

ROAD TRAFFIC CASUALTY CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended
31 December 2017

Prepared by the Centre for Road Safety, Transport for NSW

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- The Lifetime Care and Support Authority for data on Lifetime Care participants.
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- The Ambulance Service of NSW for providing data from the Computer-Aided Dispatch, electronic Medical Record and Patient Health Care Record systems.
- Forensic and Analytical Science Service, NSW Health for providing alcohol and drug test results.
- Department of Justice & Regulation for and on behalf of the State of Victoria, for access to the National Coronial Information System for the verification of fatality information.

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 third 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 less than 1% of recorded crashes and are counted in the following year's statistics.

Crash data reported in this Statistical Statement were finalised and released in October 2018.

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 2017

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 from the collision summary/narrative describing the crash and each data item 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, 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, Regional Development and Cities, 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.
 - d. Cause of Death Unit Record File (COD URF) from the Australian Co-ordinating Registry is updated on an ad-hoc annual basis.

2. State Insurance Regulatory Authority data collections –
 - a. This collection provides information about Compulsory Third Party claimants injured in motor vehicle accidents in NSW.
3. Lifetime Care and Support Agency
 - a. This collection provides information about Lifetime Care participants severely injured on NSW roads.
4. CRS CrashLink crash reporting database.
5. NSW Ambulance data collections –
 - a. Computer-Aided Dispatch
 - b. electronic Medical Record
 - c. Patient Health Care Record.

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 records from the different data collections 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.

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 24 per cent of injury crashes in 2017.

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

In 2017 power assisted pedal cycles previously categorised as motorcycles were re-defined as pedal cycles. Riders of power assisted pedal cycles are now pedal cycle riders. This resulted in less than five casualties categorised as pedal cycle riders which would have been motorcycle riders in previous years.

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

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

<i>Passenger</i>	Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash, provided a portion of the person is in/on the road vehicle.
<i>Pedal cycle</i>	Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached and power assisted pedal cycles.
<i>Pedal cycle passenger</i>	A person on but not controlling a pedal cycle.
<i>Pedal cycle rider</i>	A person occupying the controlling position of a pedal cycle.
<i>Pedestrian</i>	Any person who is <u>not</u> in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.
<i>Pedestrian conveyance</i>	Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorised scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorised go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorised wheelchair or any other toy device used as a means of mobility.
<i>Road</i>	The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island.
<i>Road vehicle</i>	Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.
<i>Seriously injured (matched)</i>	A person identified in a police report and matched to a health record indicating a hospital stay due to injuries sustained in a crash, or is identified as an icare (Lifetime Care) participant.
<i>Seriously injured (unmatched)</i>	A person not matched to a police report but identified from health records as having a hospital stay due to an injury on a public road.
<i>Seriously injured (all hospitalisations)</i>	A total of matched and unmatched seriously injured.
<i>Serious injury crash</i>	A non-fatal crash in which at least one person is seriously injured.
<i>Sydney Metropolitan Area</i>	Comprised of the following local government areas: Sydney, 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.
<i>Wollongong Metropolitan Area</i>	Comprised of the following local government areas: Wollongong and Shellharbour.

Interpreting tables correctly

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

Convention for table headings

The first word(s) in the title of a table indicates the data items being counted. For example, Table 9 gives counts of casualties, Table 17 gives counts of crashes and Table 34 gives counts of motor vehicle controller casualties. Remaining words in the table titles indicate the classification variables.

EXAMPLE 1

Suppose you wish to know the number of car drivers aged 17-20 years who were killed. If you looked at Table 21a, saw the word fatal in the heading and assumed that the table was counting persons killed, you would deduce that 35 car drivers aged 17-20 were killed. That is not the correct answer. Table 21a is counting motor vehicle controllers involved in fatal crashes regardless of whether those controllers were themselves killed.

To determine the number of car drivers aged 17-20 who were killed you would need to use Table 32a. This table is counting casualties and the degree of casualty is the category *killed*. The correct answer to the above question, as indicated in this table, is 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 1,252. 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 1,227 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 2017
- Main points for 2017
- 2017 serious injuries (all hospitalisations) and rates
- Serious injury (all hospitalisations) trends

Summary data for 2017

	Number	Percentage	Compared with 2016	
			Number change	Percentage change
SERIOUS INJURIES				
Serious injuries (matched)	6,179	50.9	-188	-3.0
Serious injuries (unmatched)	5,962	49.1	-62	-1.0
Serious injuries (all hospitalisations)	12,141	100.0	-250	-2.0
VEHICLES ON REGISTER¹				
	5,453,400		116,500	2.2
Serious injuries (all hospitalisations) per 10,000 vehicles	22.26			-4.1
LICENCE HOLDERS²				
	5,439,700		101,800	1.9
Serious injuries (all hospitalisations) per 10,000 licence holders	22.32			-3.9
POPULATION OF STATE³				
	7,867,100		134,200	1.7
Serious injuries (all hospitalisations) per 100,000 persons	154.33			-3.7

¹ As at 30 June 2017. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

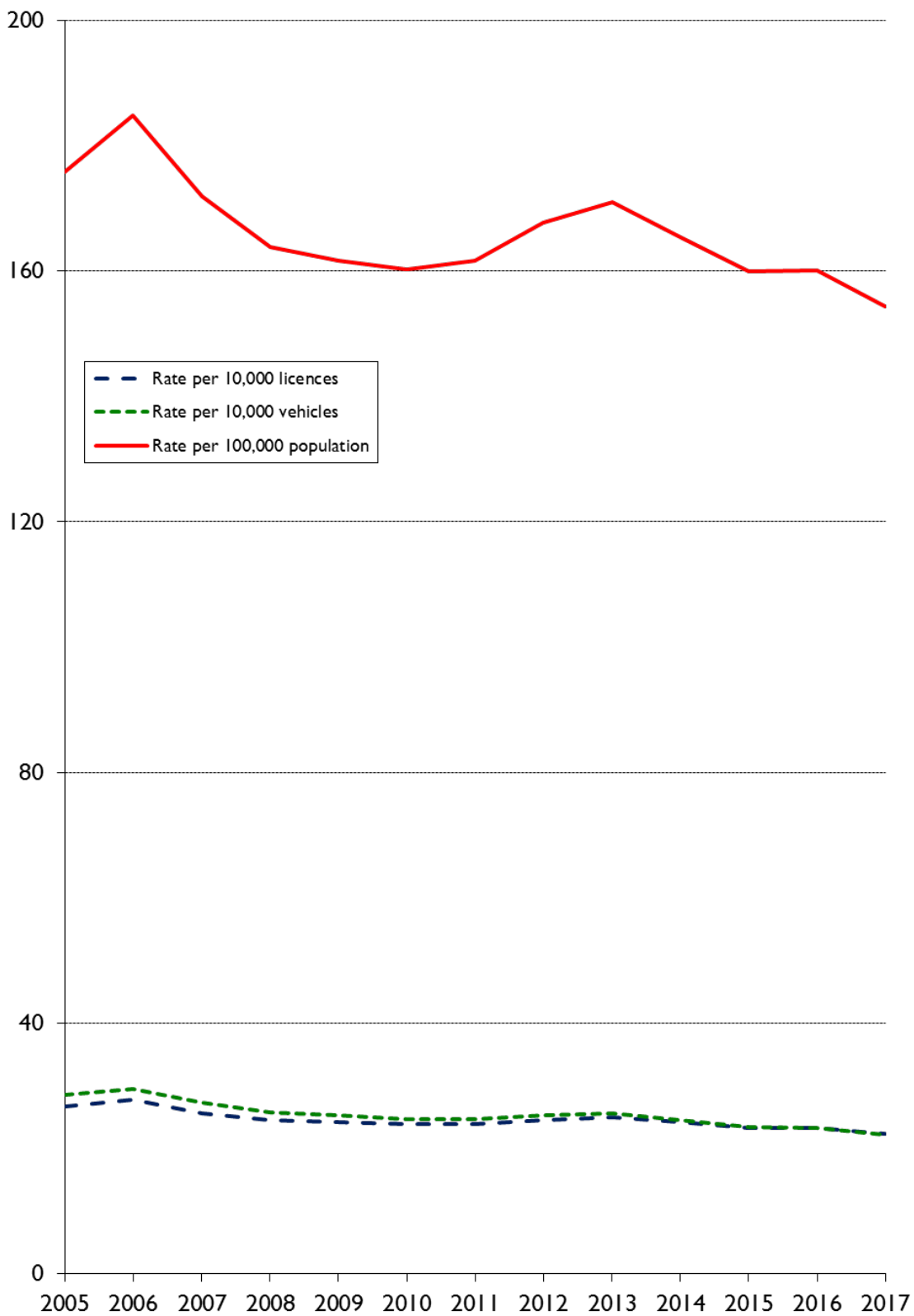
² As at 30 June 2017. Refer to note on Table 38.

³ Estimated resident population for 30 June 2017 as published in September 2018. Source - Australian Bureau of Statistics.

Main points for 2017

- There were 12,141 persons hospitalised from road traffic crashes in 2017, as derived from the data linkage with NSW Health Department admission data. This was 250 fewer hospitalisations (2 per cent) than the previous year and the lowest annual total since 2011.
- The number of persons hospitalised per 100,000 population was 154.3, down from 160.2 the previous year. This was the lowest rate since hospitalisation data were consistently tabulated from 2005.
- The estimated cost to the community of all road casualties in NSW for 2017 using the Willingness to Pay methodology was around \$7.5 billion – hospitalisations accounted for around half (49 per cent) of this total with \$3.7 billion.
- Compared with 2016, drivers, passengers and motorcyclists were the road user groups to have experienced decreases in hospitalisations in 2017.
- There were 4,286 hospitalisations of drivers in 2017, 215 less (5 per cent) than the previous year and the lowest driver total since 2014. Of all road user groups, drivers accounted for the largest proportion of hospitalisations (35 per cent).
- Despite a decrease in 2017, motorcyclists continue to be the second largest road user group for hospitalisations in 2017, down by 94 (4 per cent) on the previous year and the lowest motorcyclist total since 2015. Motorcyclists accounted for 21 per cent of all hospitalisations in 2017.
- Passenger hospitalisations also decreased in 2017, down by 25 (2 per cent) and the equal lowest passenger total since 2008. There were also 1,598 passenger hospitalisations in 2010.
- In contrast to the fatality statistics, pedal cyclists remain as the third largest road user group for hospitalisations in 2017, up 38 (2 per cent) on the previous year. One in six (16 per cent) of all hospitalisations in 2017 were pedal cyclists.
- Compared with 2016, all age groups between 26 and 69 years experienced decreases in hospitalisations in 2017 with the largest decrease amongst 30 to 39 year olds, down by 159 (8 per cent).
- Twenty-one per cent of all hospitalisations were aged 17 to 25 years, but this age group accounted for only 12 per cent of the NSW population. Compared with 2016, the 17 to 25 year age group experienced increased hospitalisations in 2017, up by 47 (2 per cent) and the highest total for this age group since 2013.
- Children aged less than 17 years continued to experience reductions in hospitalisations in 2017, down 33 (3 per cent) compared with 2016 and the lowest under 17 years total since these data were tabulated in 2005. Since 2005, hospitalisations of children aged under 17 years have decreased by almost half (44 per cent).
- In contrast, hospitalisations of persons aged 70 years or more increased again in 2017, up 34 (2 per cent) compared with 2016 and the highest total for this age group since these data were tabulated in 2005. Since 2005, hospitalisations of persons aged 70 years or more have increased by 46 per cent.
- Almost two-thirds (64 per cent) of all hospitalisations were males, but they represented only 50 per cent of the NSW population.
- Of the 12,141 hospitalisations in 2017, 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 2017 in NSW



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

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

Year	Road User Class						Total
	Driver	Passenger	Motorcyclist	Pedestrian	Pedal cyclist	Other	
2005 ¹	3,938	1,950	2,144	1,237	1,690	808	11,767
2006	4,068	1,999	2,400	1,279	1,796	925	12,467
2007	3,736	1,683	2,404	1,306	1,714	912	11,755
2008	3,640	1,546	2,527	1,191	1,675	794	11,373
2009	3,542	1,677	2,614	1,131	1,697	745	11,406
2010	3,811	1,598	2,455	1,164	1,662	759	11,449
2011	4,029	1,643	2,507	1,139	1,677	679	11,674
2012	4,199	1,746	2,719	1,132	1,873	588	12,257
2013	4,258	1,745	2,769	1,182	2,094	622	12,670
2014	4,151	1,677	2,729	1,167	2,070	637	12,431
2015	4,338	1,660	2,505	1,119	1,994	580	12,196
2016	4,501	1,623	2,669	1,100	1,948	550	12,391
2017	4,286	1,598	2,575	1,114	1,986	582	12,141

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

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

Year	Age (years)											u/k	Total
	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
2005¹	178	1,577	1,391	1,456	837	1,954	1,577	1,075	677	565	444	36	11,767
2006	174	1,658	1,488	1,480	917	2,062	1,614	1,240	730	598	464	42	12,467
2007	160	1,478	1,288	1,265	856	1,928	1,649	1,201	746	650	500	34	11,755
2008	126	1,338	1,287	1,228	835	1,852	1,546	1,241	792	603	495	30	11,373
2009	126	1,234	1,305	1,231	827	1,772	1,677	1,281	810	569	536	38	11,406
2010	120	1,116	1,305	1,238	837	1,777	1,677	1,329	849	644	539	18	11,449
2011	117	1,031	1,303	1,333	881	1,746	1,710	1,379	938	666	557	13	11,674
2012	125	1,082	1,327	1,332	925	1,873	1,823	1,490	991	687	590	12	12,257
2013	121	1,093	1,351	1,373	927	1,882	1,835	1,619	1,084	714	656	15	12,670
2014	119	919	1,148	1,309	886	1,974	1,800	1,671	1,152	784	655	14	12,431
2015	106	884	1,193	1,347	887	1,849	1,755	1,608	1,120	775	655	17	12,196
2016	96	913	1,131	1,385	915	1,932	1,738	1,659	1,179	806	630	7	12,391
2017	113	863	1,167	1,396	891	1,773	1,700	1,601	1,157	811	659	10	12,141

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

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

Year	Gender			Total
	Male	Female	Unknown	
2005 ¹	7,591	4,171	5	11,767
2006	8,059	4,404	4	12,467
2007	7,699	4,052	4	11,755
2008	7,545	3,822	6	11,373
2009	7,553	3,850	3	11,406
2010	7,386	4,062	1	11,449
2011	7,492	4,180	2	11,674
2012	8,023	4,232	2	12,257
2013	8,216	4,449	5	12,670
2014	8,014	4,417	0	12,431
2015	7,883	4,312	1	12,196
2016	7,946	4,444	1	12,391
2017	7,821	4,320	0	12,141

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

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

Year	Quarter				TOTAL
	Q1	Q2	Q3	Q4	
2005 ¹	2,898	2,947	2,833	3,089	11,767
2006	3,162	3,126	3,070	3,109	12,467
2007	3,179	2,950	2,795	2,831	11,755
2008	2,816	2,851	2,685	3,021	11,373
2009	2,896	2,671	2,781	3,058	11,406
2010	2,887	2,981	2,668	2,913	11,449
2011	2,978	2,816	2,848	3,032	11,674
2012	3,101	2,996	2,899	3,261	12,257
2013	3,008	3,030	3,182	3,450	12,670
2014	3,286	3,016	2,966	3,163	12,431
2015	3,240	2,968	2,854	3,134	12,196
2016	3,210	3,076	2,929	3,176	12,391
2017	3,163	3,072	2,960	2,946	12,141

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 2017
- Main points for 2017
- Historical data
- Fatality and serious injury (matched) rates
- Interstate and international comparisons
- Causes of death

Summary data for 2017

	Number	Percentage	Compared with 2016	
			Number change	Percentage change
CRASHES				
Fatal crashes	351	2.1	-5	-1.4
Serious injury crashes	5,430	32.3	-195	-3.5
Moderate injury crashes	5,928	35.3	-291	-4.7
Minor/Other injury crashes	5,092	30.3	-525	-9.3
Total casualty crashes	16,801	100.0	-1,016	-5.7
CASUALTIES				
Killed	389	1.8	9	2.4
Seriously injured	6,179	28.7	-188	-3.0
Moderately injured	7,849	36.5	-315	-3.9
Minor/Other injured	7,112	33.0	-627	-8.1
Total casualties	21,529	100.0	-1,121	-4.9
VEHICLES ON REGISTER¹	5,453,400		116,500	2.2
Fatalities per 10,000 vehicles	0.71			0.2
LICENCE HOLDERS²	5,439,700		101,800	1.9
Fatalities per 10,000 licence holders	0.72			0.5
POPULATION OF STATE³	7,867,100		134,200	1.7
Fatalities per 100,000 persons	4.94			0.6

¹ As at 30 June 2017. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

² As at 30 June 2017. Refer to note on Table 38.

³ Estimated resident population for 30 June 2017 as published in September 2018. Source - Australian Bureau of Statistics.

Main points for 2017

- The number of persons killed per 100,000 population was 4.94. This is the fifth lowest fatality rate since records were first compiled in 1908.
- There were 16,801 casualty road crashes in New South Wales during 2017. Of these, 351 were fatal crashes and 16,450 were injury crashes. There were 389 persons killed and 21,140 injured.
- The estimated cost to the community of these road casualties using the Willingness to Pay methodology was around \$7.5 billion.
- The number of persons killed was up by nine (2 per cent) on the previous year, the third consecutive annual fatality increase and the highest annual fatality total since 2010.
- The number of persons injured in 2017 was down by 1,130 (5 per cent) on the previous year and was the lowest annual injury total since 1959.
- Drivers, passengers and pedal cyclists all experienced fatality increases in 2017 compared with the previous year, with the number of drivers killed the highest since 2009 and the number of passengers killed the equal highest since 2010 (there were also 82 passenger fatalities in 2012).
- There were 59 motorcyclists killed in 2017, the equal lowest number since 2011 (there were also 59 motorcyclists killed in 2014).
- With the exception of pedal cyclists, all road user groups experienced injury decreases in 2017 compared with the previous year.
- Country roads accounted for 34 per cent of all casualty crashes, but 68 per cent of fatal crashes.
- At least 10 per cent of motor vehicle occupants killed were not wearing available seat belts.
- At least one of the eight pedal cyclists killed and at least 10 per cent of those injured failed to wear a helmet.
- Almost half (48 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 57 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).
- Crashes which involved speeding represented at least 43 per cent of fatal crashes and 15 per cent of all casualty crashes.
- Fatigue was assessed as being involved in at least 19 per cent of fatal crashes.
- Twenty-seven (21 per cent) of the 130 local government areas in NSW were fatality free in 2017. These 27 local government areas accounted for 7 per cent of the NSW population and included The Hills (population 167,800), Canada Bay (94,200), Lane Cove (38,700), Armidale (30,600) and Lithgow (21,600).
- Compared with 2016 there was a 2 per cent increase in fatalities in 2017. There were several crash characteristics which increased by more than the overall increase. In particular, female fatalities increased by 19 per cent, passenger fatalities increased by 52 per cent, fatal crashes on Wednesdays and Thursdays increased by 58 per cent and 21 per cent respectively, fatalities from heavy truck crashes increased by 41 per cent and fatalities in the combined Riverina and Murray regions increased by 111 per cent.
- However, compared with 2016, some notable decreases occurred in 2017 – pedestrian fatalities decreased by 24 per cent, fatal crashes on Fridays decreased by 32 per cent, fatalities from light truck crashes decreased by 15 per cent and vehicle occupant fatalities not wearing an available restraint decreased by 35 per cent.

