NSW GOVERNMENT Transport for NSW

Centre for Road Safety

ROAD TRAFFIC CASUALTY CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended
31 December 2018

Prepared by the Centre for Road Safety, Transport for NSW

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This reporting of serious injury information 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 fourth 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 2019.

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 2018

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 are not required to 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 (CAD)
    b. electronic Medical Record (eMR)
    c. Patient Health Care Record (PHCR).

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 will only receive datasets where personal identifiers have been removed for analysis.

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

Changed injury severity information from 2005

In mid-2017, NSW Health changed their policy on the reporting of hospital admissions by removing hospital admissions that were not admitted to the ward from the admissions data from 2018 onwards. NSW Health subsequently republished their admission data to exclude all Emergency Department (ED) only admissions prior to 2018 to maintain consistency of trends. In order to maintain consistency of trends, CRS decided, as a result of these changes, to amend the linked crash data to align with the practices adopted by NSW Health resulting in a decrease in serious injury numbers from previously reported data.

In 2015, the first 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. 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 resulted, on average, in an additional 360 casualties per year for the years 2005 - 2014.

The total number of crashes reported each year has not been impacted by either of the above changes change. However, crash and casualty data reported prior to 2018 will no longer align with statistics reported in this statistical statement.

Tables 5 and 9 in this Statistical Statement include these updated data from 2005. Care must be taken when assessing trends over time from years prior to 2005 or from previously published statistical statements.

Serious injury data presented 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.

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.

Other 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.

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 27 per cent of injury crashes in 2018.

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.

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.

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 was described by police as travelling at excessive speed; or

the stated speed of the vehicle was in excess of that permitted for the vehicle controller's licence class or the vehicle weight (introduced 1 January 2010); or

the stated speed of the vehicle was in excess of the speed limit.

(b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is:

while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or

the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

Fatigue

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

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

(c) The vehicle's controller was described by police as being asleep, drowsy or fatigued.

(d) The vehicle performed a manoeuvre which suggested loss of concentration of the controller due to fatigue, that is:

the vehicle travelled onto the incorrect side of a straight road and was involved in a head-on collision (and was not overtaking another vehicle and no other relevant factor was identified); or

the vehicle ran off a straight road or off the road to the outside of a curve and the vehicle was not directly identified as travelling at excessive speed and there was no other relevant factor identified for the manoeuvre.

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

Definitions and explanatory notes

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

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

Interpreting tables correctly

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

Convention for table headings

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

EXAMPLE 1

Suppose you wish to know the number of car drivers aged 17-20 years who were killed. If you looked at Table 21a, saw the word fatal in the heading and assumed that the table was counting persons killed, you would deduce that 39 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 20.

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 1,037. 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 1,024 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 2018
- Main points for 2018
- 2018 serious injuries (all hospitalisations) and rates
- Serious injury (all hospitalisations) trends

Summary data for 2018

			Compared with 2017	
	Number	Percentage	Number change	Percentage change
SERIOUS INJURIES				
Serious injuries (matched)	5,230	*48.0*	-390	*-6.9*
Serious injuries (unmatched)	5,673	*52.0*	196	*3.6*
Serious injuries (all hospitalisations)	**10,903**	***100.0***	**-194**	***-1.7***
VEHICLES ON REGISTER[1]	5,571,400		118,000	*2.2*
Serious injuries (all hospitalisations) per 10,000 vehicles	19.57			*-3.8*
LICENCE HOLDERS[2]	5,529,200		89,500	*1.6*
Serious injuries (all hospitalisations) per 10,000 licence holders	19.72			*-3.3*
POPULATION OF STATE[3]	7,979,600		111,600	*1.4*
Serious injuries (all hospitalisations) per 100,000 persons	136.64			*-3.1*

[1] As at 30 June 2018. Excludes tractors, trailers, caravans, trader plates, plant and equipment. Refer to Table 39.

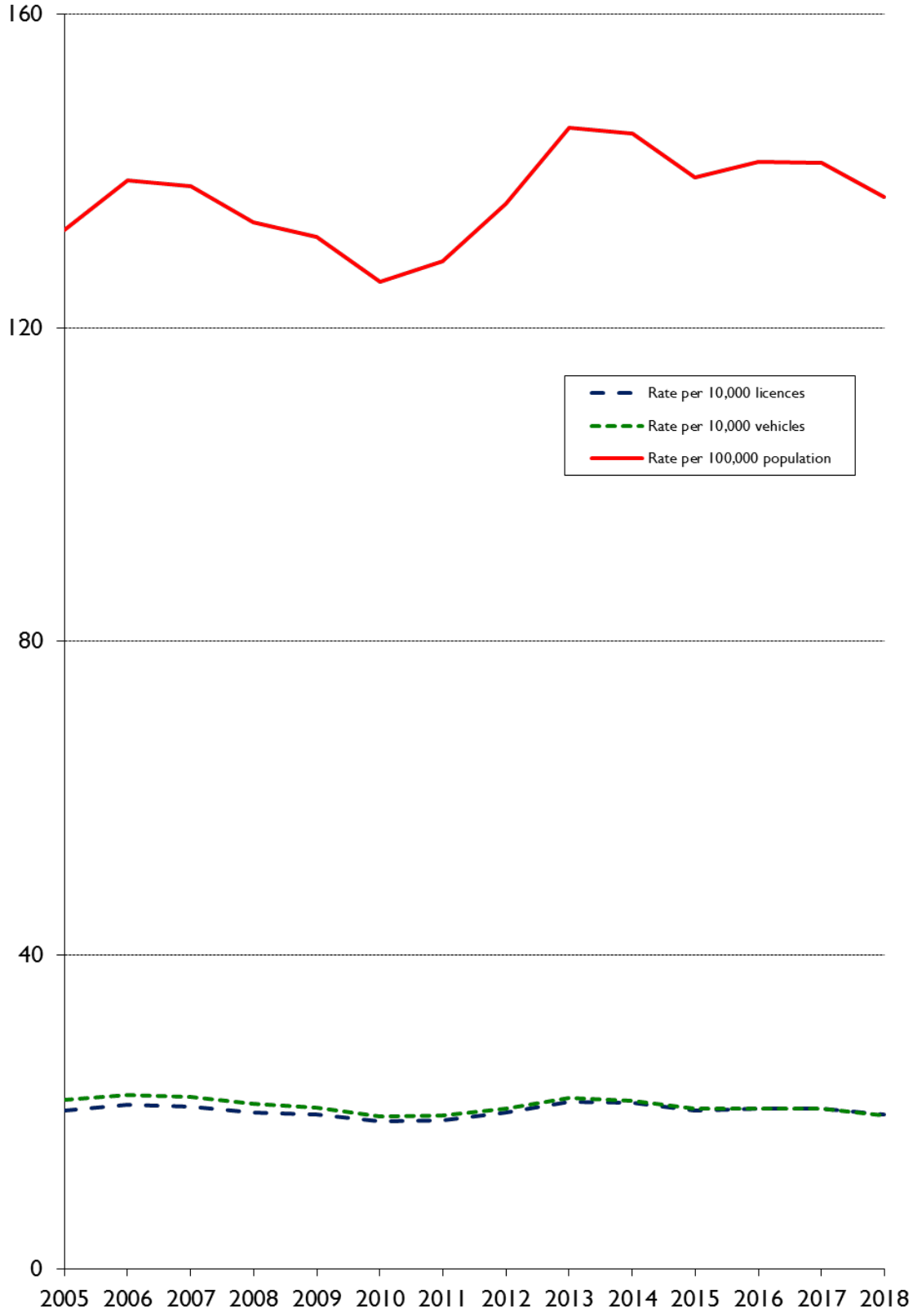
[2] As at 30 June 2018. Refer to note on Table 38.

