**1,593**	**2,065**	**1,598**	**3,474**	**2,933**	**2,362**	**1,391**	**765**	**416**	**125**	**16,798**

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	104	0	1	3	5	10	5	128
Light truck driver	29	0	0	0	2	10	2	43
Heavy rigid truck driver	2	0	0	0	0	0	1	3
Articulated truck driver	6	0	0	0	0	0	0	6
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	51	0	0	1	4	4	4	64
Other motor vehicle driver	2	0	0	0	0	1	0	3
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**194**	**0**	**1**	**4**	**11**	**25**	**12**	**247**

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	1,911	0	8	16	88	93	615	2,731
Light truck driver	280	0	1	6	17	21	77	402
Heavy rigid truck driver	34	0	0	0	0	0	5	39
Articulated truck driver	58	0	0	1	0	1	3	63
Bus driver	5	0	0	0	0	0	2	7
Motorcycle rider	916	0	3	7	25	16	214	1,181
Other motor vehicle driver	10	0	0	0	0	2	14	26
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**3,214**	**0**	**12**	**30**	**130**	**133**	**930**	**4,449**

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	2,735	1	4	19	63	100	1,907	4,829
Light truck driver	431	0	0	8	14	21	175	649
Heavy rigid truck driver	59	0	0	0	0	0	15	74
Articulated truck driver	66	0	0	0	0	0	7	73
Bus driver	27	0	0	0	0	0	11	38
Motorcycle rider	449	0	0	3	9	4	218	683
Other motor vehicle driver	2	0	0	0	1	1	16	20
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**3,769**	**1**	**4**	**30**	**87**	**126**	**2,349**	**6,366**

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	715	0	2	3	18	26	4,148	4,912
Light truck driver	102	0	1	4	4	6	348	465
Heavy rigid truck driver	11	0	0	0	0	0	17	28
Articulated truck driver	14	0	0	0	0	1	13	28
Bus driver	3	0	0	0	0	0	8	11
Motorcycle rider	77	0	0	1	2	0	188	268
Other motor vehicle driver	1	0	0	0	0	0	23	24
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**923**	**0**	**3**	**8**	**24**	**33**	**4,745**	**5,736**

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	5,465	1	15	41	174	229	6,675	12,600
Light truck driver	842	0	2	18	37	58	602	1,559
Heavy rigid truck driver	106	0	0	0	0	0	38	144
Articulated truck driver	144	0	0	1	0	2	23	170
Bus driver	35	0	0	0	0	0	21	56
Motorcycle rider	1,493	0	3	12	40	24	624	2,196
Other motor vehicle driver	15	0	0	0	1	4	53	73
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**8,100**	**1**	**20**	**72**	**252**	**317**	**8,036**	**16,798**

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

	Degree of casualty				
Alcohol involved in crash	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
Yes	59	413	345	158	975
No	284	4,247	4,194	1,372	10,097
Unknown	37	1,619	3,471	6,394	11,521
CASUALTIES: Total	**380**	**6,279**	**8,010**	**7,924**	**22,593**

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

	Degree of casualty				
Speeding involved in crash	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
Yes	159	1,428	1,305	588	3,480
No or unknown	221	4,851	6,705	7,336	19,113
CASUALTIES: Total	**380**	**6,279**	**8,010**	**7,924**	**22,593**

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

	Degree of casualty				
Fatigue involved in crash	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
Yes	80	713	561	213	1,567
No or unknown	300	5,566	7,449	7,711	21,026
CASUALTIES: Total	**380**	**6,279**	**8,010**	**7,924**	**22,593**

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 holders
- Vehicle registrations

Table 37: New South Wales residents[1], age, sex

	Sex		
Age (years)	Male	Female	**TOTAL**
0 – 4	257,357	243,613	500,970
5 – 16	582,653	551,582	1,134,235
17 – 20	196,948	186,803	383,751
21 – 25	276,914	267,827	544,741
26 – 29	229,642	231,349	460,991
30 – 39	540,406	545,829	1,086,235
40 – 49	500,322	517,449	1,017,771
50 – 59	476,823	494,319	971,142
60 – 69	397,182	411,521	808,703
70 – 79	246,356	264,192	510,548
≥ 80	129,811	190,376	320,187
NEW SOUTH WALES RESIDENTS:			
TOTAL	**3,834,414**	**3,904,860**	**7,739,274**

Source – Australian Bureau of Statistics Australian Demographic Statistics.

1 Preliminary estimated resident population for 30 June 2016 as published in September 2017.

Table 38: Licence holders* as at 30 June 2016, age, sex

	All licence holders		
Age (years)	Male	Female	**TOTAL**[1]
≤ 16	28,941	28,923	57,864
17 – 20	157,943	154,495	312,438
21 – 25	208,428	204,936	413,364
26 – 29	184,925	183,690	368,615
30 – 39	500,233	491,897	992,130
40 – 49	492,494	485,894	978,408
50 – 59	469,627	447,972	917,622
60 – 69	384,945	354,081	739,051
70 – 79	220,383	189,642	410,034
≥ 80	84,385	64,035	148,421
LICENCE HOLDERS:			
TOTAL[2]	**2,732,304**	**2,605,565**	**5,337,947**

* 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.

Table 39: Vehicles on register, vehicle type

Vehicle type	Vehicles on register[1]
MOTOR VEHICLES	
Passenger vehicle[2]	4,312,182
Rigid truck, van or utility	765,285
Articulated truck	20,388
Bus	13,522
Motorcycle	225,538
Sub-total	**5,336,915**
OTHER VEHICLES	
Plant	6,527
Trailer	947,042
Sub-total	**953,569**
VEHICLES ON REGISTER: TOTAL	**6,290,484**

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 2016

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