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995-2017

Year	Killed	Injured (d)	Seriously injured (d)	Moderately injured (d)	Minor/Other injured (d)	Total casualties (d)	Fatal crashes	Serious injury crashes (d)	Moderate injury crashes (d)	Minor/Other injury crashes (d)	Total casualty crashes (d)
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				
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	28,484	6,594	10,714	11,176	28,992	459	5,629	8,259	7,801	22,148
2006	496	28,928	6,959	11,747	10,222	29,424	449	6,004	9,012	7,115	22,580
2007	435	29,626	6,387	13,514	9,725	30,061	405	5,576	10,206	6,664	22,851
2008	374	27,602	6,190	12,455	8,957	27,976	353	5,425	9,506	6,272	21,556
2009	453	27,984	6,213	12,581	9,190	28,437	408	5,431	9,753	6,323	21,915
2010	405	27,603	6,222	12,247	9,134	28,008	365	5,440	9,550	6,269	21,624
2011	364	28,214	6,611	11,909	9,694	28,578	336	5,823	9,328	6,554	22,041
2012	369	27,235	6,882	11,623	8,730	27,604	336	6,057	9,090	5,963	21,446
2013	333	26,113	6,918	11,261	7,934	26,446	316	6,151	8,864	5,333	20,664
2014	307	24,744	6,822	10,669	7,253	25,051	285	6,062	8,391	4,831	19,569
2015	350	23,208	6,422	9,058	7,728	23,558	326	5,653	6,888	5,446	18,313
2016	380	22,270	6,367	8,164	7,739	22,650	356	5,625	6,219	5,617	17,817
2017	389	21,140	6,179	7,849	7,112	21,529	351	5,430	5,928	5,092	16,801

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995-2017

Year	Vehicles on register ¹ (‘000)	Licence holders ² (‘000)	Population ³ (‘000)	Total vehicle kilometres travelled ⁴ (‘000,000)	Fatalities per				Serious injuries (matched) per			
					10,000 vehicles	10,000 licences	100,000 population	100 million vehicle km	10,000 vehicles	10,000 licences	100,000 population	100 million vehicle km
1950	478	677	3,193	-	13.26	9.36	19.9	-				
1955	709	1,000	3,491	-	11.57	8.20	23.5	-				
1960	972	1,275	3,833	-	10.06	7.67	25.5	-				
1965	1,296	1,608	4,172	-	8.88	7.16	27.6	-				
1970	1,712	2,049	4,522	-	7.65	6.39	28.9	-				
1975	2,204	2,532	4,932	-	5.84	5.09	26.1	-				
1980	2,587	2,980	5,172	-	5.04	4.37	25.2	-				
1985	2,986	3,438	5,465	46,622	3.57	3.10	19.5	2.29				
1990	3,224	3,721	5,834	-	2.47	2.14	13.7	-				
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	3,739	4,157	6,530	s60,210	1.40	1.26	8.0	0.87				
2002	3,832	4,243	6,581	s63,425	1.46	1.32	8.5	0.88				
2003	3,941	4,317	6,621	s63,617	1.37	1.25	8.1	0.85				
2004	4,056	4,345	6,651	s60,661	1.26	1.17	7.7	0.84				
2005	4,127	4,397	6,693	s66,025	1.23	1.16	7.6	0.77	15.98	15.00	98.52	9.99
2006	4,222	4,474	6,743	s64,384	1.17	1.11	7.4	0.77	16.48	15.55	103.21	10.81
2007	4,312	4,577	6,834	s64,237	1.01	0.95	6.4	0.68	14.81	13.96	93.46	9.94
2008	4,421	4,642	6,943	s67,863	0.85	0.81	5.4	0.55	14.00	13.33	89.15	9.12
2009	4,518	4,721	7,054	-	1.00	0.96	6.4	-	13.75	13.16	88.08	-
2010	4,634	4,791	7,144	s69,163	0.87	0.85	5.7	0.59	13.43	12.99	87.09	9.00
2011	4,744	4,894	7,219	-	0.77	0.74	5.0	-	13.93	13.51	91.58	-
2012	4,850	4,985	r7,304	s67,081	0.76	0.74	5.1	0.55	14.19	13.81	94.22	10.26
2013	4,956	5,061	r7,404	-	0.67	0.66	4.5	-	13.96	13.67	93.44	-
2014	5,073	5,142	r7,508	s71,372	0.61	0.60	4.1	0.43	13.45	13.27	90.86	9.56
2015	5,193	5,246	r7,616	-	0.67	0.67	4.6	-	12.37	12.24	84.32	-
2016	5,337	5,338	r7,733	s72,740	0.71	0.71	4.9	0.52	11.93	11.93	82.34	8.75
2017	5,453	5,440	p7,867	-	0.71	0.72	4.9	-	11.33	11.36	78.54	-

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.

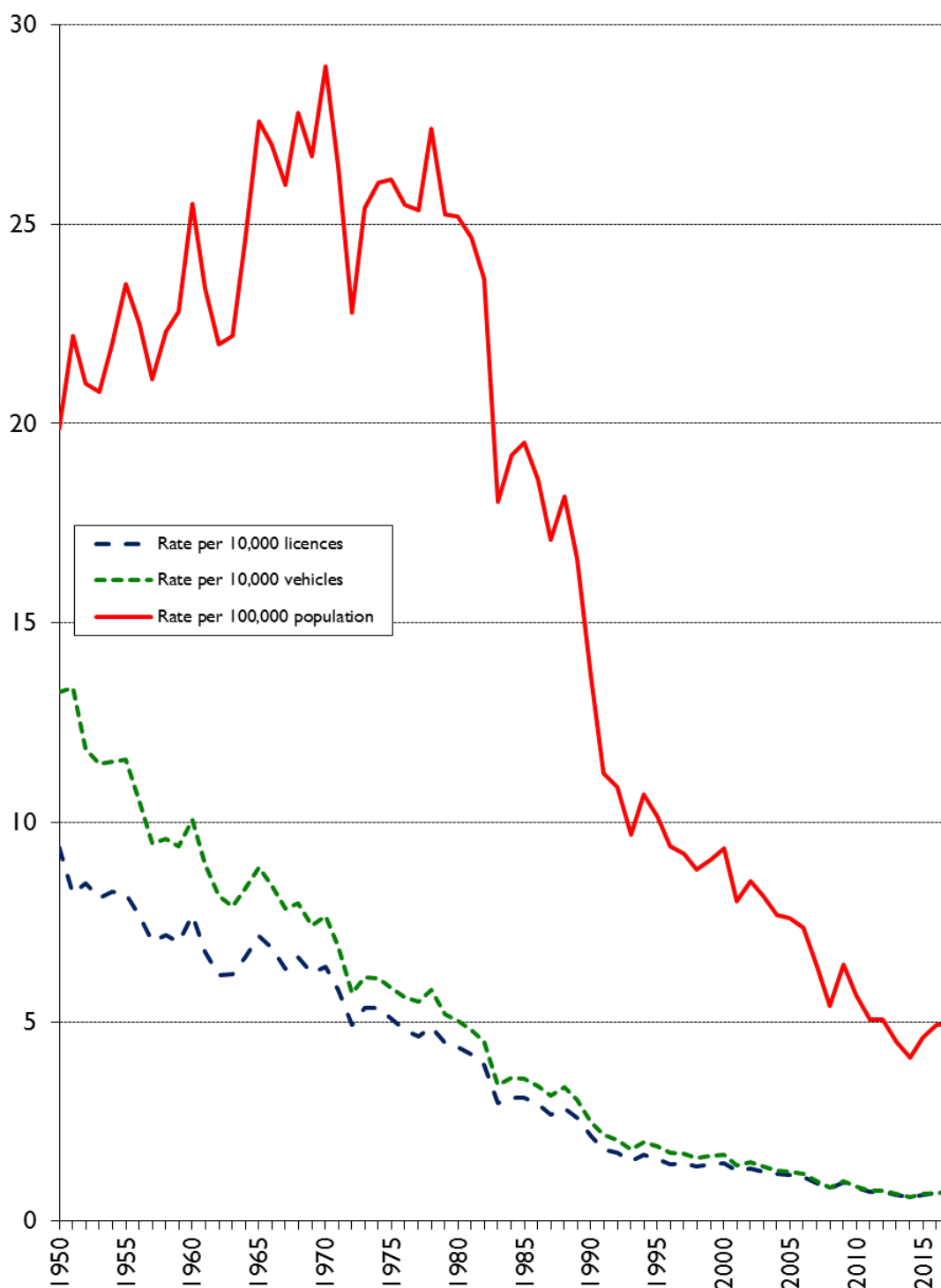
3 Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population. Population data for 2017 are preliminary as published in September 2018.

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 and 2016 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 2016 revised following matching with NSW Health data for 2005 to 2017.

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 2017 in NSW



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

Table 6: Fatality comparison with other Australian States¹ and other countries²

	Killed	Vehicles ³ (‘000)	Population ⁴ (‘000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	389	5,453	7,867	0.7	4.9
Victoria	254	4,798	6,320	0.5	4.0
Queensland	247	3,948	4,928	0.6	5.0
Western Australia	159	2,219	2,575	0.7	6.2
South Australia	101	1,386	1,724	0.7	5.9
Tasmania	36	469	522	0.8	6.9
Australian Capital Territory	5	296	412	0.2	1.2
Northern Territory	31	155	248	2.0	12.5
AUSTRALIA	1,222	18,725	24,601	0.7	5.0
CANADA	1,898 ⁽¹⁶⁾	24,270 ⁽¹⁶⁾	36,109 ⁽¹⁶⁾	0.8	5.3
DENMARK	183	3,211	5,749	0.6	3.2
FRANCE	3,448	43,100 ⁽¹⁶⁾	66,989	0.8	5.1
GERMANY	3,177	52,950 ⁽¹⁶⁾	82,522	0.6	3.8
JAPAN	4,431	88,620 ⁽¹⁶⁾	126,706	0.5	3.5
NETHERLANDS	613	10,217 ⁽¹⁶⁾	17,082	0.6	3.6
NEW ZEALAND	378	4,155	4,785	0.9	7.9
NORWAY	106	3,669	5,258	0.3	2.0
SWEDEN	253	6,114	9,995	0.4	2.5
UNITED KINGDOM	1,856	38,971	65,809	0.5	2.8
UNITED STATES OF AMERICA	37,133	285,638 ⁽¹⁶⁾	325,719	1.3	11.4

¹ Australian fatality data (except for New South Wales) for 2017 based on the Bureau of Infrastructure, Transport and Regional Economics: Statistical Report, Road trauma Australia 2017 statistical summary.

² Fatality data are for 2017 for most other countries and are based on Department for Transport statistics, United Kingdom: RAS52001 International comparisons of road deaths or relevant National Statistical Reporting Authorities. Fatality data for 2017 were not available for Canada so 2016 data have been included.

³ Australian figures (except for New South Wales) are as at 31 January 2018 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 2017. The 2017 figures for Denmark, New Zealand, Norway, Sweden and United Kingdom are from relevant National Statistical Reporting Authorities. The figures for France, Germany, Japan, Netherlands and United States of America are calculated using from 2016 road deaths per 10,000 vehicles sourced from the Organisation for Economic Co-operation and Development Road Safety Annual Report 2018 and the 2017 fatality rates. Transport Canada Collision Statistics 2016.

⁴ Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2017 as published at September March 2018. Canada population estimates are for 2016 from Government of Canada: National Collision Database. European population estimates are for 1 January 2017 from Eurostat. Japanese population estimate is from the Japanese Statistics Bureau, Ministry of Internal Affairs and Communications for 1 October 2017. New Zealand population estimate for 30 June 2017 from Stats NZ. United States of America population estimate for 1 July 2017 is based on published data from United States Census Bureau.

¹⁶ Data for 2016.

Table 7: Deaths within NSW, causes of death, sex, age for 2016

2016	Age (years)										TOTAL ³
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	70-79	≥ 80	
Males											
Deaths from all causes ¹	228	79	159	166	439	893	2,105	3,815	6,218	13,096	27,198
All accidental deaths ¹	24	30	65	62	125	171	152	116	120	398	1,263
Road deaths ²	12	27	38	22	34	50	36	22	25	17	283
as % of accidental deaths	50	90	58	35	27	29	24	19	21	4	22
as % of all deaths	5	34	24	13	8	6	2	<1	<1	<1	1
Females											
Deaths from all causes ¹	176	39	46	96	246	536	1,267	2,318	4,279	17,035	26,038
All accidental deaths ¹	13	12	14	18	49	51	61	41	70	547	876
Road deaths ²	0	9	6	4	17	9	8	18	9	17	97
as % of accidental deaths	0	75	43	22	35	18	13	44	13	3	11
as % of all deaths	0	23	13	4	7	2	<1	<1	<1	<1	<1
All persons											
Deaths from all causes ¹	404	118	205	262	685	1,429	3,372	6,133	10,497	30,131	53,236
All accidental deaths ¹	37	42	79	80	174	222	213	157	190	945	2,139
Road deaths ²	12	36	44	26	51	59	44	40	34	34	380
as % of accidental deaths	32	86	56	33	29	27	21	25	18	4	18
as % of all deaths	3	31	21	10	7	4	1	<1	<1	<1	<1

Notes

¹ Underlying Cause of Death Data supplied by Australian Bureau of Statistics. Deaths registered in NSW and cause of death based on ICD Codes – Deaths from all causes (A00 - Y99) and All accidental deaths (V01 – V99, W00 – X59).

² NSW Centre for Road Safety Crash data

³ Includes deaths where age unknown

Table 8: Fatalities, year, month

Year	Month												TOTAL
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1950	51	36	54	59	50	57	63	46	51	46	68	53	634
1951	53	40	72	64	66	77	55	59	63	68	50	61	728
1952	58	58	65	82	70	52	50	49	51	52	50	63	700
1953	54	51	59	63	61	60	60	68	61	64	35	68	704
1954	51	70	56	76	65	54	62	73	67	73	47	60	754
1955	79	57	70	90	64	56	66	65	48	73	72	80	820
1956	56	60	80	66	71	71	62	57	70	64	65	79	801
1957	52	53	63	61	82	66	60	76	53	48	76	75	765
1958	70	54	70	60	86	67	76	64	66	63	64	84	824
1959	79	34	63	66	80	94	75	78	66	66	79	79	859
1960	79	82	73	94	81	87	110	89	62	79	59	83	978
1961	63	55	83	70	79	102	92	79	93	52	63	87	918
1962	72	58	72	62	91	66	88	75	74	67	58	93	876
1963	70	46	79	73	86	85	78	93	72	81	43	94	900
1964	78	76	93	83	111	72	78	87	84	88	71	89	1,010
1965	79	89	94	101	96	129	99	71	83	112	88	110	1,151
1966	98	66	88	126	99	94	96	73	71	117	95	120	1,143
1967	87	79	94	82	93	89	106	100	94	98	92	103	1,117
1968	90	104	103	72	102	110	102	96	100	100	105	127	1,211
1969	86	77	80	119	103	111	107	103	91	97	98	116	1,188
1970	105	89	118	136	116	91	92	115	94	129	107	117	1,309
1971	85	93	99	101	124	108	109	118	102	115	92	103	1,249
1972	73	59	86	94	112	74	85	114	95	94	90	116	1,092
1973	98	85	88	113	107	96	88	112	126	80	107	130	1,230
1974	103	95	101	94	108	113	93	113	112	105	105	133	1,275
1975	106	111	115	94	116	108	88	111	121	100	109	109	1,288
1976	92	76	95	113	126	102	99	106	129	116	98	112	1,264
1977	92	106	109	121	104	87	98	111	89	121	109	121	1,268
1978	114	95	126	101	122	129	128	123	113	104	104	125	1,384
1979	73	75	134	121	120	92	108	109	122	107	103	126	1,290
1980	99	62	97	128	112	103	134	128	92	118	124	106	1,303
1981	112	93	85	125	107	85	112	94	104	116	124	134	1,291
1982	134	113	90	119	101	96	104	106	98	101	107	84	1,253
1983	70	57	91	91	79	79	81	79	86	77	83	93	966
1984	89	76	103	71	96	90	56	91	85	75	97	108	1,037
1985	74	85	77	84	92	71	82	81	97	98	94	132	1,067
1986	89	85	100	74	107	76	76	74	81	101	77	89	1,029
1987	86	58	82	84	69	83	77	63	84	112	74	87	959
1988	89	75	97	75	81	74	85	79	92	107	84	99	1,037
1989	56	82	82	45	77	97	75	64	93	96	69	124	960
1990	52	52	87	57	59	70	83	66	80	62	55	74	797
1991	61	47	52	59	55	52	61	55	59	57	49	56	663
1992	55	56	56	47	41	59	53	65	50	62	55	50	649
1993	44	31	56	51	37	42	42	59	42	59	55	63	581
1994	56	41	65	54	51	42	52	38	43	73	69	63	647
1995	38	50	61	46	48	57	51	53	41	60	59	56	620
1996	23	49	49	62	48	56	50	52	43	52	47	50	581
1997	69	44	39	42	58	38	53	47	35	47	62	42	576
1998	47	39	61	43	58	51	36	51	37	47	31	55	556
1999	52	41	61	47	60	40	39	44	52	43	48	50	577

Table 8: Fatalities, year, month

Year	Month												TOTAL
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
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
2017	30	18	28	31	35	31	40	41	29	28	38	40	389

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

	Road user class									
	Motor vehicle driver					Motor vehicle passenger				
	K	S	M	O	TI	K	S	M	O	TI
1960	273				7,029	248				8,801
1965	411				11,225	373				11,714
1970	494				13,710	387				12,719
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	3,358	7,135	6,733	17,226	100	1,208	1,808	2,759	5,775
2006	249	3,539	8,034	6,089	17,662	102	1,213	1,837	2,539	5,589
2007	215	3,226	9,354	5,684	18,264	77	1,031	2,203	2,494	5,728
2008	194	3,127	8,474	5,325	16,926	67	936	1,934	2,111	4,981
2009	210	3,017	8,660	5,588	17,265	102	1,024	1,759	2,148	4,931
2010	185	3,224	8,552	5,614	17,390	89	888	1,668	2,180	4,736
2011	181	3,464	8,320	6,135	17,919	73	945	1,567	2,331	4,843
2012	164	3,594	8,204	5,550	17,348	82	998	1,424	1,958	4,380
2013	155	3,606	7,973	5,039	16,618	49	931	1,357	1,832	4,120
2014	153	3,449	7,614	4,761	15,824	43	914	1,256	1,640	3,810
2015	155	3,388	6,415	5,184	14,987	60	898	1,160	1,759	3,817
2016	183	3,309	5,798	5,368	14,475	54	832	998	1,649	3,479
2017	186	3,124	5,489	4,785	13,398	82	816	1,039	1,608	3,463

¹ K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.
Injury figures for 2005 to 2016 revised following matching with NSW Health data for 2005 to 2017.