[3] Estimated resident population for 30 June 2018 as published on 19 September 2019. Source - Australian Bureau of Statistics. Refer to Table 37.

Main points for 2018

- **IMPORTANT NOTE** – The 2018 Statistical Statement reflects significant changes to the historical hospitalisation statistics following changes in NSW Health policy on hospital admissions which were fully implemented from the end of 2017. The definition of hospitalisations has been amended and historical data have been revised in light of the revised definition (see Health data linkage process (p8) and Special notes (p9).
- There were 10,903 persons hospitalised from road traffic crashes in 2018, as derived from the data linkage with NSW Health Department admission data. This was 194 fewer hospitalisations (2 per cent) than the previous year and the lowest annual total since 2015.
- The rate of persons hospitalised per 100,000 population was 136.6 in 2018, down from 141.0 the previous year. This was the lowest rate since 2012.
- The estimated cost to the community of all road casualties in NSW for 2018 using the Inclusive Willingness to Pay methodology was around $8.9 billion – hospitalisations accounted for more than half (59 per cent) of this total with $5.3 billion.
- Compared with 2017, passengers, motorcyclists, pedestrians and pedal cyclists were the road user groups to have experienced decreases in hospitalisations in 2018.
- There were 3,678 hospitalisations of drivers in 2018, up 19 (1 per cent) on the previous year. Of all road user groups, drivers accounted for the largest proportion of hospitalisations (34 per cent).
- Despite a decrease in 2018, motorcyclists continue to be the second largest road user group for hospitalisations in 2018, down by 51 (2 per cent) on the previous year and the lowest motorcyclist total since 2015. Motorcyclists accounted for 22 per cent of all hospitalisations in 2018.
- Passenger hospitalisations also decreased in 2018, down by 34 (2 per cent) and the lowest passenger total since 2012. Passengers accounted for 12 per cent of all hospitalisations in 2018.
- In contrast to the fatality statistics, pedal cyclists remain as the third largest road user group for hospitalisations in 2018, down by 42 (2 per cent) on the previous year. One in six (17 per cent) of all hospitalisations in 2018 were pedal cyclists.
- Compared with 2017, all age groups under 26 years and between 40 and 69 years experienced decreases in hospitalisations in 2018 with the largest decrease amongst 21 to 25 year olds, down by 146 (12 per cent).
- Nineteen per cent of all hospitalisations were aged 17 to 25 years, but this age group represented only 12 per cent of the NSW population.
- Children aged less than 17 years continued to experience reductions in hospitalisations in 2018, down 55 (6 per cent) compared with 2017 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 41 per cent.
- In contrast, hospitalisations of persons aged 70 years or more increased again in 2018, up 38 (3 per cent) compared with 2017 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 77 per cent.
- Almost two-thirds (66 per cent) of all hospitalisations were males, but they represented only 50 per cent of the NSW population.
- Of the 10,903 hospitalisations in 2018, less than half (48 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 2018 in NSW



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

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

	Road User Class						
Year	Driver	Passenger	Motorcyclist	Pedestrian	Pedal cyclist	Other	**Total**
2005[1]	2,612	1,378	1,852	980	1,345	698	8,865
2006	2,733	1,387	2,078	996	1,375	793	9,362
2007	2,732	1,270	2,122	1,069	1,438	806	9,437
2008	2,698	1,205	2,207	1,001	1,451	707	9,269
2009	2,595	1,302	2,297	979	1,444	664	9,281
2010	2,613	1,169	2,166	961	1,422	659	8,990
2011	2,852	1,188	2,181	989	1,460	604	9,274
2012	3,059	1,305	2,419	970	1,646	524	9,923
2013	3,370	1,386	2,511	1,036	1,901	566	10,770
2014	3,401	1,398	2,519	1,056	1,917	580	10,871
2015	3,543	1,387	2,297	990	1,856	523	10,596
2016	3,718	1,385	2,475	1,008	1,812	514	10,912
2017	3,659	1,381	2,477	1,040	1,938	602	11,097
2018	3,678	1,347	2,426	987	1,896	569	10,903

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

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

	Age (years)												
Year	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
2005[1]	146	1,287	972	1,045	612	1,431	1,170	809	526	452	387	28	8,865
2006	125	1,298	1,045	1,105	669	1,499	1,170	921	582	503	411	34	9,362
2007	130	1,270	990	969	660	1,511	1,287	974	607	568	445	26	9,437
2008	112	1,173	1,029	957	646	1,434	1,225	988	678	548	457	22	9,269
2009	113	1,089	1,018	934	655	1,404	1,317	1,036	675	502	510	28	9,281
2010	105	937	961	935	630	1,375	1,277	1,036	680	555	487	12	8,990
2011	100	872	985	969	679	1,357	1,348	1,084	785	585	501	9	9,274
2012	104	906	1,031	1,004	721	1,500	1,452	1,217	840	604	535	9	9,923
2013	103	945	1,095	1,113	752	1,571	1,551	1,402	964	645	614	15	10,770
2014	113	828	973	1,092	765	1,692	1,541	1,470	1,034	727	625	11	10,871
2015	95	798	993	1,109	739	1,563	1,502	1,435	1,014	715	620	13	10,596
2016	84	833	979	1,146	771	1,653	1,522	1,490	1,063	757	607	7	10,912
2017	105	792	1,035	1,244	782	1,556	1,558	1,481	1,091	792	653	8	11,097
2018	67	775	985	1,098	793	1,639	1,507	1,466	1,081	824	659	9	10,903

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

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

	Gender			
Year	Male	Female	Unknown	**Total**
2005[1]	5,869	2,992	4	8,865
2006	6,226	3,132	4	9,362
2007	6,333	3,100	4	9,437
2008	6,291	2,976	2	9,269
2009	6,275	3,005	1	9,281
2010	5,976	3,013	1	8,990
2011	6,125	3,148	1	9,274
2012	6,656	3,265	2	9,923
2013	7,088	3,678	4	10,770
2014	7,109	3,762	0	10,871
2015	6,945	3,650	1	10,596
2016	7,096	3,815	1	10,912
2017	7,261	3,836	0	11,097
2018	7,168	3,735	0	10,903

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

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

	Quarter				
Year	Q1	Q2	Q3	Q4	**Total**
2005[1]	2,234	2,200	2,111	2,320	8,865
2006	2,383	2,311	2,276	2,392	9,362
2007	2,504	2,410	2,254	2,269	9,437
2008	2,320	2,325	2,175	2,449	9,269
2009	2,367	2,231	2,263	2,420	9,281
2010	2,299	2,321	2,044	2,326	8,990
2011	2,403	2,198	2,220	2,453	9,274
2012	2,481	2,403	2,380	2,659	9,923
2013	2,521	2,534	2,708	3,007	10,770
2014	2,910	2,647	2,557	2,757	10,871
2015	2,797	2,590	2,484	2,725	10,596
2016	2,854	2,720	2,524	2,814	10,912
2017	2,763	2,716	2,788	2,830	11,097
2018	2,863	2,777	2,606	2,657	10,903

[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 2018
- Main points for 2018
- Historical data
- Fatality and serious injury (matched) rates
- Interstate and international comparisons
- Causes of death

Summary data for 2018

			Compared with 2017	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	326	*2.2*	-25	*-7.1*
Serious injury crashes	4,679	*31.9*	-290	*-5.8*
Moderate injury crashes	6,017	*41.1*	-566	*-8.6*
Minor/Other injury crashes	3,631	*24.8*	-1,303	*-26.4*
Total casualty crashes	**14,653**	***100.0***	**-2,184**	***-13.0***
CASUALTIES				
Killed	347	*1.9*	-42	*-10.8*
Seriously injured	5,230	*28.2*	-390	*-6.9*
Moderately injured	7,932	*42.8*	-711	*-8.2*
Minor/Other injured	5,031	*27.1*	-1,905	*-27.5*
Total casualties	**18,540**	***100.0***	**-3,048**	***-14.1***
MOTOR VEHICLES ON REGISTER[1]	5,571,400		118,000	*2.2*
Fatalities per 10,000 vehicles	0.62			*-12.7*
LICENCE HOLDERS[2]	5,529,200		89,500	*1.6*
Fatalities per 10,000 licence holders	0.63			*-12.2*
POPULATION OF STATE[3]	7,979,600		111,600	*1.4*
Fatalities per 100,000 persons	4.35			*-12.0*

[1] As at 30 June 2018. Excludes tractors, trailers, caravans, trader plates, plant and equipment. Refer to Table 39

[2] As at 30 June 2018. Refer to note on Table 38.

[3] Estimated resident population for 30 June 2018 as published on 19 September 2019. Source - Australian Bureau of Statistics. Refer to Table 37.