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

	Road user class									
	Motorcycle rider					Motor cycle passenger				
	K	S	M	O	TI	K	S	M	O	TI
1960	39				1,409	9				241
1965	28				901	4				95
1970	93				2,967	17				311
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	843	669	483	1,995	3	49	34	40	123
2006	65	993	765	497	2,255	1	36	38	38	112
2007	57	947	771	491	2,209	4	40	43	47	130
2008	52	1,021	867	497	2,385	3	41	44	40	125
2009	66	1,080	950	542	2,572	3	41	44	35	120
2010	57	1,044	890	492	2,426	4	30	35	38	103
2011	47	1,121	921	455	2,497	4	31	33	36	100
2012	60	1,227	967	466	2,660	1	38	30	45	113
2013	67	1,247	920	400	2,567	4	41	46	36	123
2014	58	1,286	866	366	2,518	1	49	31	25	105
2015	66	1,110	723	304	2,137	1	27	24	22	73
2016	64	1,195	686	251	2,132	3	42	20	21	83
2017	58	1,204	652	279	2,135	1	36	27	16	79

¹ K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.
Injury figures for 2005 to 2016 revised following matching with NSW Health data for 2005 to 2017.

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

	Road user class									
	Pedestrian					Pedal cyclist ²				
	K	S	M	O	TI	K	S	M	O	TI
1960	367				4,022	42				1,128
1965	301				4,254	29				942
1970	291				4,346	26				792
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	805	677	706	2,188	13	331	390	449	1,170
2006	72	845	633	651	2,129	7	333	440	406	1,179
2007	68	825	681	620	2,126	14	317	461	386	1,164
2008	49	789	682	622	2,093	8	276	453	362	1,091
2009	59	717	671	548	1,936	13	334	495	329	1,158
2010	59	726	661	483	1,870	11	310	440	327	1,077
2011	49	748	646	463	1,857	10	300	422	273	995
2012	55	691	585	431	1,707	7	334	411	280	1,025
2013	44	729	544	391	1,664	14	364	421	234	1,019
2014	41	772	512	273	1,557	11	350	390	186	926
2015	61	672	428	281	1,381	7	324	306	177	807
2016	71	677	388	280	1,345	5	312	272	170	754
2017	54	667	369	238	1,274	8	332	272	186	790

¹ K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.
Injury figures for 2005 to 2016 revised following matching with NSW Health data for 2005 to 2017.

² Includes pedal cycle passengers.

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

	Road user class									
	Other ³					All road users				
	K	S	M	O	TI	K	S	M	O	TI
1960	0				25	978				22,655
1965	5				26	1,151				29,157
1970	1				41	1,309				34,886
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	6,594	10,714	11,176	28,484
2006	0	0	0	2	2	496	6,959	11,747	10,222	28,928
2007	0	1	1	3	5	435	6,387	13,514	9,725	29,626
2008	1	0	1	0	1	374	6,190	12,455	8,957	27,602
2009	0	0	2	0	2	453	6,213	12,581	9,190	27,984
2010	0	0	1	0	1	405	6,222	12,247	9,134	27,603
2011	0	2	0	1	3	364	6,611	11,909	9,694	28,214
2012	0	0	2	0	2	369	6,882	11,623	8,730	27,235
2013	0	0	0	2	2	333	6,918	11,261	7,934	26,113
2014	0	2	0	2	4	307	6,822	10,669	7,253	24,744
2015	0	3	2	1	6	350	6,422	9,058	7,728	23,208
2016	0	0	2	0	2	380	6,367	8,164	7,739	22,270
2017	0	0	1	0	1	389	6,179	7,849	7,112	21,140

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

Injury figures for 2005 to 2016 revised following matching with NSW Health data for 2005 to 2017.

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

Road casualty crashes in 2017

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

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

Period	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
New Year (1 January to 2 January) (2 days)	2	16	20	14	52	2	20	26	20	68
Australia Day (26 January) (1 day)	0	15	14	7	36	0	16	15	15	46
Easter (13 April to 17 April) (5 days)	5	71	51	41	168	5	85	76	59	225
Anzac Day (25 April) (1 day)	2	11	13	12	38	2	13	23	14	52
Queen's Birthday (9 June to 12 June) (4 days)	3	52	48	44	147	3	59	71	67	200
Labour Day (29 September to 2 October) (4 days)	2	45	65	50	162	3	48	83	66	200
Christmas (22 December to 31 December) (10 days)	15	81	135	60	291	19	91	162	93	365
SCHOOL HOLIDAYS										
January (1 January to 26 January) (26 days)	22	368	336	289	1,015	25	419	500	435	1,379
End Term 1 (8 April to 23 April) (16 days)	12	241	216	180	649	12	277	290	278	857
End Term 2 (1 July to 16 July) (16 days)	19	246	245	224	734	21	290	336	331	978
End Term 3 (23 September to 8 October) (16 days)	13	232	264	201	710	15	269	372	290	946
December (20 December to 31 December) (12 days)	17	112	184	78	391	22	125	225	127	499

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

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

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

Time period ¹	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	3	2	3	0	1	0	2	11
02:00 - 03:59	2	4	0	0	1	3	9	19
04:00 - 05:59	4	0	2	2	3	3	6	20
06:00 - 07:59	4	7	2	9	4	2	5	33
08:00 - 09:59	2	4	4	3	5	5	1	24
10:00 - 11:59	3	4	8	5	8	2	8	38
12:00 - 13:59	8	6	5	12	6	6	5	48
14:00 - 15:59	6	5	7	7	8	7	13	53
16:00 - 17:59	7	4	8	5	6	3	3	36
18:00 - 19:59	3	4	3	3	2	4	6	25
20:00 - 21:59	3	1	4	5	6	3	4	26
22:00 - Midnight	3	1	2	1	2	2	7	18
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	48	42	48	52	52	40	69	351

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

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

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	52	18	11	10	26	17	46	180
02:00 - 03:59	36	14	9	13	13	13	29	127
04:00 - 05:59	19	7	30	18	33	32	33	172
06:00 - 07:59	26	60	85	76	74	57	44	422
08:00 - 09:59	68	93	87	111	108	91	73	631
10:00 - 11:59	100	75	93	73	87	75	97	600
12:00 - 13:59	101	88	91	76	81	101	115	653
14:00 - 15:59	91	112	108	77	114	121	112	735
16:00 - 17:59	91	97	115	123	111	138	87	762
18:00 - 19:59	70	68	73	91	76	73	65	516
20:00 - 21:59	51	41	43	52	45	76	57	365
22:00 - Midnight	32	20	25	31	51	52	56	267
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	737	693	770	751	819	846	814	5,430

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

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	29	16	12	12	14	15	39	137
02:00 - 03:59	27	8	3	11	13	10	26	98
04:00 - 05:59	22	17	24	20	24	20	19	146
06:00 - 07:59	29	69	93	91	82	75	41	480
08:00 - 09:59	56	102	127	101	120	111	75	692
10:00 - 11:59	99	86	86	77	95	110	138	691
12:00 - 13:59	91	68	78	107	90	111	138	683
14:00 - 15:59	100	138	115	119	134	152	141	899
16:00 - 17:59	101	131	133	157	135	140	94	891
18:00 - 19:59	68	81	79	96	85	107	72	588
20:00 - 21:59	45	45	51	71	51	66	58	387
22:00 - Midnight	32	18	36	22	40	37	50	235
Unknown	0	0	0	0	1	0	0	1
CRASHES:								
TOTAL	699	779	837	884	884	954	891	5,928

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

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	19	11	7	8	7	8	17	77
02:00 - 03:59	15	6	1	5	4	4	9	44
04:00 - 05:59	9	19	18	23	19	23	11	122
06:00 - 07:59	16	76	81	70	49	58	24	374
08:00 - 09:59	36	116	131	113	120	110	64	690
10:00 - 11:59	67	56	73	80	66	85	87	514
12:00 - 13:59	102	73	80	89	76	109	102	631
14:00 - 15:59	75	120	145	102	114	142	101	799
16:00 - 17:59	93	127	164	154	145	158	69	910
18:00 - 19:59	51	67	73	78	81	100	70	520
20:00 - 21:59	37	26	36	38	42	40	33	252
22:00 - Midnight	11	18	20	18	24	42	26	159
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	531	715	829	778	747	879	613	5,092

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

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	103	47	33	30	48	40	104	405
02:00 - 03:59	80	32	13	29	31	30	73	288
04:00 - 05:59	54	43	74	63	79	78	69	460
06:00 - 07:59	75	212	261	246	209	192	114	1,309
08:00 - 09:59	162	315	349	328	353	317	213	2,037
10:00 - 11:59	269	221	260	235	256	272	330	1,843
12:00 - 13:59	302	235	254	284	253	327	360	2,015
14:00 - 15:59	272	375	375	305	370	422	367	2,486
16:00 - 17:59	292	359	420	439	397	439	253	2,599
18:00 - 19:59	192	220	228	268	244	284	213	1,649
20:00 - 21:59	136	113	134	166	144	185	152	1,030
22:00 - Midnight	78	57	83	72	117	133	139	679
Unknown	0	0	0	0	1	0	0	1
CRASHES:								
TOTAL	2,015	2,229	2,484	2,465	2,502	2,719	2,387	16,801

Table 12: Crashes, time period, degree of crash

Time period ¹	Degree of crash								Total casualty crashes	
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash			
A	52	(2.1%)	774	(31.0%)	847	(34.0%)	820	(32.9%)	2,493	(100.0%)
B	24	(4.5%)	214	(40.1%)	182	(34.1%)	114	(21.3%)	534	(100.0%)
C	89	(2.2%)	1,285	(31.7%)	1,425	(35.2%)	1,255	(31.0%)	4,054	(100.0%)
D	20	(2.0%)	305	(30.6%)	404	(40.5%)	268	(26.9%)	997	(100.0%)
E	17	(2.1%)	298	(36.3%)	280	(34.1%)	227	(27.6%)	822	(100.0%)
F	39	(1.4%)	792	(28.8%)	971	(35.3%)	946	(34.4%)	2,748	(100.0%)
G	23	(1.2%)	601	(30.1%)	698	(35.0%)	672	(33.7%)	1,994	(100.0%)
H	32	(2.3%)	461	(32.8%)	498	(35.4%)	415	(29.5%)	1,406	(100.0%)
I	23	(3.0%)	301	(38.6%)	290	(37.2%)	165	(21.2%)	779	(100.0%)
J	32	(3.3%)	399	(41.0%)	332	(34.1%)	210	(21.6%)	973	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	1	(100.0%)	0	(0.0%)	1	(100.0%)
CRASHES:										
TOTAL	351	(2.1%)	5,430	(32.3%)	5,928	(35.3%)	5,092	(30.3%)	16,801	(100.0%)

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

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

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

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

Figure 3a: Fatal crashes, road user movement

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

PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
NEAR SIDE	CROSS TRAFFIC	HEAD ON (not overtaking)	REAR END	U TURN	HEAD ON (incl. side swipe)	PARKED	OFF CARRIAGEWAY TO LEFT	OFF CARRIAGEWAY TO LEFT ON RIGHT BEND	FELL IN/FROM VEHICLE
18	5	66	12	3	4	3	4	4	3
EMERGING	RIGHT FAR	RIGHT THRU	LEFT REAR	U TURN INTO FIXED OBJECT PKD VEHICLE	OUT OF CONTROL	DOUBLE PARKED	LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH.	OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH	LOAD OR MISSILE STRUCK VEHICLE
2	0	5	0	0	3	0	22	27	0
FAR SIDE	LEFT FAR	LEFT THRU	RIGHT REAR	LEAVING PARKING	PULLING OUT	ACCIDENT OR BREAK DOWN	OFF CARRIAGEWAY TO RIGHT	OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND	STRUCK TRAIN / AEROPLANE
12	0	0	2	1	0	2	4	2	1
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY	RIGHT NEAR	RIGHT/LEFT	LANE SIDE SWIPE	ENTERING PARKING	OVERTAKE TURNING	VEHICLE DOOR	RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH	OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH	PARKED VEH RUN AWAY INTO OBJECT / PKD VEH
10	5	0	3	0	3	0	27	13	0
WALKING WITH TRAFFIC	TWO R TURNING	RIGHT/RIGHT	LANE CHANGE RIGHT (not overtaking)	PARKING VEHICLES ONLY	CUTTING IN	PERMANENT OBSTRUCTION ON CARRIAGEWAY	OUT OF CONTROL ON CARRIAGEWAY	OFF CARRIAGEWAY TO RIGHT ON LEFT BEND	PARKED VEH RUN AWAY INTO VEHICLE
3	0	0	3	0	0	2	9	2	0
FACING TRAFFIC	RIGHT/LEFT FAR	LEFT/LEFT	LANE CHANGE LEFT	REVERSING	PULLING OUT REAR END	TEMPORARY ROADWORKS	OFF END OF ROAD/ T INTERSECTION	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE
0	0	0	2	0	0	0	4	21	0
ON FOOTPATH/ MEDIAN	LEFT NEAR		RIGHT TURN SIDE SWIPE	REVERSING INTO FIXED OBJECT/ PKD VEHICLE		STRUCK OBJECT ON CARRIAGEWAY		OFF CARRIAGEWAY TO LEFT ON LEFT BEND	
1	1		0	0		1		0	
DRIVEWAY	LEFT/RIGHT FAR		LEFT TURN SIDE SWIPE	EMERGING FROM DRIVEWAY		ANIMAL (not ridden)		OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH	
2	0		0	1		3		9	
	TWO LEFT TURNING			FROM FOOTPATH			OUT OF CONTROL ON CARRIAGEWAY	11	OTHER
	0			2					0
OTHER PEDESTRIAN	OTHER ADJACENT	OTHER OPPOSING	OTHER SAME DIRECTION	OTHER MANOEUVRING	OTHER OVERTAKING	OTHER ON PATH	OTHER STRAIGHT	OTHER CURVE	?
4	0	0	0	1	2	0	1	0	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 270	CROSS TRAFFIC 314	HEAD ON (not overtaking) 305	REAR END 538 <small>Vehicles in same lane</small>	U TURN 72	HEAD ON (incl. side swipe) 5	PARKED 22	OFF CARRIAGEWAY TO LEFT 77	OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 70	FELL IN/FROM VEHICLE 41
EMERGING 46	RIGHT FAR 32	RIGHT THRU 426	LEFT REAR 23	U TURN INTO FIXED OBJECT PKD VEHICLE 6	OUT OF CONTROL 12	DOUBLE PARKED 0	LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 468	OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 288	LOAD OR MISSILE STRUCK VEHICLE 3
FAR SIDE 197	LEFT FAR 8	LEFT THRU 1	RIGHT REAR 107	LEAVING PARKING 38	PULLING OUT 1	ACCIDENT OR BREAK DOWN 17	OFF CARRIAGEWAY TO RIGHT 34	OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 22	STRUCK TRAIN / AEROPLANE 0
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 35	RIGHT NEAR 177	RIGHT/LEFT 6	LANE SIDE SWIPE 59 <small>Vehicles in parallel lanes</small>	ENTERING PARKING 4	OVERTAKE TURNING 24	VEHICLE DOOR 24	RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 215	OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 67	PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 3
WALKING WITH TRAFFIC 21	TWO R TURNING 8	RIGHT/RIGHT 0	LANE CHANGE RIGHT (not overtaking) 66	PARKING VEHICLES ONLY 1	CUTTING IN 6	PERMANENT OBSTRUCTION ON CARRIAGEWAY 5	OUT OF CONTROL ON CARRIAGEWAY 176	OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 38	PARKED VEH RUN AWAY INTO VEHICLE 0
FACING TRAFFIC 8	RIGHT/LEFT FAR 3	LEFT/LEFT 0	LANE CHANGE LEFT 70	REVERSING 1	PULLING OUT REAR END 4	TEMPORARY ROADWORKS 3	OFF END OF ROAD/ T INTERSECTION 24	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 175	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 1
ON FOOTPATH/ MEDIAN 14	LEFT NEAR 30		RIGHT TURN SIDE SWIPE 19	REVERSING INTO FIXED OBJECT/ PKD VEHICLE 5		STRUCK OBJECT ON CARRIAGEWAY 19	OFF CARRIAGEWAY TO LEFT ON LEFT BEND 16		
DRIVEWAY 25	LEFT/RIGHT FAR 0		LEFT TURN SIDE SWIPE 38	EMERGING FROM DRIVEWAY 96		ANIMAL (not ridden) 68	OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 106		
	TWO LEFT TURNING 0			FROM FOOTPATH 62			OUT OF CONTROL ON CARRIAGEWAY 153		
OTHER PEDESTRIAN 20	OTHER ADJACENT 4	OTHER OPPOSING 7	OTHER SAME DIRECTION 25	OTHER MANOEUVRING 36	OTHER OVERTAKING 3	OTHER ON PATH 1	OTHER STRAIGHT 11	OTHER CURVE 4	UNKNOWN 1

Figure 3c: Total casualty crashes, road user movement

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

PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
NEAR SIDE 521	CROSS TRAFFIC 1,098	HEAD ON (not overtaking) 689	REAR END 3,657 <small>Vehicles in same lane</small>	U TURN 210	HEAD ON (incl. side swipe) 15	PARKED 35	OFF CARRIAGEWAY TO LEFT 157	OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 150	FELL IN/FROM VEHICLE 75
EMERGING 82	RIGHT FAR 150	RIGHT THRU 1,151	LEFT REAR 153	U TURN INTO FIXED OBJECT PKD VEHICLE 22	OUT OF CONTROL 22	DOUBLE PARKED 2	LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 1,124	OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 605	LOAD OR MISSILE STRUCK VEHICLE 7
FAR SIDE 342	LEFT FAR 28	LEFT THRU 3	RIGHT REAR 394	LEAVING PARKING 185	PULLING OUT 2	ACCIDENT OR BREAK DOWN 40	OFF CARRIAGEWAY TO RIGHT 82	OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 52	STRUCK TRAIN / AEROPLANE 2
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 84	RIGHT NEAR 493	RIGHT/LEFT 25	LANE SIDE SWIPE 202 <small>Vehicles in parallel lanes</small>	ENTERING PARKING 19	OVERTAKE TURNING 64	VEHICLE DOOR 85	RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 494	OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 156	PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 9
WALKING WITH TRAFFIC 37	TWO R TURNING 28	RIGHT/RIGHT 4	LANE CHANGE RIGHT (not overtaking) 195	PARKING VEHICLES ONLY 12	CUTTING IN 11	PERMANENT OBSTRUCTION ON CARRIAGEWAY 10	OUT OF CONTROL ON CARRIAGEWAY 342	OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 88	PARKED VEH RUN AWAY INTO VEHICLE 2
FACING TRAFFIC 12	RIGHT/LEFT FAR 11	LEFT/LEFT 0	LANE CHANGE LEFT 228	REVERSING 33	PULLING OUT REAR END 7	TEMPORARY ROADWORKS 6	OFF END OF ROAD/ T INTERSECTION 66	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 384	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 4
ON FOOTPATH/ MEDIAN 30	LEFT NEAR 119		RIGHT TURN SIDE SWIPE 85	REVERSING INTO FIXED OBJECT/ PKD VEHICLE 21		STRUCK OBJECT ON CARRIAGEWAY 37	OFF CARRIAGEWAY TO LEFT ON LEFT BEND 68		
DRIVEWAY 69	LEFT/RIGHT FAR 0		LEFT TURN SIDE SWIPE 110	EMERGING FROM DRIVEWAY 327		ANIMAL (not ridden) 159	OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 252		
	TWO LEFT TURNING 5			FROM FOOTPATH 113			OUT OF CONTROL ON CARRIAGEWAY 301	OTHER 0	
OTHER PEDESTRIAN 60	OTHER ADJACENT 70	OTHER OPPOSING 76	OTHER SAME DIRECTION 510	OTHER MANOEUVRING 138	OTHER OVERTAKING 15	OTHER ON PATH 6	OTHER STRAIGHT 50	OTHER CURVE 11	UNKNOWN 3