Main points for 2018

- The number of persons killed per 100,000 population was 4.35. This is the second lowest fatality rate since records were first compiled in 1908.
- There were 14,653 casualty road crashes in New South Wales during 2018. Of these, 326 were fatal crashes and 14,327 were injury crashes. There were 347 persons killed and 18,193 injured.
- The estimated cost to the community of these road casualties using the Inclusive Willingness to Pay methodology was around $8.9 billion (June 2019 dollar values).
- The number of persons killed was down by 42 (11 per cent) on the previous year, the lowest annual fatality total since 2014.
- The number of persons injured in 2018 was down by 3,006 (14 per cent) on the previous year and was the lowest annual injury total since 1957.
- Drivers, passengers and motorcyclists all experienced fatality decreases in 2018 compared with the previous year.
- There were 54 motorcyclists killed in 2018 (down 8 per cent), the lowest motorcyclist total since 2011, but the number of pedestrians killed increased to 69 (up 28 per cent), the second highest pedestrian total since 2006.
- All road user groups experienced injury decreases in 2018 compared with the previous year.
- Country roads accounted for 37 per cent of all casualty crashes, but 66 per cent of fatal crashes.
- At least 13 per cent of motor vehicle occupants killed were not wearing available seat belts.
- At least one of the nine pedal cyclists killed and at least 11 per cent of those injured failed to wear a helmet.
- More than half (54 per cent) of the pedestrians killed were aged 60 or more, although only 22 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 56 per cent of fatal crashes on Thursday, Friday and Saturday nights, 18 per cent of all fatal crashes and 10 per cent of injury crashes.
- At least 5 per cent of all motor vehicle drivers and motorcycle riders who were killed or injured had an illegal blood alcohol concentration. Forty-five per cent of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 39 per cent of fatal crashes and 16 per cent of all casualty crashes.
- Fatigue was assessed as being involved in at least 19 per cent of fatal crashes.
- The number of fatalities for the months of March (24 fatalities), June (21), October (21) and November (25) in 2018 were the lowest or equal lowest fatality total for the respective month since monthly records began in 1936.
- Nineteen (15 per cent) of the 129 local government areas in NSW were fatality free in 2018. These 19 local government areas accounted for 5 per cent of the NSW population and included North Sydney (population 74,200), Woollahra (59,000), Wingecarribee (50,500), Burwood (39,900), Eurobodalla (38,300) and Kiama (23,000).
- Compared with 2017 there was an 11 per cent decrease in fatalities in 2018. There were several crash characteristics which decreased by more than the overall decrease. In particular, female fatalities decreased by 27 per cent, passenger fatalities decreased by 30 per cent, fatalities aged 40 to 49 years decreased by 35 per cent, fatalities from heavy truck crashes decreased by 34 per cent, fatalities on State Highways decreased by 28 per cent and fatalities in the Illawarra (down by 59 per cent), Riverina (down by 41 per cent) and Hunter (down by 35 per cent) State Regions.
- However, compared with 2017, some notable increases occurred in 2018 – pedestrian fatalities increased by 28 per cent, fatalities in the Sydney State Region increased by 17 per cent, alcohol related fatalities increased by 16 per cent and fatal crashes on Fridays increased by 45 per cent.

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000-2018

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**				
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**	**4,755**	**12,464**	**11,265**	**28,992**	**459**	**4,094**	**9,726**	**7,869**	**22,148**
2006	496	28,928	5,019	13,597	10,312	29,424	449	4,388	10,561	7,182	22,580
2007	435	29,626	4,953	14,724	9,949	30,061	405	4,369	11,256	6,821	22,851
2008	374	27,602	4,877	13,580	9,145	27,976	353	4,310	10,488	6,405	21,556
2009	453	27,984	4,914	13,782	9,288	28,437	408	4,326	10,781	6,400	21,915
2010	**405**	**27,603**	**4,685**	**13,685**	**9,233**	**28,008**	**365**	**4,137**	**10,774**	**6,348**	**21,624**
2011	364	28,214	5,113	13,345	9,756	28,578	336	4,553	10,554	6,598	22,041
2012	369	27,235	5,436	13,022	8,777	27,604	336	4,842	10,267	6,001	21,446
2013	333	26,113	5,827	12,348	7,938	26,446	316	5,224	9,787	5,337	20,664
2014	307	24,744	5,917	11,569	7,258	25,051	285	5,309	9,140	4,835	19,569
2015	**350**	**23,208**	**5,603**	**9,874**	**7,731**	**23,558**	**326**	**4,978**	**7,560**	**5,449**	**18,313**
2016	380	22,280	5,686	8,962	7,632	22,660	356	5,057	6,896	5,514	17,823
2017	389	21,199	5,620	8,643	6,936	21,588	351	4,969	6,583	4,934	16,837
2018	**347**	**18,193**	**5,230**	**7,932**	**5,031**	**18,540**	**326**	**4,679**	**6,017**	**3,631**	**14,653**

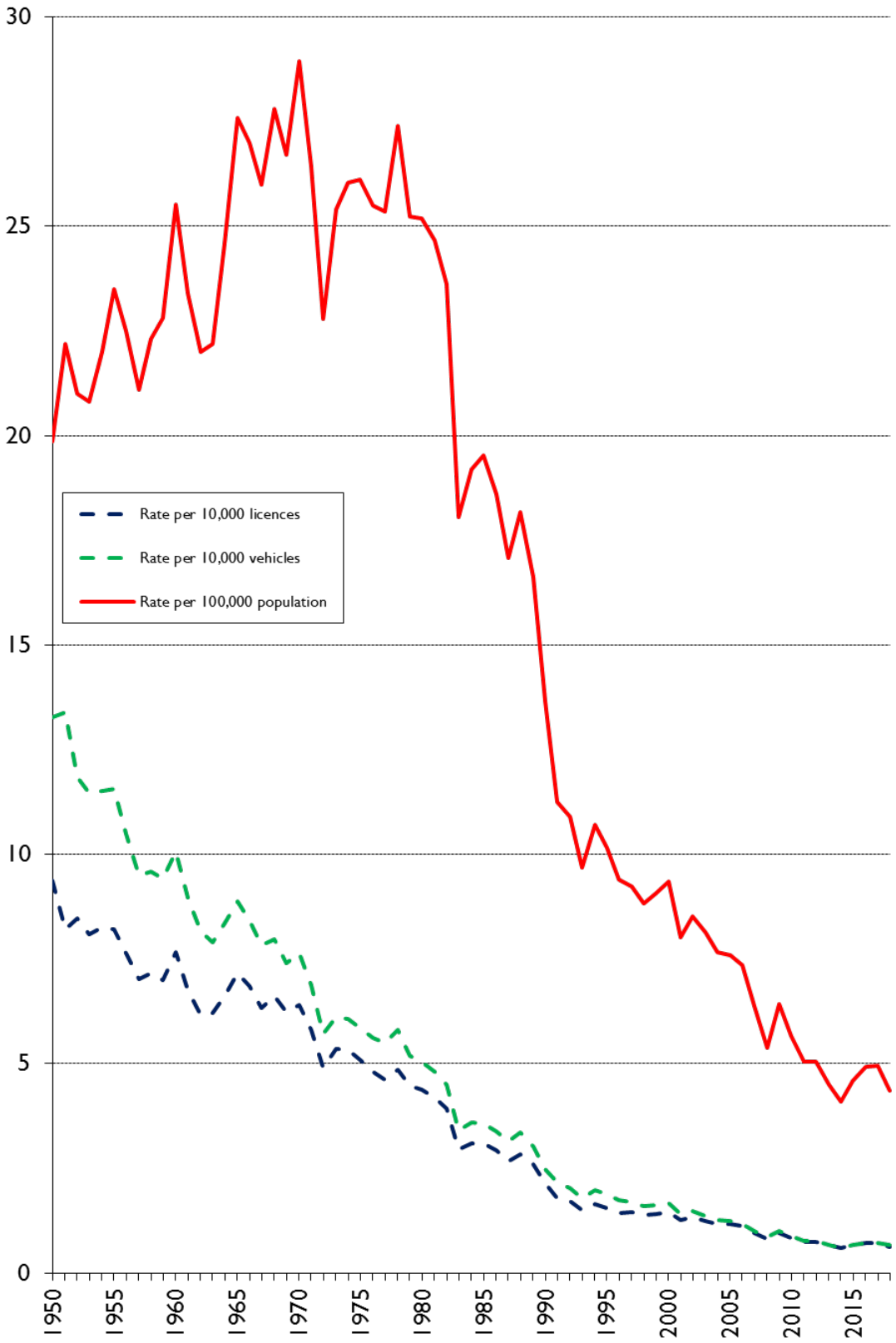
Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000-2018

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)[d] 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**				
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**	**11.52**	**10.81**	**71.04**	**7.20**
2006	4,222	4,474	6,743	s64,384	1.17	1.11	7.4	0.77	11.89	11.22	74.44	7.80
2007	4,312	4,577	6,834	s64,237	1.01	0.95	6.4	0.68	11.49	10.82	72.47	7.71
2008	4,421	4,642	6,943	s67,863	0.85	0.81	5.4	0.55	11.03	10.51	70.24	7.19
2009	4,518	4,721	7,054	-	1.00	0.96	6.4	-	10.88	10.41	69.67	
2010	**4,634**	**4,791**	**7,144**	**s69,163**	**0.87**	**0.85**	**5.7**	**0.59**	**10.11**	**9.78**	**65.58**	**6.77**
2011	4,744	4,894	7,219	-	0.77	0.74	5.0	-	10.78	10.45	70.83	
2012	4,850	4,985	7,304	s67,081	0.76	0.74	5.1	0.55	11.21	10.90	74.42	8.10
2013	4,956	5,061	7,404	-	0.67	0.66	4.5	-	11.76	11.51	78.70	
2014	5,073	5,142	7,508	s71,372	0.61	0.60	4.1	0.43	11.66	11.51	78.81	8.29
2015	**5,193**	**5,246**	**7,616**	**-**	**0.67**	**0.67**	**4.6**	-	**10.79**	**10.68**	**73.57**	
2016	5,337	5,338	7,733	s72,740	0.71	0.71	4.9	0.52	10.65	10.65	73.53	7.82
2017	5,453	5,440	r7,868	-	0.70	0.70	4.8	-	10.43	10.45	72.27	
2018	**5,571**	**5,529**	**p7,980**	**s78,418**	**0.62**	**0.63**	**4.3**	0.44	**9.39**	**9.46**	**65.54**	**6.67**

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. Revised methodology introduced for the years 1998 to 2007. Changes to methodology introduced for 2008. Prior to 1998 travel is for the 12 months ended 30 September. Travel for 1998 is for the 12 months ended 31 July. Travel from 2000 to 2011 is for the 12 months ended 31 October. Travel estimates for 2012, 2016 and 2018 are for the 12 months ended 30 June. Travel estimate for 2014 is for the 12 months ended 31 October.

p – Preliminary r – revised d – Serious injury figures for 2005 to 2017 revised following matching with NSW Health data for 2005 to 2018.
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 motor vehicles, 10,000 licence holders and 100,000 population for years 1950 to 2018 in NSW



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

Table 6: Fatality comparison with other Australian States[1] and other countries[2]

	Killed	Vehicles[3] ('000)	Population[4] ('000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	**347**	**5,571**	**7,980**	**0.6**	**4.3**
Victoria	213	4,923	6,460	0.4	3.3
Queensland	245	4,045	5,010	0.6	4.9
Western Australia	158	2,232	2,594	0.7	6.1
South Australia	80	1,409	1,736	0.6	4.6
Tasmania	33	481	528	0.7	6.2
Australian Capital Territory	9	303	420	0.3	2.1
Northern Territory	50	163	247	3.1	20.2
AUSTRALIA	**1,135**	**19,126**	**24,981**	**0.6**	**4.5**
CANADA	1,804	25,060	37,059	0.7	4.9
DENMARK	175	3,315	5,790	0.5	3.0
FRANCE	3,259	39,514	66,942	0.8	4.9
GERMANY	3,275	56,459	82,914	0.6	4.0
JAPAN	4,166	81,789	126,443	0.5	3.3
NETHERLANDS	678	11,287	17,232	0.6	3.9
NEW ZEALAND	380	4,398	4,886	0.9	7.8
NORWAY	108	4,070	5,312	0.3	2.0
SWEDEN	324	6,606	10,175	0.5	3.2
UNITED KINGDOM	1,839	39,377	66,436	0.5	2.8
UNITED STATES OF AMERICA	36,750	272,481[(17)]	327,167	1.3	11.2

[1] Australian fatality data (except for New South Wales) for 2018 based on the Bureau of Infrastructure, Transport and Regional Economics: Statistical Report, Road trauma Australia 2018 statistical summary.

[2] Fatality data are for 2018 for other countries and are based on Department for Transport statistics, United Kingdom: RAS52001 International comparisons of road deaths or relevant National Statistical Reporting Authorities.