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

Object hit in first impact	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
Bridge/wall	2	18	15	11	46
Fence/post	31	269	267	80	647
Pole	13	189	121	31	354
Embankment	10	105	128	40	283
Tree	47	350	266	100	763
Street furniture	2	57	65	12	136
Drain or culvert	7	52	46	12	117
Building	1	11	12	6	30
Other object	7	94	79	28	208
Stock	0	8	16	5	29
Kangaroo/wallaby	0	44	36	21	101
Other animal	3	16	8	3	30
Unknown	0	0	4	0	4
Sub-total	123	1,213	1,063	349	2,748
No object hit	228	4,217	4,865	4,743	14,053
CRASHES: TOTAL	351	5,430	5,928	5,092	16,801

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

Vehicle type	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
Car	96	904	977	328	2,305
Light truck	21	230	223	53	527
Heavy rigid truck	2	20	19	4	45
Articulated truck	4	46	33	20	103
Bus	1	4	7	4	16
Other motor vehicle	1	12	11	6	30
Motorcycle	23	531	232	88	874
SINGLE MOTOR VEHICLE CRASHES: TOTAL	148	1,747	1,502	503	3,900

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

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

Type of crash ¹	Degree of crash								Total casualty crashes	
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash			
Car crash	244	(1.7%)	4,058	(29.0%)	5,038	(36.0%)	4,670	(33.3%)	14,010	(100.0%)
Light truck crash	76	(2.2%)	1,064	(30.2%)	1,315	(37.3%)	1,073	(30.4%)	3,528	(100.0%)
Heavy truck crash	66	(6.7%)	346	(35.2%)	332	(33.8%)	239	(24.3%)	983	(100.0%)
Heavy rigid truck crash	29	(5.0%)	190	(32.5%)	202	(34.5%)	164	(28.0%)	585	(100.0%)
Articulated truck crash	39	(9.3%)	167	(39.8%)	136	(32.4%)	78	(18.6%)	420	(100.0%)
Bus crash	6	(2.5%)	85	(35.4%)	81	(33.8%)	68	(28.3%)	240	(100.0%)
Heavy bus crash	5	(2.8%)	70	(39.8%)	55	(31.3%)	46	(26.1%)	176	(100.0%)
Emergency vehicle crash	5	(5.4%)	25	(27.2%)	44	(47.8%)	18	(19.6%)	92	(100.0%)
Motorcycle crash	60	(2.7%)	1,227	(55.3%)	661	(29.8%)	270	(12.2%)	2,218	(100.0%)
Pedal cycle crash	8	(1.0%)	341	(42.5%)	269	(33.5%)	185	(23.0%)	803	(100.0%)
Pedestrian crash	53	(4.1%)	663	(51.7%)	351	(27.4%)	215	(16.8%)	1,282	(100.0%)
All types of crashes	351	(2.1%)	5,430	(32.3%)	5,928	(35.3%)	5,092	(30.3%)	16,801	(100.0%)

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

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

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

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

Type of crash ¹	Degree of casualty								Total killed & injured	
	Killed		Seriously injured		Moderately injured		Minor/Other injured			
Car crash	275	(1.5%)	4,716	(25.8%)	6,713	(36.8%)	6,552	(35.9%)	18,256	(100.0%)
Light truck crash	86	(1.8%)	1,246	(26.5%)	1,813	(38.6%)	1,554	(33.1%)	4,699	(100.0%)
Heavy truck crash	79	(5.8%)	397	(29.1%)	504	(37.0%)	383	(28.1%)	1,363	(100.0%)
Heavy rigid truck crash	33	(4.2%)	214	(27.2%)	280	(35.6%)	259	(33.0%)	786	(100.0%)
Articulated truck crash	49	(8.0%)	200	(32.6%)	232	(37.8%)	132	(21.5%)	613	(100.0%)
Bus crash	6	(1.5%)	91	(23.2%)	159	(40.5%)	137	(34.9%)	393	(100.0%)
Heavy bus crash	5	(1.9%)	75	(29.0%)	86	(33.2%)	93	(35.9%)	259	(100.0%)
Emergency vehicle crash	6	(4.0%)	30	(19.9%)	70	(46.4%)	45	(29.8%)	151	(100.0%)
Motorcycle crash	61	(2.5%)	1,272	(52.0%)	780	(31.9%)	333	(13.6%)	2,446	(100.0%)
Pedal cycle crash	8	(1.0%)	345	(41.0%)	297	(35.3%)	192	(22.8%)	842	(100.0%)
Pedestrian crash	55	(3.7%)	688	(46.4%)	487	(32.9%)	252	(17.0%)	1,482	(100.0%)
All types of crashes	389	(1.8%)	6,179	(28.7%)	7,849	(36.5%)	7,112	(33.0%)	21,529	(100.0%)

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

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

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

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

Vehicle type	Degree of crash								Total casualty crashes	
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash			
Passenger vehicle ²	298	<i>0.7</i>	5,797	<i>13.2</i>	7,865	<i>17.9</i>	8,021	<i>18.3</i>	21,981	<i>50.1</i>
Rigid truck, van or utility	123	<i>1.5</i>	1,467	<i>18.3</i>	1,837	<i>22.9</i>	1,430	<i>17.8</i>	4,857	<i>60.6</i>
Articulated truck ³	41	<i>19.3</i>	177	<i>83.4</i>	138	<i>65.1</i>	79	<i>37.2</i>	435	<i>205.1</i>
Bus	6	<i>4.4</i>	87	<i>63.4</i>	86	<i>62.7</i>	69	<i>50.3</i>	248	<i>180.7</i>
Motorcycle	63	<i>2.7</i>	1,252	<i>54.0</i>	665	<i>28.7</i>	276	<i>11.9</i>	2,256	<i>97.2</i>
All motor vehicles on register⁴	539	<i>1.0</i>	8,905	<i>16.3</i>	10,750	<i>19.7</i>	10,050	<i>18.4</i>	30,244	<i>55.5</i>

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

¹ Rates (shown in italics) are expressed as the number of vehicles involved in crashes per 10,000 registered vehicles of that type using registration data as at 30 June 2017.

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 ¹	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
Controller Disadvantaged²					
Chronic illness/physical infirmity	3	5	2	1	11
Sudden illness	12	175	149	28	364
Swerving to avoid animal	0	85	77	29	191
Distraction inside vehicle	11	143	185	58	397
Distraction outside vehicle	26	604	485	153	1,268
Equipment failure/fault					
Brakes	1	18	18	4	41
Steering	1	5	3	0	9
Tyres	10	48	36	6	100
Wheel, axle/suspension	1	3	1	1	6
Lights	1	2	2	0	5
Towing/coupling	0	4	0	1	5
Insecure load	1	9	5	5	20

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.

² Motor vehicle controllers only.

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

Degree of crash	Alcohol involved	Time Period ¹										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
Fatal	Yes	5	4	0	0	2	6	5	6	6	17	0	51
	No	41	14	78	18	11	30	16	24	16	13	0	261
	Unknown	6	6	11	2	4	3	2	2	1	2	0	39
	Sub-total	52	24	89	20	17	39	23	32	23	32	0	351
Serious injury	Yes	26	27	12	3	8	38	33	46	57	104	0	354
	No	512	142	900	209	218	501	387	315	177	212	0	3,573
	Unknown	236	45	373	93	72	253	181	100	67	83	0	1,503
	Sub-total	774	214	1,285	305	298	792	601	461	301	399	0	5,430
Moderate injury	Yes	13	16	13	13	3	34	28	39	37	74	0	270
	No	385	91	651	203	143	407	292	202	152	145	1	2,672
	Unknown	449	75	761	188	134	530	378	257	101	113	0	2,986
	Sub-total	847	182	1,425	404	280	971	698	498	290	332	1	5,928
Minor/Other injury	Yes	7	10	0	2	2	9	11	7	15	20	0	83
	No	82	16	110	30	34	82	43	48	24	25	0	494
	Unknown	731	88	1,145	236	191	855	618	360	126	165	0	4,515
	Sub-total	820	114	1,255	268	227	946	672	415	165	210	0	5,092
Total casualty crashes	Yes	51	57	25	18	15	87	77	98	115	215	0	758
	No	1,020	263	1,739	460	406	1,020	738	589	369	395	1	7,000
	Unknown	1,422	214	2,290	519	401	1,641	1,179	719	295	363	0	9,043
	TOTAL	2,493	534	4,054	997	822	2,748	1,994	1,406	779	973	1	16,801

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

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

Degree of crash	Alcohol involved	Urbanisation						Total
		Metropolitan ¹			Country ²			
		Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	
Fatal	Yes	8	4	2	17	20	0	51
	No	71	11	5	61	113	0	261
	Unknown	8	2	0	7	22	0	39
	Sub-total	87	17	7	85	155	0	351
Serious injury	Yes	152	13	13	112	64	0	354
	No	1,824	144	129	887	588	1	3,573
	Unknown	985	40	50	301	126	1	1,503
	Sub-total	2,961	197	192	1,300	778	2	5,430
Moderate injury	Yes	118	14	6	102	30	0	270
	No	1,106	153	79	879	455	0	2,672
	Unknown	1,781	154	110	667	274	0	2,986
	Sub-total	3,005	321	195	1,648	759	0	5,928
Minor/Other injury	Yes	31	3	2	38	9	0	83
	No	235	11	11	158	76	3	494
	Unknown	3,583	170	94	490	178	0	4,515
	Sub-total	3,849	184	107	686	263	3	5,092
Total casualty crashes	Yes	309	34	23	269	123	0	758
	No	3,236	319	224	1,985	1,232	4	7,000
	Unknown	6,357	366	254	1,465	600	1	9,043
	TOTAL	9,902	719	501	3,719	1,955	5	16,801

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

² Country areas comprise all other areas of NSW and are sub-divided by speed limits as follows:

Urban: Speed limit up to and including 80 km/h.

Non-urban: Speed limit over 80 km/h.

Unknown: Speed limit is unknown.

Table 20a: Crashes, alcohol involvement, degree of crash

Alcohol involved in crash	Degree of crash ¹				Total casualty crashes
	FC	SC	MC	OC	
Yes	51	354	270	83	758
No	261	3,573	2,672	494	7,000
Unknown	39	1,503	2,986	4,515	9,043
Crashes: Total	351	5,430	5,928	5,092	16,801

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

Speeding involved in crash	Degree of crash ¹				Total casualty crashes
	FC	SC	MC	OC	
Yes	152	1,196	944	309	2,601
No or unknown	199	4,234	4,984	4,783	14,200
Crashes: Total	351	5,430	5,928	5,092	16,801

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

Fatigue involved in crash	Degree of crash ¹				Total casualty crashes
	FC	SC	MC	OC	
Yes	65	588	422	110	1,185
No or unknown	286	4,842	5,506	4,982	15,616
Crashes: Total	351	5,430	5,928	5,092	16,801

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

The identification of speeding and fatigue involvement cannot always be determined from police reports of road crashes. The Centre for Road Safety has therefore established criteria for determining if a crash is likely to have involved these factors. The criteria used for this purpose are shown on page 11.

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

Road user class	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Car driver	M	0	1	26	16	9	34	33	24	25	15	16	1	200
	F	0	0	9	5	5	14	18	13	10	10	7	1	92
	Sub-total¹	0	1	35	21	14	48	51	37	35	25	23	2	292
Light truck driver	M	0	1	10	7	8	11	16	11	4	2	0	1	71
	F	0	0	1	0	1	2	1	0	1	1	0	0	7
	Sub-total¹	0	1	11	7	9	13	17	11	5	3	0	1	78
Heavy rigid truck driver	M	0	0	0	0	3	5	5	8	7	1	0	0	29
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	0	3	5	5	8	7	1	0	0	29
Articulated truck driver	M	0	0	0	1	2	7	12	5	11	1	0	0	39
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	1	2	7	12	5	11	1	0	0	39
Bus driver	M	0	0	0	0	0	0	3	2	1	0	0	0	6
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	0	0	0	3	2	1	0	0	0	6
Motorcycle rider	M	0	1	6	13	3	6	13	7	7	2	0	0	58
	F	0	0	0	0	0	0	3	0	1	0	0	0	4
	Sub-total¹	0	1	6	13	3	6	16	7	8	2	0	0	62
Other motor vehicle driver	M	0	1	0	0	0	1	0	0	2	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	1	1
	Sub-total¹	0	1	0	0	0	1	0	0	2	0	0	4	8
MOTOR VEHICLE CONTROLLERS:	M	0	4	42	37	25	64	82	57	57	21	16	2	407
	F	0	0	10	5	6	16	22	13	12	11	7	2	104
	TOTAL¹	0	4	52	42	31	80	104	70	69	32	23	7	514

¹ Unknown sex included.

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

Road user class	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Car driver	M	0	9	331	366	265	546	485	351	315	210	147	45	3,070
	F	0	6	246	273	224	459	373	322	224	177	114	27	2,445
	Sub-total¹	0	15	577	639	489	1,005	858	673	539	387	261	129	5,572
Light truck driver	M	0	3	98	121	97	202	156	137	76	35	10	6	941
	F	0	1	17	21	5	20	16	22	8	0	1	1	112
	Sub-total¹	0	4	115	142	102	222	172	159	84	35	11	19	1,065
Heavy rigid truck driver	M	0	0	1	19	16	43	38	44	20	4	0	2	187
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total¹	0	0	1	19	16	44	38	44	20	4	0	3	189
Articulated truck driver	M	0	0	0	6	13	28	48	44	19	2	0	5	165
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total¹	0	0	0	6	13	28	48	45	19	2	0	11	172
Bus driver	M	0	0	0	1	5	13	16	27	15	3	0	0	80
	F	0	0	0	0	0	0	0	2	0	0	0	0	2
	Sub-total¹	0	0	0	1	5	13	16	29	15	3	0	2	84
Motorcycle rider	M	0	17	114	170	105	204	190	206	112	19	1	2	1,140
	F	0	1	11	14	7	29	21	17	4	2	0	0	106
	Sub-total¹	0	18	125	184	112	233	211	223	116	21	1	5	1,249
Other motor vehicle driver	M	0	1	2	3	1	6	4	3	4	2	1	9	36
	F	0	0	0	2	0	0	0	1	1	1	3	1	9
	Sub-total¹	0	1	2	5	1	6	4	4	5	3	4	78	113
MOTOR VEHICLE CONTROLLERS:	M	0	30	546	686	502	1,042	937	812	561	275	159	69	5,619
	F	0	8	274	310	236	509	410	365	237	180	118	29	2,676
	TOTAL¹	0	38	820	996	738	1,551	1,347	1,177	798	455	277	247	8,444

¹ Unknown sex included.

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

Road user class	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Car driver	M	0	17	414	493	353	813	606	529	353	224	98	132	4,032
	F	0	12	405	465	332	710	624	427	261	163	62	89	3,550
	Sub-total¹	0	29	819	958	685	1,523	1,230	958	614	387	160	290	7,653
Light truck driver	M	0	1	133	136	114	269	202	162	109	32	7	34	1,199
	F	0	1	27	29	10	36	28	20	7	7	2	5	172
	Sub-total¹	0	2	160	165	124	305	230	182	116	39	9	44	1,376
Heavy rigid truck driver	M	0	0	1	14	18	42	54	35	26	1	0	8	199
	F	0	0	0	1	0	1	0	1	0	1	0	0	4
	Sub-total¹	0	0	1	15	18	43	54	36	26	2	0	12	207
Articulated truck driver	M	0	0	1	5	4	30	37	31	18	2	0	6	134
	F	0	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total¹	0	0	1	5	4	30	38	31	18	2	0	9	138
Bus driver	M	0	0	0	1	2	15	15	21	15	4	0	0	73
	F	0	0	0	1	0	0	0	4	1	0	0	0	6
	Sub-total¹	0	0	0	2	2	15	15	25	16	4	0	4	83
Motorcycle rider	M	0	7	60	111	71	132	81	74	36	10	0	1	583
	F	0	1	5	11	9	22	13	12	6	0	0	0	79
	Sub-total¹	0	8	65	122	80	154	94	86	42	10	0	1	662
Other motor vehicle driver	M	0	0	1	2	0	5	2	4	3	0	2	20	39
	F	0	0	4	3	0	6	1	0	0	1	0	7	22
	Sub-total¹	0	0	5	5	0	11	3	4	3	1	2	119	153
MOTOR VEHICLE CONTROLLERS:	M	0	25	610	762	562	1,306	997	856	560	273	107	201	6,259
	F	0	14	441	510	351	775	667	464	275	172	64	101	3,834
	TOTAL¹	0	39	1,051	1,272	913	2,081	1,664	1,322	835	445	171	479	10,272

¹ Unknown sex included.

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

Road user class	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Car driver	M	0	5	276	473	435	960	700	545	320	149	54	449	4,366
	F	0	4	245	356	350	747	674	480	220	86	46	295	3,503
	Sub-total¹	0	9	521	829	785	1,707	1,374	1,025	540	235	100	862	7,987
Light truck driver	M	0	1	62	126	91	233	191	144	47	13	3	101	1,012
	F	0	0	11	10	8	21	15	17	4	0	0	11	97
	Sub-total¹	0	1	73	136	99	255	206	161	51	13	3	137	1,135
Heavy rigid truck driver	M	0	0	4	11	17	29	35	22	13	4	0	28	163
	F	0	0	0	0	1	0	0	1	0	0	0	1	3
	Sub-total¹	0	0	4	11	18	29	35	23	13	4	0	31	168
Articulated truck driver	M	0	0	1	2	6	20	14	15	3	1	0	9	71
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	1	2	6	20	14	15	3	1	0	16	78
Bus driver	M	0	0	1	0	3	5	13	17	8	5	0	5	57
	F	0	0	0	0	0	1	1	2	0	0	0	0	4
	Sub-total¹	0	0	1	0	3	6	14	19	8	5	0	12	68
Motorcycle rider	M	0	5	18	40	28	53	25	38	19	3	0	17	246
	F	0	0	5	6	3	7	4	2	1	0	0	1	29
	Sub-total¹	0	5	23	46	31	60	29	40	20	3	0	19	276
Other motor vehicle driver	M	0	0	3	5	3	6	11	4	0	1	0	29	62
	F	0	0	0	1	1	5	2	1	1	0	0	6	17
	Sub-total¹	0	0	3	6	4	11	13	5	1	1	0	129	173
MOTOR VEHICLE CONTROLLERS:	M	0	11	365	657	583	1,306	989	785	410	176	57	638	5,977
	F	0	4	261	373	363	781	696	503	226	86	46	314	3,653
	TOTAL¹	0	15	626	1,030	946	2,088	1,685	1,288	636	262	103	1,206	9,885

¹ Unknown sex included.