[3] Australian vehicle 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 2018. The 2018 vehicle figures for other countries are sourced from relevant National Statistical Reporting Authorities. The 2017 vehicle figures for United States of America are sourced from US Department of Transport, Federal Highway Administration, Highway Statistics 2017.

[4] Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2018 as published at September 2019. The 2018 population figures for other countries are based on OECD Stat data as extracted at 24 October 2019.

[17] Data for 2017.

Table 7: Deaths within NSW, causes of death, sex, age for 2017

2017	Age (years)										
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	70-79	≥ 80	TOTAL[3]
Males											
Deaths from all causes[1]	236	105	146	187	467	925	1,914	3,699	6,219	13,017	26,916
All accidental deaths[1]	26	30	54	62	153	165	116	89	110	365	1,170
Road deaths[2]	9	26	34	21	41	42	26	34	20	21	274
as % of accidental deaths	35	87	63	34	27	25	22	38	18	6	23
as % of all deaths	4	25	23	11	9	5	1	<1	<1	<1	1
Females											
Deaths from all causes[1]	173	36	54	57	213	503	1,171	2,178	4,287	16,604	25,277
All accidental deaths[1]	12	9	14	13	35	60	63	62	79	501	848
Road deaths[2]	5	11	6	7	11	13	12	18	19	13	115
as % of accidental deaths	42	100	43	54	31	22	19	29	24	3	14
as % of all deaths	3	31	11	12	5	3	1	<1	<1	<1	<1
All persons											
Deaths from all causes[1]	409	141	200	244	680	1,428	3,085	5,877	10,506	29,621	52,193
All accidental deaths[1]	38	39	68	75	188	225	179	151	189	866	2,018
Road deaths[2]	14	37	40	28	52	55	38	52	39	34	389
as % of accidental deaths	37	95	59	37	28	24	21	34	21	4	19
as % of all deaths	3	26	20	11	8	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												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
1950	**51**	**36**	**54**	**59**	**50**	**57**	**63**	**46**	**51**	**46**	**68**	**53**	**634**
1951	53	40	72	64	66	77	55	59	63	68	50	61	728
1952	58	58	65	82	70	52	50	49	51	52	50	63	700
1953	54	51	59	63	61	60	60	68	61	64	35	68	704
1954	51	70	56	76	65	54	62	73	67	73	47	60	754
1955	79	57	70	90	64	56	66	65	48	73	72	80	820
1956	56	60	80	66	71	71	62	57	70	64	65	79	801
1957	52	53	63	61	82	66	60	76	53	48	76	75	765
1958	70	54	70	60	86	67	76	64	66	63	64	84	824
1959	79	34	63	66	80	94	75	78	66	66	79	79	859
1960	**79**	**82**	**73**	**94**	**81**	**87**	**110**	**89**	**62**	**79**	**59**	**83**	**978**
1961	63	55	83	70	79	102	92	79	93	52	63	87	918
1962	72	58	72	62	91	66	88	75	74	67	58	93	876
1963	70	46	79	73	86	85	78	93	72	81	43	94	900
1964	78	76	93	83	111	72	78	87	84	88	71	89	1,010
1965	79	89	94	101	96	129	99	71	83	112	88	110	1,151
1966	98	66	88	126	99	94	96	73	71	117	95	120	1,143
1967	87	79	94	82	93	89	106	100	94	98	92	103	1,117
1968	90	104	103	72	102	110	102	96	100	100	105	127	1,211
1969	86	77	80	119	103	111	107	103	91	97	98	116	1,188
1970	**105**	**89**	**118**	**136**	**116**	**91**	**92**	**115**	**94**	**129**	**107**	**117**	**1,309**
1971	85	93	99	101	124	108	109	118	102	115	92	103	1,249
1972	73	59	86	94	112	74	85	114	95	94	90	116	1,092
1973	98	85	88	113	107	96	88	112	126	80	107	130	1,230
1974	103	95	101	94	108	113	93	113	112	105	105	133	1,275
1975	106	111	115	94	116	108	88	111	121	100	109	109	1,288
1976	92	76	95	113	126	102	99	106	129	116	98	112	1,264
1977	92	106	109	121	104	87	98	111	89	121	109	121	1,268
1978	114	95	126	101	122	129	128	123	113	104	104	125	1,384
1979	73	75	134	121	120	92	108	109	122	107	103	126	1,290
1980	**99**	**62**	**97**	**128**	**112**	**103**	**134**	**128**	**92**	**118**	**124**	**106**	**1,303**
1981	112	93	85	125	107	85	112	94	104	116	124	134	1,291
1982	134	113	90	119	101	96	104	106	98	101	107	84	1,253
1983	70	57	91	91	79	79	81	79	86	77	83	93	966
1984	89	76	103	71	96	90	56	91	85	75	97	108	1,037
1985	74	85	77	84	92	71	82	81	97	98	94	132	1,067
1986	89	85	100	74	107	76	76	74	81	101	77	89	1,029
1987	86	58	82	84	69	83	77	63	84	112	74	87	959
1988	89	75	97	75	81	74	85	79	92	107	84	99	1,037
1989	56	82	82	45	77	97	75	64	93	96	69	124	960
1990	**52**	**52**	**87**	**57**	**59**	**70**	**83**	**66**	**80**	**62**	**55**	**74**	**797**
1991	61	47	52	59	55	52	61	55	59	57	49	56	663
1992	55	56	56	47	41	59	53	65	50	62	55	50	649
1993	44	31	56	51	37	42	42	59	42	59	55	63	581
1994	56	41	65	54	51	42	52	38	43	73	69	63	647
1995	38	50	61	46	48	57	51	53	41	60	59	56	620
1996	23	49	49	62	48	56	50	52	43	52	47	50	581
1997	69	44	39	42	58	38	53	47	35	47	62	42	576
1998	47	39	61	43	58	51	36	51	37	47	31	55	556
1999	52	41	61	47	60	40	39	44	52	43	48	50	577

Table 8: Fatalities, year, month

Year	Month												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
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
2018	**37**	**32**	**24**	**31**	**25**	**21**	**31**	**38**	**34**	**21**	**25**	**28**	**347**

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

	Road user class									
	Motor vehicle driver					Motor vehicle passenger				
	K	S	M	O	TI	K	S	M	O	TI
1960	**273**				**7,029**	**248**				**8,801**
1965	**411**				**11,225**	**373**				**11,714**
1970	**494**				**13,710**	**387**				**12,719**
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**	**2,228**	**8,209**	**6,789**	**17,226**	**100**	**886**	**2,113**	**2,776**	**5,775**
2006	249	2,370	9,142	6,150	17,662	102	871	2,158	2,560	5,589
2007	215	2,365	10,066	5,833	18,264	77	804	2,387	2,537	5,728
2008	194	2,320	9,147	5,459	16,926	67	747	2,100	2,134	4,981
2009	210	2,221	9,390	5,654	17,265	102	834	1,931	2,166	4,931
2010	**185**	**2,204**	**9,502**	**5,684**	**17,390**	**89**	**690**	**1,850**	**2,196**	**4,736**
2011	181	2,472	9,271	6,176	17,919	73	731	1,766	2,346	4,843
2012	164	2,645	9,113	5,590	17,348	82	791	1,625	1,964	4,380
2013	155	2,884	8,691	5,043	16,618	49	786	1,502	1,832	4,120
2014	153	2,850	8,209	4,765	15,824	43	798	1,372	1,640	3,810
2015	**155**	**2,864**	**6,937**	**5,186**	**14,987**	**60**	**785**	**1,273**	**1,759**	**3,817**
2016	183	2,829	6,378	5,278	14,485	54	754	1,084	1,641	3,479
2017	186	2,746	6,056	4,655	13,457	82	748	1,145	1,570	3,463
2018	**158**	**2,653**	**5,534**	**3,318**	**11,505**	**57**	**698**	**927**	**1,055**	**2,680**

[1] K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.
Injury figures for 2005 to 2017 revised following matching with NSW Health data for 2005 to 2018.

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

	Road user class									
	Motorcycle rider					Motor cycle passenger				
	K	S	M	O	TI	K	S	M	O	TI
1960	**39**				**1,409**	**9**				**241**
1965	**28**				**901**	**4**				**95**
1970	**93**				**2,967**	**17**				**311**
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**	**707**	**798**	**490**	**1,995**	**3**	**42**	**40**	**41**	**123**
2006	65	852	901	502	2,255	1	29	45	38	112
2007	57	819	886	504	2,209	4	32	50	48	130
2008	52	876	995	514	2,385	3	39	46	40	125
2009	66	939	1,081	552	2,572	3	32	52	36	120
2010	**57**	**914**	**1,014**	**498**	**2,426**	**4**	**26**	**38**	**39**	**103**
2011	47	977	1,059	461	2,497	4	29	35	36	100
2012	60	1,083	1,110	467	2,660	1	34	34	45	113
2013	67	1,148	1,019	400	2,567	4	39	48	36	123
2014	58	1,190	961	367	2,518	1	44	36	25	105
2015	**66**	**1,019**	**813**	**305**	**2,137**	**1**	**26**	**25**	**22**	**73**
2016	64	1,129	758	245	2,132	3	40	22	21	83
2017	58	1,146	712	277	2,135	1	36	28	15	79
2018	**54**	**999**	**761**	**268**	**2,028**	**0**	**25**	**22**	**21**	**68**

[1] K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.
Injury figures for 2005 to 2017 revised following matching with NSW Health data for 2005 to 2018.

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

	Road user class									
	Pedestrian					Pedal cyclist[2]				
	K	S	M	O	TI	K	S	M	O	TI
1960	**367**				**4,022**	**42**				**1,128**
1965	**301**				**4,254**	**29**				**942**
1970	**291**				**4,346**	**26**				**792**
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**	**629**	**847**	**712**	**2,188**	**13**	**263**	**456**	**451**	**1,170**
2006	72	665	810	654	2,129	7	232	541	406	1,179
2007	68	689	803	634	2,126	14	243	531	390	1,164
2008	49	670	790	633	2,093	8	225	501	365	1,091
2009	59	622	763	551	1,936	13	266	563	329	1,158
2010	**59**	**596**	**788**	**486**	**1,870**	**11**	**255**	**492**	**330**	**1,077**
2011	49	656	738	463	1,857	10	247	475	273	995
2012	55	607	669	431	1,707	7	276	469	280	1,025
2013	44	650	623	391	1,664	14	320	465	234	1,019
2014	41	711	573	273	1,557	11	322	418	186	926
2015	**61**	**607**	**493**	**281**	**1,381**	**7**	**299**	**331**	**177**	**807**
2016	71	636	432	277	1,345	5	298	286	170	754
2017	54	627	412	235	1,274	8	317	289	184	790
2018	**69**	**556**	**398**	**233**	**1,187**	**9**	**298**	**289**	**135**	**722**

[1] K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.
Injury figures for 2005 to 2017 revised following matching with NSW Health data for 2005 to 2018.
[2] Includes pedal cycle passengers.