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

Road user class	Sex	Age (years)											Unknown	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	32	1,047	1,348	1,062	2,353	1,824	1,449	1,013	598	315	627	11,668
	F	0	22	905	1,099	911	1,930	1,689	1,242	715	436	229	412	9,590
	Sub-total¹	0	54	1,952	2,447	1,973	4,283	3,513	2,693	1,728	1,034	544	1,283	21,504
Light truck driver	M	0	6	303	390	310	715	565	454	236	82	20	142	3,223
	F	0	2	56	60	24	79	60	59	20	8	3	17	388
	Sub-total¹	0	8	359	450	334	795	625	513	256	90	23	201	3,654
Heavy rigid truck driver	M	0	0	6	44	54	119	132	109	66	10	0	38	578
	F	0	0	0	1	1	2	0	2	0	1	0	1	8
	Sub-total¹	0	0	6	45	55	121	132	111	66	11	0	46	593
Articulated truck driver	M	0	0	2	14	25	85	111	95	51	6	0	20	409
	F	0	0	0	0	0	0	1	1	0	0	0	0	2
	Sub-total¹	0	0	2	14	25	85	112	96	51	6	0	36	427
Bus driver	M	0	0	1	2	10	33	47	67	39	12	0	5	216
	F	0	0	0	1	0	1	1	8	1	0	0	0	12
	Sub-total¹	0	0	1	3	10	34	48	75	40	12	0	18	241
Motorcycle rider	M	0	30	198	334	207	395	309	325	174	34	1	20	2,027
	F	0	2	21	31	19	58	41	31	12	2	0	1	218
	Sub-total¹	0	32	219	365	226	453	350	356	186	36	1	25	2,249
Other motor vehicle driver	M	0	2	6	10	4	18	17	11	9	3	3	58	141
	F	0	0	4	6	1	11	3	2	2	2	3	15	49
	Sub-total¹	0	2	10	16	5	29	20	13	11	5	6	330	447
MOTOR VEHICLE CONTROLLERS:	M	0	70	1,563	2,142	1,672	3,718	3,005	2,510	1,588	745	339	910	18,262
	F	0	26	986	1,198	956	2,081	1,795	1,345	750	449	235	446	10,267
	TOTAL¹	0	96	2,549	3,340	2,628	5,800	4,800	3,857	2,338	1,194	574	1,939	29,115

¹ Unknown sex included.

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

Road user class	Licence status	Degree of crash ¹				Total casualty crashes
		FC	SC	MC	OC	
Car driver	Learner	1	38	69	32	140
	Provisional ³	40	885	1,227	904	3,056
	Standard	193	3,707	4,877	4,803	13,580
	Unlicensed ²	18	185	217	132	552
	Unknown	40	757	1,263	2,116	4,176
	Sub-total	292	5,572	7,653	7,987	21,504
Light truck driver	Learner	0	5	7	5	17
	Provisional ³	10	137	201	102	450
	Standard	49	742	929	737	2,457
	Unlicensed ²	4	42	34	21	101
	Unknown	15	139	205	270	629
	Sub-total	78	1,065	1,376	1,135	3,654
Heavy rigid truck driver	Provisional ⁴	0	4	1	3	8
	Standard	24	158	165	121	468
	Unlicensed ²	0	8	2	4	14
	Unknown	5	19	39	40	103
	Sub-total	29	189	207	168	593
Articulated truck driver	Standard	36	121	96	53	306
	Unlicensed ²	0	4	6	2	12
	Unknown	3	47	36	23	109
	Sub-total	39	172	138	78	427
Bus driver	Learner	0	0	0	0	0
	Provisional ³	0	0	1	1	2
	Standard	6	74	73	50	203
	Unlicensed ²	0	2	0	0	2
	Unknown	0	8	9	17	34
	Sub-total	6	84	83	68	241
Motorcycle rider	Learner	8	166	98	18	290
	Provisional ³	6	122	88	29	245
	Standard	33	645	326	117	1,121
	Unlicensed ²	11	109	28	25	173
	Unknown	4	207	122	87	420
	Sub-total	62	1,249	662	276	2,249
Other motor vehicle driver	Learner	0	0	1	0	1
	Provisional ³	0	2	5	3	10
	Standard	4	12	15	26	57
	Unlicensed ²	1	3	3	0	7
	Unknown	3	96	129	144	372
	Sub-total	8	113	153	173	447
MOTOR VEHICLE CONTROLLERS:	TOTAL	514	8,444	10,272	9,885	29,115

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, BAC¹, sex, age
DEGREE OF CRASH: FATAL**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Legal	M	0	3	32	29	22	47	64	51	47	16	14	0	325
	F	0	0	10	5	5	12	22	12	10	11	7	1	95
	Sub-total²	0	3	42	34	27	59	86	63	57	27	21	1	420
.001 – .019 ³	M	0	0	1	0	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	1	0	0	0	0	0	0	0	0	0	1
.020 – .049 ⁴	M	0	0	2	0	0	0	1	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	2	0	0	0	1	0	0	0	0	0	3
.050 – .079	M	0	0	1	1	0	1	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	1	1	0	1	0	0	0	0	0	0	3
.080 – .149	M	0	0	2	3	0	2	4	0	1	1	0	0	13
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total²	0	0	2	3	0	3	4	0	1	1	0	0	14
≥ .150	M	0	0	3	4	2	9	6	3	1	0	0	0	28
	F	0	0	0	0	0	1	0	1	0	0	0	0	2
	Sub-total²	0	0	3	4	2	10	6	4	1	0	0	0	30
Unknown	M	0	1	1	0	1	5	7	3	8	4	2	2	34
	F	0	0	0	0	1	2	0	0	2	0	0	1	6
	Sub-total²	0	1	1	0	2	7	7	3	10	4	2	6	43
MOTOR VEHICLE CONTROLLERS:	M	0	4	42	37	25	64	82	57	57	21	16	2	407
	F	0	0	10	5	6	16	22	13	12	11	7	2	104
	TOTAL²	0	4	52	42	31	80	104	70	69	32	23	7	514

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	
Legal	M	0	19	405	484	354	734	691	623	435	209	120	13	4,087
	F	0	6	219	225	175	359	301	272	180	143	87	8	1,975
	Sub-total²	0	25	624	709	529	1,093	992	895	615	352	207	25	6,066
.001 – .019 ³	M	0	0	2	1	0	0	0	0	0	0	0	0	3
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total²	0	0	2	1	0	1	0	0	0	0	0	0	4
.020 – .049 ⁴	M	0	1	2	4	0	0	0	0	0	0	0	0	7
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total²	0	1	3	4	0	0	0	0	0	0	0	0	8
.050 – .079	M	0	1	7	7	6	9	3	0	1	0	0	0	34
	F	0	1	0	1	0	2	0	1	0	0	0	0	5
	Sub-total²	0	2	7	8	6	11	3	1	1	0	0	0	39
.080 – .149	M	0	0	23	27	14	27	15	8	3	3	0	0	120
	F	0	0	3	5	2	4	2	2	1	1	0	0	20
	Sub-total²	0	0	26	32	16	31	17	10	4	4	0	0	140
≥ .150	M	0	0	4	24	17	46	24	14	4	3	1	0	137
	F	0	0	1	7	1	7	8	2	1	0	0	0	27
	Sub-total²	0	0	5	31	18	53	32	16	5	3	1	0	164
Unknown	M	0	9	103	139	111	226	204	167	118	60	38	56	1,231
	F	0	1	50	72	58	136	99	88	55	36	31	21	647
	Sub-total²	0	10	153	211	169	362	303	255	173	96	69	222	2,023
MOTOR VEHICLE CONTROLLERS:	M	0	30	546	686	502	1,042	937	812	561	275	159	69	5,619
	F	0	8	274	310	236	509	410	365	237	180	118	29	2,676
	TOTAL²	0	38	820	996	738	1,551	1,347	1,177	798	455	277	247	8,444

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Legal	M	0	16	331	380	284	657	475	439	292	156	64	9	3,103
	F	0	5	241	262	180	383	325	237	153	97	36	6	1,925
	Sub-total²	0	21	572	642	464	1,040	800	676	445	253	100	19	5,032
.001 – .019 ³	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	0	0	0	0	0	0	0	0	0	0	0
.020 – .049 ⁴	M	0	0	4	1	0	0	1	1	0	0	0	0	7
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	4	1	0	0	1	1	0	0	0	0	7
.050 – .079	M	0	1	1	4	3	5	3	5	2	0	0	0	24
	F	0	0	0	0	0	2	1	1	0	0	0	0	4
	Sub-total²	0	1	1	4	3	7	4	6	2	0	0	0	28
.080 – .149	M	0	1	9	17	10	12	17	5	4	4	0	0	79
	F	0	0	4	1	3	7	2	2	1	0	1	0	21
	Sub-total²	0	1	13	18	13	19	19	7	5	4	1	0	100
≥ .150	M	0	0	2	15	12	28	18	18	8	0	0	0	101
	F	0	0	0	3	3	9	12	5	0	2	0	0	34
	Sub-total²	0	0	2	18	15	37	30	23	8	2	0	0	135
Unknown	M	0	7	263	345	253	604	483	388	254	113	43	192	2,945
	F	0	9	196	244	165	374	327	219	121	73	27	95	1,850
	Sub-total²	0	16	459	589	418	978	810	609	375	186	70	460	4,970
MOTOR VEHICLE CONTROLLERS:	M	0	25	610	762	562	1,306	997	856	560	273	107	201	6,259
	F	0	14	441	510	351	775	667	464	275	172	64	101	3,834
	TOTAL²	0	39	1,051	1,272	913	2,081	1,664	1,322	835	445	171	479	10,272

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Legal	M	0	3	53	64	70	123	91	74	65	30	18	8	599
	F	0	2	33	38	21	56	46	49	18	11	6	8	288
	Sub-total²	0	5	86	102	91	179	137	123	83	41	24	17	888
.001 – .019 ³	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	0	0	0	0	0	0	0	0	0	0	0
.020 – .049 ⁴	M	0	0	1	1	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	1	1	0	0	0	0	0	0	0	0	2
.050 – .079	M	0	0	1	4	0	2	2	0	0	0	0	0	9
	F	0	0	0	0	0	1	0	0	1	0	0	0	2
	Sub-total²	0	0	1	4	0	3	2	0	1	0	0	0	11
.080 – .149	M	0	0	4	8	6	6	4	1	3	2	0	0	34
	F	0	0	1	3	0	2	0	0	0	0	0	0	6
	Sub-total²	0	0	5	11	6	8	4	1	3	2	0	0	40
≥ .150	M	0	0	1	3	0	7	3	2	2	0	0	0	18
	F	0	0	0	1	2	4	4	1	0	0	0	0	12
	Sub-total²	0	0	1	4	2	11	7	3	2	0	0	0	30
Unknown	M	0	8	305	577	507	1,168	889	708	340	144	39	630	5,315
	F	0	2	227	331	340	718	646	453	207	75	40	306	3,345
	Sub-total²	0	10	532	908	847	1,887	1,535	1,161	547	219	79	1,189	8,914
MOTOR VEHICLE CONTROLLERS:	M	0	11	365	657	583	1,306	989	785	410	176	57	638	5,977
	F	0	4	261	373	363	781	696	503	226	86	46	314	3,653
	TOTAL²	0	15	626	1,030	946	2,088	1,685	1,288	636	262	103	1,206	9,885

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Legal	M	0	41	821	957	730	1,561	1,321	1,187	839	411	216	30	8,114
	F	0	13	503	530	381	810	694	570	361	262	136	23	4,283
	Sub-total²	0	54	1,324	1,487	1,111	2,371	2,015	1,757	1,200	673	352	62	12,406
.001 – .019 ³	M	0	0	3	1	0	0	0	0	0	0	0	0	4
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total²	0	0	3	1	0	1	0	0	0	0	0	0	5
.020 – .049 ⁴	M	0	1	9	6	0	0	2	1	0	0	0	0	19
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total²	0	1	10	6	0	0	2	1	0	0	0	0	20
.050 – .079	M	0	2	10	16	9	17	8	5	3	0	0	0	70
	F	0	1	0	1	0	5	1	2	1	0	0	0	11
	Sub-total²	0	3	10	17	9	22	9	7	4	0	0	0	81
.080 – .149	M	0	1	38	55	30	47	40	14	11	10	0	0	246
	F	0	0	8	9	5	14	4	4	2	1	1	0	48
	Sub-total²	0	1	46	64	35	61	44	18	13	11	1	0	294
≥ .150	M	0	0	10	46	31	90	51	37	15	3	1	0	284
	F	0	0	1	11	6	21	24	9	1	2	0	0	75
	Sub-total²	0	0	11	57	37	111	75	46	16	5	1	0	359
Unknown	M	0	25	672	1,061	872	2,003	1,583	1,266	720	321	122	880	9,525
	F	0	12	473	647	564	1,230	1,072	760	385	184	98	423	5,848
	Sub-total²	0	37	1,145	1,708	1,436	3,234	2,655	2,028	1,105	505	220	1,877	15,950
MOTOR VEHICLE CONTROLLERS:	M	0	70	1,563	2,142	1,672	3,718	3,005	2,510	1,588	745	339	910	18,262
	F	0	26	986	1,198	956	2,081	1,795	1,345	750	449	235	446	10,267
	TOTAL²	0	96	2,549	3,340	2,628	5,800	4,800	3,857	2,338	1,194	574	1,939	29,115

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Degree of crash	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Fatal	M	0	1	24	17	11	24	25	10	16	3	4	0	135
	F	0	0	1	1	1	7	4	1	2	0	1	0	18
	Sub-total¹	0	1	25	18	12	31	29	11	18	3	5	0	153
Serious injury	M	0	11	142	168	94	168	124	122	68	26	20	6	949
	F	0	1	49	39	23	45	33	27	21	11	12	3	264
	Sub-total¹	0	12	191	207	117	213	157	149	89	37	32	11	1,215
Moderate injury	M	0	9	126	110	58	111	66	68	39	16	9	4	616
	F	0	3	80	63	30	54	40	34	14	17	4	1	340
	Sub-total¹	0	12	206	173	88	165	106	102	53	33	13	7	958
Minor/Other injury	M	0	4	26	42	24	49	28	21	17	7	1	12	231
	F	0	1	15	9	5	12	13	9	8	2	2	2	78
	Sub-total¹	0	5	41	51	29	61	41	30	25	9	3	21	316
SPEEDING														
MOTOR VEHICLE CONTROLLERS:	M	0	25	318	337	187	352	243	221	140	52	34	22	1,931
	F	0	5	145	112	59	118	90	71	45	30	19	6	700
	TOTAL¹	0	30	463	449	246	470	333	292	185	82	53	39	2,642

¹ Unknown sex included.

The identification of speeding involvement cannot always be determined from police reports of road crashes. The Centre for Road Safety has therefore established criteria for determining if a crash is likely to have involved this factor. The criteria used for this purpose are shown on page 11.

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

Degree of crash	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Fatal	M	0	0	9	4	1	7	11	7	6	4	4	0	53
	F	0	0	1	0	0	3	1	1	3	3	0	0	12
	Sub-total¹	0	0	10	4	1	10	12	8	9	7	4	0	65
Serious injury	M	0	4	72	56	36	78	62	55	28	23	19	1	434
	F	0	1	20	23	6	29	14	17	16	14	11	1	152
	Sub-total¹	0	5	92	79	42	107	76	72	44	37	30	4	588
Moderate injury	M	0	1	40	33	34	76	47	22	23	7	3	3	289
	F	0	0	17	14	14	22	19	14	13	15	5	0	133
	Sub-total¹	0	1	57	47	48	98	66	36	36	22	8	4	423
Minor/Other injury	M	0	0	12	15	4	16	20	5	3	6	0	9	90
	F	0	0	1	1	2	7	2	0	0	1	0	3	17
	Sub-total¹	0	0	13	16	6	23	22	5	3	7	0	15	110
FATIGUED														
MOTOR VEHICLE CONTROLLERS:	M	0	5	133	108	75	177	140	89	60	40	26	13	866
	F	0	1	39	38	22	61	36	32	32	33	16	4	314
	TOTAL¹	0	6	172	146	97	238	176	121	92	73	42	23	1,186

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	16	749	1,010	1,056	2,831
'T'	40	1,249	1,490	1,507	4,286
'Y'	0	8	10	5	23
Multiple	0	4	5	10	19
Roundabout	6	211	275	325	817
Sub-total	62	2,221	2,790	2,903	7,976
NON-INTERSECTION					
One-way	0	29	27	29	85
2-way undivided	233	2,385	2,229	1,235	6,082
Dual carriageway (non-freeway)	41	526	612	646	1,825
Dual carriageway (freeway)	14	228	220	245	707
Other limited access	0	4	5	8	17
Other	1	37	45	26	109
Unknown	0	0	0	0	0
Sub-total	289	3,209	3,138	2,189	8,825
CRASHES: TOTAL	351	5,430	5,928	5,092	16,801

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	7	93	72	71	243
Causeway	0	3	1	0	4
Railway crossing	1	1	1	1	4
Entrance/driveway	12	322	366	269	969
Hazardous road surface	27	233	158	41	459
Roadworks/detour/diversion	6	99	81	35	221
Previous crash	0	20	6	4	30

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	7	5	10	22
40 km/h	6	163	190	220	579
50 km/h	30	1,161	1,182	1,176	3,549
60 km/h	36	1,256	1,348	1,664	4,304
70 km/h	10	360	435	656	1,461
80 km/h	20	248	232	261	761
90 km/h	1	26	30	51	108
100 km/h	3	93	52	78	226
110 km/h	5	36	47	24	112
Unknown	0	0	0	0	0
Sub-total	111	3,350	3,521	4,140	11,122
COUNTRY					
30 km/h or less	0	2	2	3	7
40 km/h	3	43	55	18	119
50 km/h	30	468	727	311	1,536
60 km/h	14	318	437	198	967
70 km/h	7	79	118	35	239
80 km/h	31	390	309	121	851
90 km/h	6	28	44	17	95
100 km/h	116	584	561	183	1,444
110 km/h	33	166	154	63	416
Unknown	0	2	0	3	5
Sub-total	240	2,080	2,407	952	5,679
CRASHES: TOTAL	351	5,430	5,928	5,092	16,801

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	430	572	469	1,494
Dry	184	3,571	4,043	3,877	11,675
Snow or ice	0	1	8	3	12
Unknown	1	12	10	10	33
Sub-total	208	4,014	4,633	4,359	13,214
CURVE					
Wet	20	267	308	119	714
Dry	123	1,143	977	609	2,852
Snow or ice	0	0	5	2	7
Unknown	0	6	5	3	14
Sub-total	143	1,416	1,295	733	3,587
TOTAL CRASHES¹					
Wet	43	697	880	588	2,208
Dry	307	4,714	5,020	4,486	14,527
Snow or ice	0	1	13	5	19
Unknown	1	18	15	13	47
CRASHES: TOTAL	351	5,430	5,928	5,092	16,801

¹ Includes cases of unknown alignment.

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

Local Government Area	Degree of crash ¹					Degree of casualty ²				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
SYDNEY REGION										
Sydney Metropolitan Area										
Bayside	5	121	187	179	492	5	134	237	233	609
Blacktown	7	298	118	218	641	7	339	166	302	814
Burwood	1	31	27	44	103	1	32	34	59	126
Camden	2	31	37	35	105	2	37	48	44	131
Campbelltown	1	91	79	78	249	1	100	100	114	315
Canada Bay	0	48	70	106	224	0	51	89	136	276
Canterbury-Bankstown	5	273	314	444	1,036	5	298	419	608	1,330
Cumberland	1	182	169	316	668	1	205	220	423	849
Fairfield	8	127	163	241	539	10	144	226	340	720
Georges River	1	88	92	103	284	1	94	121	134	350
Hornsby	4	74	83	94	255	4	89	103	128	324
Hunters Hill	1	7	10	7	25	1	8	15	12	36
Inner West	3	143	161	155	462	4	149	187	208	548
Ku-ring-gai	2	70	55	68	195	2	77	70	83	232
Lane Cove	0	21	19	24	64	0	22	21	27	70
Liverpool	5	180	156	245	586	5	204	208	342	759
Mosman	0	10	15	22	47	0	10	15	26	51
North Sydney	1	48	50	59	158	1	50	58	68	177
Northern Beaches	3	125	129	119	376	3	136	150	147	436

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

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

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

Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
SYDNEY REGION (cont.)										
Parramatta	7	164	161	313	645	7	178	226	403	814
Penrith	6	154	137	91	388	7	185	194	135	521
Randwick	3	77	90	83	253	4	81	107	103	295
Ryde	4	71	85	116	276	4	78	110	152	344
Strathfield	1	33	54	82	170	1	33	67	113	214
Sutherland	6	80	142	96	324	6	93	181	125	405
Sydney	4	206	243	276	729	6	218	291	333	848
The Hills	0	87	57	108	252	0	101	69	134	304
Waverley	1	45	36	51	133	1	45	42	67	155
Willoughby	4	34	44	46	128	4	37	53	60	154
Woollahra	1	42	22	30	95	1	43	26	36	106
Sydney Metropolitan										
Area Sub-total	87	2,961	3,005	3,849	9,902	94	3,271	3,853	5,095	12,313

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

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

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

Local Government Area	Degree of crash ¹					Degree of casualty ²				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
SYDNEY REGION (cont.)										
Outer Sydney Area										
Blue Mountains	1	49	53	30	133	1	52	76	44	173
Central Coast	12	215	272	156	655	12	250	358	217	837
Hawkesbury	4	66	65	27	162	4	76	75	50	205
Wollondilly	3	47	33	13	96	5	56	42	30	133
Outer Sydney										
Area Sub-total	20	377	423	226	1,046	22	434	551	341	1,348
TOTAL	107	3,338	3,428	4,075	10,948	116	3,705	4,404	5,436	13,661

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

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

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

Local Government Area	Degree of crash ¹					Degree of casualty ²				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
HUNTER REGION										
Cessnock	4	44	54	14	116	4	50	87	25	166
Dungog	2	10	9	2	23	2	12	14	2	30
Lake Macquarie	13	102	158	67	340	15	117	202	106	440
Maitland	2	26	46	20	94	2	29	62	25	118
Mid-Coast	14	56	95	21	186	15	66	128	28	237
Muswellbrook	4	12	19	8	43	5	16	25	11	57
Newcastle	4	95	163	117	379	4	105	200	152	461
Port Stephens	4	54	62	26	146	4	68	91	56	219
Singleton	8	24	30	7	69	8	33	54	12	107
Upper Hunter	4	10	12	5	31	4	17	14	7	42
TOTAL	59	433	648	287	1,427	63	513	877	424	1,877
ILLAWARRA REGION										
Kiama	2	19	4	3	28	2	21	9	4	36
Shellharbour	2	45	43	18	108	2	54	58	26	140
Shoalhaven	9	78	88	33	208	14	102	133	62	311
Wingecarribee	6	33	50	19	108	7	46	68	30	151
Wollongong	5	147	152	89	393	7	161	205	129	502
TOTAL	24	322	337	162	845	32	384	473	251	1,140

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

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

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

Local Government Area	Degree of crash ¹					Degree of casualty ²				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
NORTH COAST REGION										
Ballina	1	29	32	14	76	1	33	41	21	96
Bellingen	4	13	10	2	29	4	15	14	2	35
Byron	1	31	52	25	109	1	32	58	43	134
Clarence Valley	9	69	69	20	167	10	89	101	44	244
Coffs Harbour	3	69	59	24	155	3	81	80	44	208
Kempsey	2	20	34	3	59	2	26	47	11	86
Kyogle	3	18	14	4	39	3	20	19	6	48
Lismore	1	48	38	15	102	1	56	52	24	133
Lord Howe Island	0	1	0	5	6	0	1	0	5	6
Nambucca	2	18	17	2	39	2	22	23	5	52
Port Macquarie-Hastings	8	55	55	24	142	8	69	82	47	206
Richmond Valley	0	37	24	5	66	0	41	33	15	89
Tweed	6	70	78	32	186	9	75	93	52	229
TOTAL	40	478	482	175	1,175	44	560	643	319	1,566

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

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

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

Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
NEW ENGLAND REGION										
Armidale Regional	0	16	25	9	50	0	18	28	12	58
Glen Innes Severn	3	10	20	4	37	3	15	32	8	58
Gunnedah	1	9	8	2	20	1	11	9	4	25
Gwydir	0	5	2	1	8	0	6	5	2	13
Inverell	4	15	12	4	35	4	23	17	6	50
Liverpool Plains	1	8	2	1	12	1	8	3	2	14
Moree Plains	2	10	12	8	32	5	10	20	14	49
Narrabri	3	22	13	1	39	3	27	20	3	53
Tamworth Regional	9	44	52	15	120	10	53	84	20	167
Tenterfield	1	10	12	4	27	1	10	14	5	30
Uralla	0	6	5	1	12	0	6	10	1	17
Walcha	1	3	10	1	15	1	5	12	2	20
TOTAL	25	158	173	51	407	29	192	254	79	554

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

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

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

Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
ORANA REGION										
Bogan	1	8	1	0	10	1	8	1	1	11
Bourke	0	7	2	2	11	0	8	3	3	14
Brewarrina	0	2	0	1	3	0	2	0	1	3
Cobar	1	10	4	3	18	1	12	9	6	28
Coonamble	0	2	2	0	4	0	2	3	0	5
Dubbo Regional	4	45	67	18	134	6	59	99	29	193
Gilgandra	1	0	5	0	6	1	0	5	1	7
Mid-Western Regional	1	29	38	11	79	1	34	41	13	89
Narromine	4	7	5	1	17	4	8	8	6	26
Walgett	0	7	5	2	14	0	9	6	2	17
Warren	0	3	4	0	7	0	3	4	0	7
Warrumbungle	5	14	12	3	34	5	19	15	10	49
TOTAL	17	134	145	41	337	19	164	194	72	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)

Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
CENTRAL WESTERN REGION										
Bathurst Regional	5	32	46	6	89	5	40	65	13	123
Bland	1	5	3	0	9	1	6	5	1	13
Blayney	1	8	10	0	19	1	9	13	0	23
Cabonne	4	28	20	7	59	5	30	32	8	75
Cowra	1	15	12	3	31	1	15	17	7	40
Forbes	2	12	12	2	28	2	16	14	2	34
Lachlan	1	2	7	0	10	2	5	11	0	18
Lithgow	0	26	29	7	62	0	31	80	21	132
Oberon	0	12	10	3	25	0	15	12	4	31
Orange	2	17	30	8	57	2	21	39	16	78
Parkes	3	9	39	6	57	3	12	53	8	76
Weddin	0	8	4	1	13	0	8	5	3	16
TOTAL	20	174	222	43	459	22	208	346	83	659

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

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

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

Local Government Area	Degree of crash ¹					Degree of casualty ²				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
SOUTH-EASTERN REGION										
Bega Valley	1	32	19	6	58	1	35	27	19	82
Eurobodalla	4	31	42	12	89	4	41	65	23	133
Goulburn Mulwaree	7	22	60	18	107	7	27	87	44	165
Hilltops	0	16	23	8	47	0	16	26	12	54
Queanbeyan-Palerang Regional	1	10	44	48	103	1	10	48	74	133
Snowy Monaro Regional	3	18	38	27	86	3	23	47	37	110
Upper Lachlan	3	13	17	5	38	3	14	24	11	52
Yass Valley	4	11	25	16	56	4	11	34	29	78
TOTAL	23	153	268	140	584	23	177	358	249	807

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

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

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

Local Government Area	Degree of crash ¹					Degree of casualty ²				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
RIVERINA REGION										
Carrathool	1	2	3	2	8	1	3	4	2	10
Coolamon	0	3	0	0	3	0	4	1	1	6
Cootamundra-Gundagai	4	17	8	5	34	4	19	10	6	39
Griffith	3	23	23	8	57	3	26	39	16	84
Hay	0	7	5	0	12	0	8	6	3	17
Junee	3	8	5	1	17	3	8	8	4	23
Leeton	3	7	10	3	23	4	10	12	9	35
Lockhart	0	2	2	2	6	0	3	4	2	9
Murrumbidgee	2	3	3	1	9	3	4	5	1	13
Narrandera	3	10	2	2	17	3	12	6	5	26
Temora	0	5	2	1	8	0	6	3	1	10
Wagga Wagga	1	54	47	21	123	1	65	56	38	160
TOTAL	20	141	110	46	317	22	168	154	88	432

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

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

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

Local Government Area	Degree of crash ¹					Degree of casualty ²				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
MURRAY REGION										
Albury	2	27	36	11	76	2	29	49	18	98
Balranald	0	2	1	2	5	0	2	1	2	5
Berrigan	2	2	4	4	12	2	2	4	4	12
Edward River	2	2	8	1	13	4	2	10	1	17
Federation	0	6	7	2	15	0	6	9	3	18
Greater Hume	3	11	14	3	31	3	12	15	6	36
Murray River	0	2	6	15	23	0	2	8	20	30
Snowy Valleys	3	21	18	14	56	3	21	20	17	61
Wentworth	3	0	0	13	16	4	0	0	30	34
TOTAL	15	73	94	65	247	18	76	116	101	311

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

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

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

Local Government Area	Degree of crash ¹					Degree of casualty ²				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
FAR WESTERN REGION										
Broken Hill	0	7	10	3	20	0	7	16	5	28
Central Darling	0	15	5	3	23	0	20	8	3	31
Unincorporated Area	1	4	6	1	12	1	5	6	2	14
TOTAL	1	26	21	7	55	1	32	30	10	73
METROPOLITAN³:										
TOTAL	111	3,350	3,521	4,140	11,122	122	3,708	4,518	5,508	13,856
COUNTRY³: TOTAL	240	2,080	2,407	952	5,679	267	2,471	3,331	1,604	7,673
NSW STATE										
TOTAL	351	5,430	5,928	5,092	16,801	389	6,179	7,849	7,112	21,529

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

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

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
FREEWAYS AND MOTORWAYS										
M2 MOTORWAY includes LANE COVE TUNNEL (ARTARMON to BAULKHAM HILLS)										
Willoughby	0	1	1	0	2	0	1	1	0	2
Lane Cove	0	1	0	0	1	0	1	0	0	1
Ryde	0	6	1	6	13	0	7	2	7	16
Hornsby	0	2	1	1	4	0	2	2	1	5
Parramatta	0	3	1	2	6	0	4	1	2	7
The Hills	0	3	3	5	11	0	5	3	7	15
Sub-total	0	16	7	14	37	0	20	9	17	46
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)										
Ku-ring-gai	0	2	4	0	6	0	2	7	0	9
Hornsby	1	12	12	7	32	1	22	15	16	54
Central Coast	1	21	32	22	76	1	29	43	32	105
Lake Macquarie	4	5	11	1	21	5	6	15	4	30
Cessnock	0	0	0	0	0	0	0	0	0	0
Newcastle	0	1	2	1	4	0	1	2	2	5
Sub-total	6	41	61	31	139	7	60	82	54	203

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	4	5	9	0	0	4	7	11
Strathfield	1	1	4	2	8	1	1	6	4	12
Parramatta	1	31	21	41	94	1	33	39	59	132
Cumberland	0	8	13	21	42	0	8	14	32	54
Blacktown	0	18	8	18	44	0	21	11	23	55
Penrith	1	11	8	5	25	1	14	10	8	33
Blue Mountains	0	0	0	0	0	0	0	0	0	0
Sub-total	3	69	58	92	222	3	77	84	133	297
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)										
Bayside	0	3	5	3	11	0	3	7	5	15
Georges River	0	0	0	0	0	0	0	0	0	0
Canterbury-Bankstown	0	20	12	33	65	0	21	20	41	82
Liverpool	1	13	9	10	33	1	13	14	16	44
Campbelltown	0	1	0	0	1	0	1	0	0	1
Sub-total	1	37	26	46	110	1	38	41	62	142

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	1	1	0	0	0	1	1
Wollongong	0	8	17	3	28	0	8	19	6	33
Sub-total	0	8	17	4	29	0	8	19	7	34
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)										
The Hills	0	2	0	0	2	0	3	0	0	3
Blacktown	1	16	2	5	24	1	22	6	10	39
Fairfield	0	1	2	9	12	0	2	2	10	14
Liverpool	0	6	6	1	13	0	6	7	1	14
Sub-total	1	25	10	15	51	1	33	15	21	70

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	5	6	15	0	6	5	8	19
Randwick	0	0	0	0	0	0	0	0	0	0
Sub-total	0	4	5	6	15	0	6	5	8	19
CROSS CITY TUNNEL										
Sydney	0	0	0	1	1	0	0	0	1	1
Sub-total	0	0	0	1	1	0	0	0	1	1
HUNTER EXPRESSWAY (SEAHAMPTON to LOWER BELFORD)										
Lake Macquarie	0	1	2	2	5	0	1	3	3	7
Cessnock	0	1	6	0	7	0	1	9	0	10
Maitland	0	0	0	0	0	0	0	0	0	0
Singleton	0	0	0	0	0	0	0	0	0	0
Sub-total	0	2	8	2	12	0	2	12	3	17
SYDNEY HARBOUR TUNNEL										
Sydney	0	0	0	3	3	0	0	0	3	3
North Sydney	0	1	0	1	2	0	1	1	2	4
Sub-total	0	1	0	4	5	0	1	1	5	7
FREEWAYS/MOTORWAYS:										
TOTAL	11	203	192	215	621	12	245	268	311	836

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
STATE HIGHWAYS										
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)										
Sydney	0	7	9	8	24	0	8	13	14	35
Inner West	1	9	11	10	31	2	10	15	13	40
Bayside	0	8	15	17	40	0	10	22	23	55
Georges River	0	5	9	13	27	0	5	10	19	34
Sutherland	0	11	27	21	59	0	14	35	28	77
Wollongong	1	35	29	18	83	1	39	42	38	120
Shellharbour	0	7	7	12	26	0	12	8	13	33
Kiama	0	2	0	0	2	0	3	1	0	4
Shoalhaven	3	34	31	16	84	8	42	52	34	136
Eurobodalla	2	13	14	4	33	2	19	28	11	60
Bega Valley	0	7	5	2	14	0	8	9	6	23
Sub-total	7	138	157	121	423	13	170	235	199	617

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
HUME (SH 2) (ASHFIELD to ALBURY)										
Inner West	0	7	6	5	18	0	7	7	6	20
Burwood	0	2	4	3	9	0	2	5	4	11
Strathfield	0	5	10	11	26	0	5	15	13	33
Canterbury-Bankstown	0	22	25	58	105	0	26	35	78	139
Fairfield	0	5	7	16	28	0	5	8	17	30
Liverpool	0	23	25	49	97	0	27	36	69	132
Campbelltown	0	11	10	9	30	0	14	14	13	41
Wollondilly	1	5	5	3	14	2	9	5	10	26
Wingecarribee	4	11	8	2	25	5	18	18	8	49
Goulburn Mulwaree	3	6	10	2	21	3	9	22	11	45
Upper Lachlan	1	0	4	1	6	1	0	5	1	7
Yass Valley	2	2	14	3	21	2	2	20	8	32
Hilltops	0	1	0	1	2	0	1	0	1	2
Cootamundra-Gundagai	0	4	2	2	8	0	4	2	2	8
Wagga Wagga	0	8	2	1	11	0	9	5	2	16
Greater Hume	1	3	5	1	10	1	4	5	1	11
Albury	0	5	8	0	13	0	5	11	3	19
Sub-total	12	120	145	167	444	14	147	213	247	621

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	2	6	3	11	0	2	8	11	21
Upper Lachlan	0	1	1	0	2	0	1	3	2	6
Queanbeyan-Palerang Regional	0	0	0	4	4	0	0	0	7	7
Yass Valley	0	0	1	1	2	0	0	1	1	2
Sub-total	0	3	8	8	19	0	3	12	21	36
SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI)										
Bega Valley	0	3	1	1	5	0	3	1	2	6
Snowy Monaro Regional	1	1	5	1	8	1	2	7	1	11
Snowy Valleys	1	3	4	1	9	1	3	5	1	10
Cootamundra-Gundagai	0	0	0	0	0	0	0	0	0	0
Sub-total	2	7	10	3	22	2	8	13	4	27

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)										
Sydney	0	5	10	11	26	0	7	10	12	29
Inner West	0	14	14	25	53	0	14	18	31	63
Canada Bay	0	5	8	13	26	0	5	12	17	34
Burwood	0	4	4	10	18	0	4	6	18	28
Strathfield	0	7	9	18	34	0	7	13	29	49
Cumberland	0	11	23	51	85	0	15	29	64	108
Parramatta	0	10	9	34	53	0	10	11	42	63
Blacktown	0	14	3	9	26	0	15	6	12	33
Penrith	0	13	16	14	43	0	14	20	15	49
Blue Mountains	0	25	27	13	65	0	26	45	21	92
Lithgow	0	4	5	3	12	0	5	8	4	17
Bathurst Regional	1	6	14	0	21	1	7	21	2	31
Sub-total	1	118	142	201	462	1	129	199	267	596

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	1	0	2	0	5	3	1	9
Blayney	0	3	2	0	5	0	3	2	0	5
Cowra	0	1	2	0	3	0	1	2	0	3
Weddin	0	2	0	1	3	0	2	0	1	3
Bland	0	0	0	0	0	0	0	0	0	0
Carrathool	1	0	1	1	3	1	0	2	1	4
Hay	0	0	1	0	1	0	0	1	0	1
Sub-total	1	7	7	2	17	1	11	10	3	25
MITCHELL (SH 7) (BATHURST to BARRINGUN)										
Bathurst Regional	1	4	3	0	8	1	4	7	0	12
Cabonne	1	8	5	1	15	2	10	12	2	26
Orange	1	7	6	0	14	1	9	9	1	20
Dubbo Regional	1	15	16	3	35	2	19	20	5	46
Narromine	2	4	2	1	9	2	5	3	3	13
Warren	0	0	2	0	2	0	0	2	0	2
Bogan	0	2	0	0	2	0	2	0	0	2
Bourke	0	1	0	1	2	0	1	0	1	2
Sub-total	6	41	34	6	87	8	50	53	12	123

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
BARRIER (SH 8) (NYNGAN to South Australian border near COCKBURN)										
Bogan	0	3	1	0	4	0	3	1	1	5
Cobar	0	3	3	1	7	0	3	4	2	9
Central Darling	0	4	1	0	5	0	5	2	0	7
Unincorporated	0	0	0	0	0	0	0	0	0	0
Broken Hill	0	2	3	0	5	0	2	6	1	9
Sub-total	0	12	8	1	21	0	13	13	4	30

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
NEW ENGLAND (SH 9) (HEXHAM to Queensland border at WALLANGARRA)										
Newcastle	0	2	2	3	7	0	2	2	3	7
Maitland	0	7	16	5	28	0	10	21	6	37
Cessnock	0	1	2	0	3	0	1	4	1	6
Singleton	1	7	12	4	24	1	9	24	7	41
Muswellbrook	2	4	7	4	17	3	5	8	5	21
Upper Hunter	3	4	5	1	13	3	6	6	2	17
Liverpool Plains	1	1	0	0	2	1	1	0	0	2
Tamworth Regional	4	10	7	2	23	5	14	19	4	42
Uralla	0	2	2	0	4	0	2	3	0	5
Armidale Regional	0	3	6	1	10	0	3	7	2	12
Glen Innes Severn	1	5	6	2	14	1	8	15	6	30
Tenterfield	0	0	4	1	5	0	0	5	1	6
Sub-total	12	46	69	23	150	14	61	114	37	226

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	5	5	10	20	0	5	6	10	21
Lane Cove	0	2	5	5	12	0	2	5	5	12
Willoughby	1	6	7	9	23	1	6	10	11	28
Ku-ring-gai	0	14	15	18	47	0	15	15	20	50
Hornsby	2	16	11	7	36	2	16	17	8	43
Central Coast	1	29	27	8	65	1	34	37	15	87
Lake Macquarie	1	11	27	7	46	1	14	33	9	57
Newcastle	0	11	16	6	33	0	13	18	6	37
Port Stephens	1	12	12	4	29	1	16	16	15	48
Mid-Coast	5	15	15	5	40	5	18	30	5	58
Port Macquarie-Hastings	4	6	6	4	20	4	14	20	11	49
Kempsey	0	2	4	0	6	0	3	5	1	9
Nambucca	2	7	5	0	14	2	10	10	1	23
Bellingen	0	0	2	0	2	0	0	2	0	2
Coffs Harbour	0	14	22	9	45	0	18	28	23	69
Clarence Valley	3	27	22	7	59	4	36	36	17	93
Richmond Valley	0	4	3	2	9	0	4	3	5	12
Ballina	0	3	3	3	9	0	3	5	5	13
Byron	0	8	3	3	14	0	8	3	11	22
Tweed	1	13	11	6	31	2	15	12	20	49
Sub-total	21	205	221	113	560	23	250	311	198	782

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)										
Port Macquarie-Hastings	1	15	13	3	32	1	15	15	6	37
Walcha	0	2	3	0	5	0	2	3	1	6
Tamworth Regional	2	7	7	1	17	2	10	15	2	29
Gunnedah	1	3	1	0	5	1	3	2	0	6
Warrumbungle	0	0	3	0	3	0	0	3	0	3
Gilgandra	0	0	0	0	0	0	0	0	0	0
Warren	0	0	0	0	0	0	0	0	0	0
Sub-total	4	27	27	4	62	4	30	38	9	81
GWYDIR (SH 12) (SOUTH GRAFTON to WALGETT)										
Clarence Valley	1	0	6	0	7	1	0	9	1	11
Glen Innes Severn	0	1	6	1	8	0	1	6	1	8
Inverell	1	4	3	2	10	1	6	4	2	13
Gwydir	0	0	1	0	1	0	0	1	0	1
Moree Plains	0	2	0	0	2	0	2	0	0	2
Walgett	0	1	0	0	1	0	1	0	0	1
Sub-total	2	8	16	3	29	2	10	20	4	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				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)										
Liverpool	0	4	2	3	9	0	4	2	3	9
Fairfield	0	4	19	20	43	0	4	22	27	53
Cumberland	0	7	13	28	48	0	7	16	39	62
Parramatta	2	10	12	26	50	2	12	22	33	69
The Hills	0	2	2	1	5	0	2	3	1	6
Hornsby	0	5	16	35	56	0	5	19	39	63
Sub-total	2	32	64	113	211	2	34	84	142	262
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)										
Wagga Wagga	0	6	8	3	17	0	7	10	6	23
Narrandera	2	4	1	0	7	2	5	2	3	12
Murrumbidgee	1	0	1	0	2	1	1	1	0	3
Hay	0	5	2	0	7	0	6	2	0	8
Murray River	0	1	0	0	1	0	1	0	1	2
Balranald	0	2	0	1	3	0	2	0	1	3
Wentworth	1	0	0	6	7	2	0	0	10	12
Sub-total	4	18	12	10	44	5	22	15	21	63

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)										
Yass Valley	1	0	1	4	6	1	0	1	8	10
Sub-total	1	0	1	4	6	1	0	1	8	10
BRUXNER (SH 16) (Pacific Hwy near BALLINA to New England Hwy, TENTERFIELD)										
Ballina	0	5	3	0	8	0	5	4	1	10
Lismore	0	17	9	3	29	0	19	16	5	40
Richmond Valley	0	4	2	2	8	0	6	4	2	12
Kyogle	0	2	0	0	2	0	2	0	0	2
Tenterfield	1	5	1	1	8	1	5	1	1	8
Sub-total	1	33	15	6	55	1	37	25	9	72

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
NEWELL (SH 17) (TOCUMWAL to Queensland border at GOONDIWINDI)										
Berrigan	0	1	1	1	3	0	1	1	1	3
Murrumbidgee	0	0	0	0	0	0	0	0	0	0
Federation	0	0	0	1	1	0	0	0	1	1
Narrandera	0	0	0	0	0	0	0	0	0	0
Coolamon	0	0	0	0	0	0	0	0	0	0
Bland	0	2	0	0	2	0	2	1	0	3
Weddin	0	1	0	0	1	0	1	0	0	1
Forbes	0	2	3	1	6	0	2	3	1	6
Parkes	0	1	11	1	13	0	1	12	2	15
Narromine	1	0	2	0	3	1	0	3	1	5
Dubbo Regional	2	2	6	4	14	3	4	9	6	22
Gilgandra	1	0	1	0	2	1	0	1	1	3
Warrumbungle	0	3	2	2	7	0	5	3	5	13
Narrabri	0	6	5	1	12	0	8	7	2	17
Moree Plains	2	3	4	4	13	5	3	11	10	29
Sub-total	6	21	35	15	77	10	27	51	30	118

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
CASTLEREAGH (SH 18) (MARRANGAROO to Queensland border near HEBEL)										
Lithgow	0	2	2	0	4	0	2	3	0	5
Mid-Western Regional	1	5	7	2	15	1	7	7	3	18
Warrumbungle	0	0	0	1	1	0	0	0	5	5
Gilgandra	0	0	2	0	2	0	0	2	0	2
Coonamble	0	0	0	0	0	0	0	0	0	0
Walgett	0	1	1	1	3	0	1	1	1	3
Brewarrina	0	1	0	0	1	0	1	0	0	1
Sub-total	1	9	12	4	26	1	11	13	9	34
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)										
Snowy Mountain Regional	2	7	14	12	35	2	8	20	19	49
Sub-total	2	7	14	12	35	2	8	20	19	49

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

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

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

Route/Local Government Area	Degree of crash ¹					Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC	K		S	M	O		
RIVERINA (SH 20) (HUME WEIR to DENILQUIN)											
Albury	0	3	3	3	9	0	3	4	5	12	
Greater Hume	0	0	0	0	0	0	0	0	0	0	
Federation	0	1	2	0	3	0	1	2	1	4	
Berrigan	1	0	0	0	1	1	0	0	0	1	
Edward River	0	0	1	0	1	0	0	2	0	2	
Sub-total	1	4	6	3	14	1	4	8	6	19	
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)											
Murray River	0	0	0	4	4	0	0	0	4	4	
Edward River	2	0	0	1	3	4	0	1	1	6	
Hay	0	1	0	0	1	0	1	1	0	2	
Carrathool	0	0	0	0	0	0	0	0	0	0	
Central Darling	0	0	1	0	1	0	0	1	0	1	
Sub-total	2	1	1	5	9	4	1	3	5	13	

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Queensland border at WARRI GATE)										
Wentworth	1	0	0	3	4	1	0	0	11	12
Unincorporated	0	1	1	0	2	0	1	1	1	3
Broken Hill	0	0	1	0	1	0	0	1	0	1
Sub-total	1	1	2	3	7	1	1	2	12	16
WINDALE-SANDGATE (SH 23) (WINDALE to SANDGATE)										
Lake Macquarie	0	0	2	1	3	0	0	3	1	4
Newcastle	0	4	12	12	28	0	4	14	14	32
Sub-total	0	4	14	13	31	0	4	17	15	36
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)										
Shellharbour	0	11	10	1	22	0	12	14	3	29
Wingecarribee	0	7	8	1	16	0	9	9	2	20
Sub-total	0	18	18	2	38	0	21	23	5	49

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	2	0	4	1	7	2	3	6	2	13
Muswellbrook	0	1	1	0	2	0	1	1	2	4
Upper Hunter	1	3	0	0	4	1	8	0	0	9
Warrumbungle	2	0	0	0	2	2	1	0	0	3
Dubbo Regional	0	1	1	2	4	0	1	2	2	5
Sub-total	5	5	6	3	19	5	14	9	6	34
CARNARVON (SH 28) (MOREE to MUNGINDI)										
Moree Plains	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	0	0	0	0	0	0	0	0
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)										
Liverpool Plains	0	2	0	0	2	0	2	0	1	3
Gunnedah	0	3	1	1	5	0	3	1	1	5
Narrabri	2	3	3	0	8	2	4	6	0	12
Walgett	0	0	1	0	1	0	0	2	0	2
Brewarrina	0	0	0	0	0	0	0	0	0	0
Bourke	0	0	0	0	0	0	0	0	0	0
Sub-total	2	8	5	1	16	2	9	9	2	22

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

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

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

Route/Local Government Area	Degree of crash ¹				Total casualty crashes	Degree of casualty ²				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
CENTRAL COAST (SH 30) (SOMERSBY to DOYALSON)										
Central Coast	3	21	36	28	88	3	24	50	39	116
Sub-total	3	21	36	28	88	3	24	50	39	116
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	99	914	1,085	874	2,972	120	1,099	1,561	1,333	4,113

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 2017

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

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

Road user class	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
CONTROLLER					
Driver					
Car	141	2,573	4,581	4,267	11,562
Light truck	32	421	706	430	1,589
Heavy rigid truck	3	40	74	30	147
Articulated truck	7	59	83	26	175
Bus	0	7	26	15	48
Other motor vehicle	3	24	19	17	63
Sub-total	186	3,124	5,489	4,785	13,584
Motorcycle rider	58	1,204	652	279	2,193
Pedal cycle rider	8	331	269	185	793
Other/Unknown	0	0	1	0	1
CONTROLLER					
Sub-total	252	4,659	6,411	5,249	16,571
PASSENGER					
Car	66	688	841	1,409	3,004
Light truck	13	110	118	130	371
Heavy rigid truck	1	2	4	3	10
Articulated truck	0	1	2	1	4
Bus	2	7	69	58	136
Other motor vehicle	0	8	5	7	20
Sub-total	82	816	1,039	1,608	3,545
Motorcycle	1	36	27	16	80
Pedal cycle	0	1	3	1	5
Other/Unknown	0	0	0	0	0
PASSENGER					
Sub-total	83	853	1,069	1,625	3,630
PEDESTRIAN					
Sub-total	54	667	369	238	1,328
CASUALTIES: TOTAL	389	6,179	7,849	7,112	21,529

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	0	11	8	7	19	14	10	14	6	11	0	100
	F	0	0	5	1	1	5	6	4	7	5	7	0	41
	Sub-total¹	0	0	16	9	8	24	20	14	21	11	18	0	141
Car passenger	M	0	5	5	4	0	5	4	1	0	2	3	0	29
	F	2	4	3	3	3	3	2	3	4	6	4	0	37
	Sub-total¹	2	9	8	7	3	8	6	4	4	8	7	0	66
Other motor vehicle driver	M	0	2	7	3	5	9	6	4	4	2	0	0	42
	F	0	0	0	0	0	1	0	0	1	1	0	0	3
	Sub-total¹	0	2	7	3	5	10	6	4	5	3	0	0	45
Other motor vehicle passenger	M	0	0	2	1	1	1	2	0	1	3	0	0	11
	F	0	0	1	0	0	0	0	0	2	2	0	0	5
	Sub-total¹	0	0	3	1	1	1	2	0	3	5	0	0	16
Motorcycle rider	M	0	1	5	11	3	6	13	6	7	2	0	0	54
	F	0	0	0	0	0	0	3	0	1	0	0	0	4
	Sub-total¹	0	1	5	11	3	6	16	6	8	2	0	0	58
Motorcycle passenger	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total¹	0	0	0	0	0	0	0	1	0	0	0	0	1
Pedal cycle rider/passenger	M	0	0	0	2	0	0	1	1	3	1	0	0	8
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	2	0	0	1	1	3	1	0	0	8
Pedestrian	M	2	1	4	0	0	1	2	4	5	4	7	0	30
	F	1	1	1	2	1	2	2	4	3	5	2	0	24
	Sub-total¹	3	2	5	2	1	3	4	8	8	9	9	0	54
CASUALTIES²:	M	2	9	34	29	16	41	42	26	34	20	21	0	274
	F	3	5	10	6	5	11	13	12	18	19	13	0	115
	TOTAL¹	5	14	44	35	21	52	55	38	52	39	34	0	389

¹ Unknown sex included.

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

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	5	160	154	103	203	176	145	140	103	108	0	1,297
	F	0	1	136	143	101	205	174	178	129	111	95	3	1,276
	Sub-total¹	0	6	296	297	204	408	350	323	269	214	203	3	2,573
Car passenger	M	19	46	59	40	24	23	18	14	14	20	11	3	291
	F	11	53	48	37	27	38	28	35	49	40	31	0	397
	Sub-total¹	30	99	107	77	51	61	46	49	63	60	42	3	688
Other motor vehicle driver	M	0	3	40	52	31	110	82	86	43	25	7	0	479
	F	0	1	12	15	1	12	8	14	4	1	4	0	72
	Sub-total¹	0	4	52	67	32	122	90	100	47	26	11	0	551
Other motor vehicle passenger	M	2	0	24	17	7	4	1	6	8	1	0	0	70
	F	0	7	12	7	3	8	5	3	6	4	2	1	58
	Sub-total¹	2	7	36	24	10	12	6	9	14	5	2	1	128
Motorcycle rider	M	0	16	111	166	101	196	185	200	110	17	1	0	1,103
	F	0	1	11	12	7	29	18	17	4	2	0	0	101
	Sub-total¹	0	17	122	178	108	225	203	217	114	19	1	0	1,204
Motorcycle passenger	M	0	3	3	1	0	1	2	1	0	0	0	0	11
	F	0	0	2	2	3	3	3	11	1	0	0	0	25
	Sub-total¹	0	3	5	3	3	4	5	12	1	0	0	0	36
Pedal cycle rider/passenger	M	0	34	14	14	20	42	68	54	28	11	2	1	288
	F	0	2	1	6	2	5	11	9	7	1	0	0	44
	Sub-total¹	0	36	15	20	22	47	79	63	35	12	2	1	332
Pedestrian	M	8	40	17	38	17	39	44	45	40	35	25	1	349
	F	3	31	13	32	14	31	33	42	41	44	33	1	318
	Sub-total¹	11	71	30	70	31	70	77	87	81	79	58	2	667
CASUALTIES²:	M	29	147	428	482	303	618	576	551	383	212	154	5	3,888
	F	14	96	235	254	158	331	280	309	241	203	165	5	2,291
	TOTAL¹	43	243	663	736	461	949	856	860	624	415	319	10	6,179

¹ Unknown sex included.

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

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	14	256	264	191	435	345	282	195	141	67	3	2,193
	F	0	9	303	327	221	472	409	296	179	119	50	3	2,388
	Sub-total¹	0	23	559	591	412	907	754	578	374	260	117	6	4,581
Car passenger	M	25	91	64	33	19	40	21	17	10	8	3	2	333
	F	16	105	60	54	38	45	57	48	45	25	11	4	508
	Sub-total¹	41	196	124	87	57	85	78	65	55	33	14	6	841
Other motor vehicle driver	M	0	1	83	76	65	177	146	120	74	24	8	3	777
	F	0	1	25	21	9	21	18	20	6	8	2	0	131
	Sub-total¹	0	2	108	97	74	198	164	140	80	32	10	3	908
Other motor vehicle passenger	M	2	30	16	10	11	12	8	4	7	2	3	0	105
	F	1	38	14	9	3	8	8	4	7	0	1	0	93
	Sub-total¹	3	68	30	19	14	20	16	8	14	2	4	0	198
Motorcycle rider	M	0	8	60	108	69	127	81	76	34	11	0	0	574
	F	0	1	5	11	9	22	13	12	5	0	0	0	78
	Sub-total¹	0	9	65	119	78	149	94	88	39	11	0	0	652
Motorcycle passenger	M	0	1	0	2	0	0	0	0	0	0	0	0	3
	F	0	3	1	5	3	3	4	4	1	0	0	0	24
	Sub-total¹	0	4	1	7	3	3	4	4	1	0	0	0	27
Pedal cycle rider/passenger	M	1	32	7	21	18	36	41	38	21	7	0	0	222
	F	0	7	1	8	4	10	10	8	2	0	0	0	50
	Sub-total¹	1	39	8	29	22	46	51	46	23	7	0	0	272
Pedestrian	M	7	39	11	21	25	24	22	27	16	9	8	0	209
	F	4	27	11	16	15	15	14	20	17	13	7	1	160
	Sub-total¹	11	66	22	37	40	39	36	47	33	22	15	1	369
CASUALTIES²:	M	35	216	497	535	398	851	664	564	358	202	89	8	4,417
	F	21	191	420	451	302	596	533	412	262	165	71	8	3,432
	TOTAL¹	56	407	917	986	700	1,447	1,197	976	620	367	160	16	7,849

¹ Unknown sex included.

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

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	4	99	226	247	524	402	312	166	79	31	29	2,119
	F	0	5	114	217	231	524	478	319	155	51	13	36	2,143
	Sub-total¹	0	9	213	443	478	1,048	880	631	321	130	44	70	4,267
Car passenger	M	16	73	34	51	41	47	33	29	16	8	6	85	439
	F	22	101	59	82	65	125	85	81	48	28	22	140	858
	Sub-total¹	38	174	93	133	106	172	118	110	64	36	28	337	1,409
Other motor vehicle driver	M	0	0	17	46	42	117	110	85	30	8	0	6	461
	F	0	0	1	5	4	15	8	14	4	1	0	0	52
	Sub-total¹	0	0	18	51	46	132	118	99	34	9	0	11	518
Other motor vehicle passenger	M	2	20	6	5	8	9	4	3	2	1	0	24	84
	F	1	14	8	3	5	9	9	5	5	5	6	19	89
	Sub-total¹	3	34	14	8	13	18	13	8	7	6	6	69	199
Motorcycle rider	M	0	5	17	42	27	56	27	34	20	3	0	13	244
	F	0	0	5	7	3	7	7	2	2	0	0	1	34
	Sub-total¹	0	5	22	49	30	63	34	36	22	3	0	15	279
Motorcycle passenger	M	0	0	0	0	1	0	0	0	0	0	0	2	3
	F	0	0	0	0	1	0	2	2	4	0	0	4	13
	Sub-total¹	0	0	0	0	2	0	2	2	4	0	0	6	16
Pedal cycle rider/passenger	M	0	8	8	4	13	34	35	20	7	3	0	11	143
	F	0	1	1	4	5	8	10	7	7	0	0	0	43
	Sub-total¹	0	9	9	8	18	42	45	27	14	3	0	11	186
Pedestrian	M	3	9	11	7	6	11	21	14	14	9	7	11	123
	F	1	15	4	9	11	20	8	9	12	11	5	9	114
	Sub-total¹	4	24	15	16	17	31	29	23	26	20	12	21	238
CASUALTIES²:	M	21	119	192	381	385	798	632	497	255	111	44	181	3,616
	F	24	136	192	327	325	708	607	439	237	96	46	209	3,346
	TOTAL¹	45	255	384	708	710	1,506	1,239	936	492	207	90	540	7,112

¹ Unknown sex included.

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

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	23	526	652	548	1,181	937	749	515	329	217	32	5,709
	F	0	15	558	688	554	1,206	1,067	797	470	286	165	42	5,848
	Sub-total¹	0	38	1,084	1,340	1,102	2,387	2,004	1,546	985	615	382	79	11,562
Car passenger	M	60	215	162	128	84	115	76	61	40	38	23	90	1,092
	F	51	263	170	176	133	211	172	167	146	99	68	144	1,800
	Sub-total¹	111	478	332	304	217	326	248	228	186	137	91	346	3,004
Other motor vehicle driver	M	0	6	147	177	143	413	344	295	151	59	15	9	1,759
	F	0	2	38	41	14	49	34	48	15	11	6	0	258
	Sub-total¹	0	8	185	218	157	462	378	343	166	70	21	14	2,022
Other motor vehicle passenger	M	6	50	48	33	27	26	15	13	18	7	3	24	270
	F	2	59	35	19	11	25	22	12	20	11	9	20	245
	Sub-total¹	8	109	83	52	38	51	37	25	38	18	12	70	541
Motorcycle rider	M	0	30	193	327	200	385	306	316	171	33	1	13	1,975
	F	0	2	21	30	19	58	41	31	12	2	0	1	217
	Sub-total¹	0	32	214	357	219	443	347	347	183	35	1	15	2,193
Motorcycle passenger	M	0	4	3	3	1	1	2	1	0	0	0	2	17
	F	0	3	3	7	7	6	9	18	6	0	0	4	63
	Sub-total¹	0	7	6	10	8	7	11	19	6	0	0	6	80
Pedal cycle rider/passenger	M	1	74	29	41	51	112	145	113	59	22	2	12	661
	F	0	10	3	18	11	23	31	24	16	1	0	0	137
	Sub-total¹	1	84	32	59	62	135	176	137	75	23	2	12	798
Pedestrian	M	20	89	43	66	48	75	89	90	75	57	47	12	711
	F	9	74	29	59	41	68	57	75	73	73	47	11	616
	Sub-total¹	29	163	72	125	89	143	146	165	148	130	94	24	1,328
CASUALTIES²:	M	87	491	1,151	1,427	1,102	2,308	1,914	1,638	1,030	545	308	194	12,195
	F	62	428	857	1,038	790	1,646	1,433	1,172	758	483	295	222	9,184
	TOTAL¹	149	919	2,008	2,465	1,892	3,954	3,347	2,810	1,788	1,028	603	566	21,529

¹ Unknown sex included.

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

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

Road user class/ safety device used ¹	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
Driver					
Adult belt worn	132	2,762	4,926	4,430	12,250
Fitted but not worn	23	58	41	31	153
No restraint fitted	2	13	12	7	34
Unknown	29	291	510	317	1,147
Sub-total	186	3,124	5,489	4,785	13,584
Passenger					
Adult belt worn	59	551	747	1,044	2,401
Child restraint worn	3	38	71	76	188
Fitted but not worn	5	31	19	18	73
No restraint fitted	1	40	38	25	104
Unknown	14	156	164	445	779
Sub-total	82	816	1,039	1,608	3,545
Motorcycle rider/passenger					
Open face (jet) helmet worn	12	173	112	44	341
Full face helmet worn	44	927	500	206	1,677
No helmet worn	3	30	12	9	54
Unknown	0	110	55	36	201
Sub-total	59	1,240	679	295	2,273
Pedal cycle rider/passenger					
Helmet worn	6	243	204	147	600
No helmet worn	1	40	30	11	82
Unknown	1	49	38	28	116
Sub-total	8	332	272	186	798
Other/unknown	0	0	1	0	1
All road vehicle casualties					
Device worn	256	4,694	6,560	5,947	17,457
Device not worn	35	212	152	101	500
Unknown	44	606	767	826	2,243
ROAD VEHICLE CASUALTIES: TOTAL²	335	5,512	7,480	6,874	20,201

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

² Includes not applicable safety device use.

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	2	17	16	13	25	22	15	21	8	10	0	149
	F	0	0	5	1	1	4	9	3	7	6	7	0	43
	Sub-total²	0	2	22	17	14	29	31	18	28	14	17	0	192
.001 – .019 ³	M	0	0	1	0	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	1	0	0	0	0	0	0	0	0	0	1
.020 – .049 ⁴	M	0	0	1	0	0	0	1	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	1	0	0	0	1	0	0	0	0	0	2
.050 – .079	M	0	0	1	0	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	1	0	0	0	0	0	0	0	0	0	1
.080 – .149	M	0	0	1	2	0	1	4	0	1	1	0	0	10
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total²	0	0	1	2	0	2	4	0	1	1	0	0	11
≥ .150	M	0	0	2	4	2	8	5	3	1	0	0	0	25
	F	0	0	0	0	0	1	0	1	0	0	0	0	2
	Sub-total²	0	0	2	4	2	9	5	4	1	0	0	0	27
Unknown	M	0	1	0	0	0	0	1	2	2	1	1	0	8
	F	0	0	0	0	0	0	0	0	2	0	0	0	2
	Sub-total²	0	1	0	0	0	0	1	2	4	1	1	0	10
MOTOR VEHICLE CONTROLLER CASUALTIES:	M	0	3	23	22	15	34	33	20	25	10	11	0	196
	F	0	0	5	1	1	6	9	4	9	6	7	0	48
	TOTAL²	0	3	28	23	16	40	42	24	34	16	18	0	244

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	17	234	252	162	346	321	332	218	104	87	0	2,073
	F	0	2	129	110	81	167	140	159	102	91	75	2	1,058
	Sub-total²	0	19	363	362	243	513	461	491	320	195	162	2	3,131
.001 – .019 ³	M	0	0	2	0	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total²	0	0	2	0	0	1	0	0	0	0	0	0	3
.020 – .049 ⁴	M	0	1	2	3	0	0	0	0	0	0	0	0	6
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total²	0	1	3	3	0	0	0	0	0	0	0	0	7
.050 – .079	M	0	1	6	7	5	8	3	0	1	0	0	0	31
	F	0	0	0	1	0	2	0	1	0	0	0	0	4
	Sub-total²	0	1	6	8	5	10	3	1	1	0	0	0	35
.080 – .149	M	0	0	17	22	14	20	14	8	2	2	0	0	99
	F	0	0	3	5	1	4	2	2	1	1	0	0	19
	Sub-total²	0	0	20	27	15	24	16	10	3	3	0	0	118
≥ .150	M	0	0	4	20	15	41	23	13	2	3	1	0	122
	F	0	0	1	6	1	6	7	1	1	0	0	0	23
	Sub-total²	0	0	5	26	16	47	30	14	3	3	1	0	145
Unknown	M	0	5	46	68	39	94	82	78	70	36	28	0	546
	F	0	1	25	48	26	66	51	46	33	22	24	1	343
	Sub-total²	0	6	71	116	65	160	133	124	103	58	52	1	889
MOTOR VEHICLE CONTROLLER CASUALTIES:	M	0	24	311	372	235	509	443	431	293	145	116	0	2,879
	F	0	3	159	170	109	246	200	209	137	114	99	3	1,449
	TOTAL²	0	27	470	542	344	755	643	640	430	259	215	3	4,328

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	13	249	261	184	430	319	282	194	113	49	1	2,095
	F	0	5	200	196	135	282	230	178	116	82	28	0	1,452
	Sub-total²	0	18	449	457	319	712	549	460	310	195	77	1	3,547
.001 – .019 ³	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	0	0	0	0	0	0	0	0	0	0	0
.020 – .049 ⁴	M	0	0	3	1	0	0	1	0	0	0	0	0	5
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	3	1	0	0	1	0	0	0	0	0	5
.050 – .079	M	0	1	1	4	4	6	1	4	0	0	0	0	21
	F	0	1	0	0	0	2	1	1	0	0	0	0	5
	Sub-total²	0	2	1	4	4	8	2	5	0	0	0	0	26
.080 – .149	M	0	1	13	15	6	8	12	4	2	4	0	0	65
	F	0	0	4	1	3	6	2	2	1	0	1	0	20
	Sub-total²	0	1	17	16	9	14	14	6	3	4	1	0	85
≥ .150	M	0	0	3	13	10	24	17	14	7	0	0	0	88
	F	0	0	0	3	3	7	11	5	0	2	0	0	31
	Sub-total²	0	0	3	16	13	31	28	19	7	2	0	0	119
Unknown	M	0	8	130	154	121	271	222	174	100	59	26	5	1,270
	F	0	5	129	159	98	218	196	142	73	43	23	3	1,089
	Sub-total²	0	13	259	313	219	489	418	316	173	102	49	8	2,359
MOTOR VEHICLE CONTROLLER CASUALTIES:	M	0	23	399	448	325	739	572	478	303	176	75	6	3,544
	F	0	11	333	359	239	515	440	328	190	127	52	3	2,597
	TOTAL²	0	34	732	807	564	1,254	1,012	806	493	303	127	9	6,141

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	2	36	64	47	113	94	73	55	28	18	7	537
	F	0	3	28	41	21	62	59	42	20	15	2	10	303
	Sub-total²	0	5	64	105	68	175	153	115	75	43	20	17	840
.001 – .019 ³	M	0	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	0	1	0	0	0	0	0	0	0	0	1
.020 – .049 ⁴	M	0	0	1	1	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	1	1	0	0	0	0	0	0	0	0	2
.050 – .079	M	0	0	1	2	0	2	2	0	1	0	0	0	8
	F	0	0	0	0	0	1	0	0	1	0	0	0	2
	Sub-total²	0	0	1	2	0	3	2	0	2	0	0	0	10
.080 – .149	M	0	0	4	9	5	5	3	1	1	2	0	0	30
	F	0	0	1	2	0	1	0	0	0	0	0	0	4
	Sub-total²	0	0	5	11	5	6	3	1	1	2	0	0	34
≥ .150	M	0	0	1	3	0	9	3	2	1	0	0	0	19
	F	0	0	0	1	1	3	4	0	0	0	0	0	9
	Sub-total²	0	0	1	4	1	12	7	2	1	0	0	0	28
Unknown	M	0	7	90	234	264	568	437	355	158	60	13	41	2,227
	F	0	2	91	185	216	479	430	293	140	37	11	27	1,911
	Sub-total²	0	9	181	419	480	1,047	867	648	298	97	24	79	4,149
MOTOR VEHICLE CONTROLLER CASUALTIES:	M	0	9	133	314	316	697	539	431	216	90	31	48	2,824
	F	0	5	120	229	238	546	493	335	161	52	13	37	2,229
	TOTAL²	0	14	253	543	554	1,243	1,032	766	377	142	44	96	5,064

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	34	536	593	406	914	756	702	488	253	164	8	4,854
	F	0	10	362	348	238	515	438	382	245	194	112	12	2,856
	Sub-total²	0	44	898	941	644	1,429	1,194	1,084	733	447	276	20	7,710
.001 – .019 ³	M	0	0	3	1	0	0	0	0	0	0	0	0	4
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total²	0	0	3	1	0	1	0	0	0	0	0	0	5
.020 – .049 ⁴	M	0	1	7	5	0	0	2	0	0	0	0	0	15
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total²	0	1	8	5	0	0	2	0	0	0	0	0	16
.050 – .079	M	0	2	9	13	9	16	6	4	2	0	0	0	61
	F	0	1	0	1	0	5	1	2	1	0	0	0	11
	Sub-total²	0	3	9	14	9	21	7	6	3	0	0	0	72
.080 – .149	M	0	1	35	48	25	34	33	13	6	9	0	0	204
	F	0	0	8	8	4	12	4	4	2	1	1	0	44
	Sub-total²	0	1	43	56	29	46	37	17	8	10	1	0	248
≥ .150	M	0	0	10	40	27	82	48	32	11	3	1	0	254
	F	0	0	1	10	5	17	22	7	1	2	0	0	65
	Sub-total²	0	0	11	50	32	99	70	39	12	5	1	0	319
Unknown	M	0	21	266	456	424	933	742	609	330	156	68	46	4,051
	F	0	8	245	392	340	763	677	481	248	102	58	31	3,345
	Sub-total²	0	29	511	848	764	1,696	1,419	1,090	578	258	126	88	7,407
MOTOR VEHICLE CONTROLLER CASUALTIES:	M	0	59	866	1,156	891	1,979	1,587	1,360	837	421	233	54	9,443
	F	0	19	617	759	587	1,313	1,142	876	497	299	171	43	6,323
	TOTAL²	0	78	1,483	1,915	1,478	3,292	2,729	2,236	1,334	720	404	108	15,777

¹ Blood Alcohol Concentration.

² Unknown sex included.

³ Learner and Provisional Licence holders.

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

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 ¹	.020-.049 ²	.050-.079	.080-.149	≥.150	Unknown	
Car driver	111	1	1	0	8	13	7	141
Light truck driver	23	0	0	1	1	7	0	32
Heavy rigid truck driver	3	0	0	0	0	0	0	3
Articulated truck driver	7	0	0	0	0	0	0	7
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	46	0	1	0	2	6	3	58
Other motor vehicle driver	2	0	0	0	0	1	0	3
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	192	1	2	1	11	27	10	244

¹ Learner and Provisional Licence holders.

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

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 ¹	.020-.049 ²	.050-.079	.080-.149	≥.150	Unknown	
Car driver	1,843	2	4	17	67	90	550	2,573
Light truck driver	288	0	2	6	26	27	72	421
Heavy rigid truck driver	33	0	0	0	0	0	7	40
Articulated truck driver	55	0	0	0	1	0	3	59
Bus driver	4	0	0	0	0	0	3	7
Motorcycle rider	896	1	1	12	23	25	246	1,204
Other motor vehicle driver	12	0	0	0	1	3	8	24
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	3,131	3	7	35	118	145	889	4,328

¹ Learner and Provisional Licence holders.

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

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 ¹	.020-.049 ²	.050-.079	.080-.149	≥.150	Unknown	
Car driver	2,570	0	3	16	65	95	1,832	4,581
Light truck driver	421	0	2	8	16	16	243	706
Heavy rigid truck driver	56	0	0	0	0	0	18	74
Articulated truck driver	71	0	0	0	0	0	12	83
Bus driver	17	0	0	0	0	1	8	26
Motorcycle rider	407	0	0	2	4	7	232	652
Other motor vehicle driver	5	0	0	0	0	0	14	19
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	3,547	0	5	26	85	119	2,359	6,141

¹ Learner and Provisional Licence holders.

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

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 ¹	.020-.049 ²	.050-.079	.080-.149	≥.150	Unknown	
Car driver	629	1	2	8	26	20	3,581	4,267
Light truck driver	97	0	0	2	7	5	319	430
Heavy rigid truck driver	14	0	0	0	0	0	16	30
Articulated truck driver	20	0	0	0	0	0	6	26
Bus driver	6	0	0	0	0	0	9	15
Motorcycle rider	71	0	0	0	1	3	204	279
Other motor vehicle driver	3	0	0	0	0	0	14	17
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	840	1	2	10	34	28	4,149	5,064

¹ Learner and Provisional Licence holders.

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

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 ¹	.020-.049 ²	.050-.079	.080-.149	≥.150	Unknown	
Car driver	5,153	4	10	41	166	218	5,970	11,562
Light truck driver	829	0	4	17	50	55	634	1,589
Heavy rigid truck driver	106	0	0	0	0	0	41	147
Articulated truck driver	153	0	0	0	1	0	21	175
Bus driver	27	0	0	0	0	1	20	48
Motorcycle rider	1,420	1	2	14	30	41	685	2,193
Other motor vehicle driver	22	0	0	0	1	4	36	63
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	7,710	5	16	72	248	319	7,407	15,777

¹ Learner and Provisional Licence holders.

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

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

Alcohol involved in crash	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
Yes	55	429	355	145	984
No	291	4,116	4,025	1,307	9,739
Unknown	43	1,634	3,469	5,660	10,806
CASUALTIES: Total	389	6,179	7,849	7,112	21,529

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

Speeding involved in crash	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
Yes	167	1,449	1,381	568	3,565
No or unknown	222	4,730	6,468	6,544	17,964
CASUALTIES: Total	389	6,179	7,849	7,112	21,529

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

Fatigue involved in crash	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
Yes	74	709	553	248	1,584
No or unknown	315	5,470	7,296	6,864	19,945
CASUALTIES: Total	389	6,179	7,849	7,112	21,529

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 residents¹, age, sex

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	257,846	244,359	502,205
5 – 16	592,036	559,790	1,151,826
17 – 20	200,070	188,965	389,035
21 – 25	283,148	272,646	555,794
26 – 29	237,067	238,485	475,552
30 – 39	555,408	560,961	1,116,369
40 – 49	504,742	519,873	1,024,615
50 – 59	476,487	494,369	970,856
60 – 69	399,511	416,200	815,711
70 – 79	260,146	277,526	537,672
≥ 80	133,992	193,425	327,417
NEW SOUTH WALES RESIDENTS:			
TOTAL	3,900,453	3,966,599	7,867,052

Source – Australian Bureau of Statistics Australian Demographic Statistics.

¹ Preliminary estimated resident population for 30 June 2017 as published in September 2018.

Table 38: Licence holders* as at 30 June 2017, age, sex

Age (years)	All licence holders		TOTAL ¹
	Male	Female	
≤ 16	29,351	28,755	58,106
17 – 20	159,225	156,093	315,318
21 – 25	210,642	205,938	416,580
26 – 29	189,685	188,165	377,850
30 – 39	513,477	504,518	1,017,995
40 – 49	496,518	489,871	986,418
50 – 59	471,420	450,863	922,331
60 – 69	388,287	360,249	748,559
70 – 79	235,740	205,145	440,900
≥ 80	87,983	67,670	155,654
LICENCE HOLDERS:			
TOTAL²	2,782,328	2,657,267	5,439,711

Source – Roads and Maritime Services, Table 2.2.3 Licence holders by age by gender as at 30 June 2017.

* 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 register¹
MOTOR VEHICLES	
Passenger vehicle ²	4,384,583
Rigid truck, van or utility	801,833
Articulated truck	21,213
Bus	13,721
Motorcycle	232,027
Sub-total	5,453,377
OTHER VEHICLES	
Plant	6,240
Trailer	970,076
Sub-total	976,316
VEHICLES ON REGISTER: TOTAL	6,429,693

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 2017

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