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

	Road user class									
	Other[3]					All road users				
	K	S	M	O	TI	K	S	M	O	TI
1960	**0**				**25**	**978**				**22,655**
1965	**5**				**26**	**1,151**				**29,157**
1970	**1**				**41**	**1,309**				**34,886**
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**	**4,755**	**12,464**	**11,265**	**28,484**
2006	0	0	0	2	2	496	5,019	13,597	10,312	28,928
2007	0	1	1	3	5	435	4,953	14,724	9,949	29,626
2008	1	0	1	0	1	374	4,877	13,580	9,145	27,602
2009	0	0	2	0	2	453	4,914	13,782	9,288	27,984
2010	**0**	**0**	**1**	**0**	**1**	**405**	**4,685**	**13,685**	**9,233**	**27,603**
2011	0	1	1	1	3	364	5,113	13,345	9,756	28,214
2012	0	0	2	0	2	369	5,436	13,022	8,777	27,235
2013	0	0	0	2	2	333	5,827	12,348	7,938	26,113
2014	0	2	0	2	4	307	5,917	11,569	7,258	24,744
2015	**0**	**3**	**2**	**1**	**6**	**350**	**5,603**	**9,874**	**7,731**	**23,208**
2016	0	0	2	0	2	380	5,686	8,962	7,632	22,280
2017	0	0	1	0	1	389	5,620	8,643	6,936	21,199
2018	**0**	**1**	**1**	**1**	**3**	**347**	**5,230**	**7,932**	**5,031**	**18,193**

[1] K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.
Injury figures for 2005 to 2017 revised following matching with NSW Health data for 2005 to 2018.
[3] Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

Road casualty crashes in 2018

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

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

Period	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
New Year (1 January) (1 day)	4	13	12	3	32	4	18	17	9	48
Australia Day (25 January to 28 January) (4 days)	3	43	62	22	130	3	46	80	29	158
Easter (29 March to 2 April) (5 days)	3	48	87	55	193	3	56	114	75	248
Anzac Day (25 April) (1 day)	0	13	17	7	37	0	14	24	11	49
Queen's Birthday (8 June to 11 June) (4 days)	3	43	67	28	141	3	47	90	45	185
Labour Day (28 September to 1 October) (4 days)	4	28	49	21	102	5	31	60	32	128
Christmas (24 December to 31 December) (8 days)	4	95	107	39	245	4	106	143	65	318
SCHOOL HOLIDAYS										
January (1 January to 28 January) (28 days)	31	332	406	196	965	33	375	544	286	1,238
End Term 1 (14 April to 30 April) (17 days)	17	212	264	174	667	19	240	365	254	878
End Term 2 (7 July to 23 July) (17 days)	16	213	253	143	625	19	232	339	193	783
End Term 3 (28 September to 14 October) (17 days)	16	175	250	136	577	17	205	319	200	741
December (20 December to 31 December) (12 days)	8	143	161	73	385	8	162	218	108	496

[1] FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash
[2] K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured

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

	Day of week							
Time period[1]	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	3	2	1	1	2	4	2	15
02:00 - 03:59	0	3	1	2	1	1	5	13
04:00 - 05:59	3	1	3	0	1	2	3	13
06:00 - 07:59	5	6	3	2	3	3	3	25
08:00 - 09:59	4	6	4	3	1	5	3	26
10:00 - 11:59	6	6	5	3	4	9	11	44
12:00 - 13:59	7	7	7	6	3	5	3	38
14:00 - 15:59	7	1	3	7	6	5	8	37
16:00 - 17:59	4	7	3	3	7	9	3	36
18:00 - 19:59	4	5	5	7	4	7	3	35
20:00 - 21:59	3	4	2	3	3	5	5	25
22:00 - Midnight	3	1	3	4	3	3	2	19
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**49**	**49**	**40**	**41**	**38**	**58**	**51**	**326**

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

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

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	35	16	5	12	8	27	35	138
02:00 - 03:59	24	9	12	6	15	19	20	105
04:00 - 05:59	27	30	29	22	24	24	21	177
06:00 - 07:59	26	72	74	70	56	63	35	396
08:00 - 09:59	63	74	75	79	89	76	66	522
10:00 - 11:59	79	69	59	68	74	81	102	532
12:00 - 13:59	103	63	74	69	71	70	95	545
14:00 - 15:59	80	85	84	104	86	114	89	642
16:00 - 17:59	65	84	91	101	113	96	76	626
18:00 - 19:59	66	61	84	60	61	88	51	471
20:00 - 21:59	51	35	42	35	49	47	51	310
22:00 - Midnight	22	18	23	33	30	38	50	214
Unknown	0	0	0	0	1	0	0	1
CRASHES:								
TOTAL	**641**	**616**	**652**	**659**	**677**	**743**	**691**	**4,679**

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

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	52	23	19	13	19	27	43	196
02:00 - 03:59	27	13	5	10	18	14	29	116
04:00 - 05:59	23	30	27	24	35	25	23	187
06:00 - 07:59	36	87	86	88	61	81	44	483
08:00 - 09:59	54	81	116	123	114	93	75	656
10:00 - 11:59	93	91	89	104	83	89	110	659
12:00 - 13:59	99	97	95	83	88	119	121	702
14:00 - 15:59	95	134	115	131	138	128	99	840
16:00 - 17:59	97	138	141	144	164	152	103	939
18:00 - 19:59	66	82	98	83	97	103	68	597
20:00 - 21:59	51	44	38	56	62	63	72	386
22:00 - Midnight	30	25	32	34	34	45	54	254
Unknown	0	0	0	1	1	0	0	2
CRASHES:								
TOTAL	**723**	**845**	**861**	**894**	**914**	**939**	**841**	**6,017**

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

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	20	7	2	6	6	4	14	59
02:00 - 03:59	13	4	4	3	1	2	8	35
04:00 - 05:59	5	13	16	10	11	14	7	76
06:00 - 07:59	8	55	50	44	57	48	13	275
08:00 - 09:59	22	81	79	91	71	87	56	487
10:00 - 11:59	50	55	58	53	56	50	74	396
12:00 - 13:59	63	44	56	43	55	68	73	402
14:00 - 15:59	56	77	76	71	85	82	77	524
16:00 - 17:59	62	83	114	101	116	119	72	667
18:00 - 19:59	42	48	65	67	50	63	57	392
20:00 - 21:59	34	20	29	33	24	33	23	196
22:00 - Midnight	17	16	9	12	22	23	23	122
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**392**	**503**	**558**	**534**	**554**	**593**	**497**	**3,631**

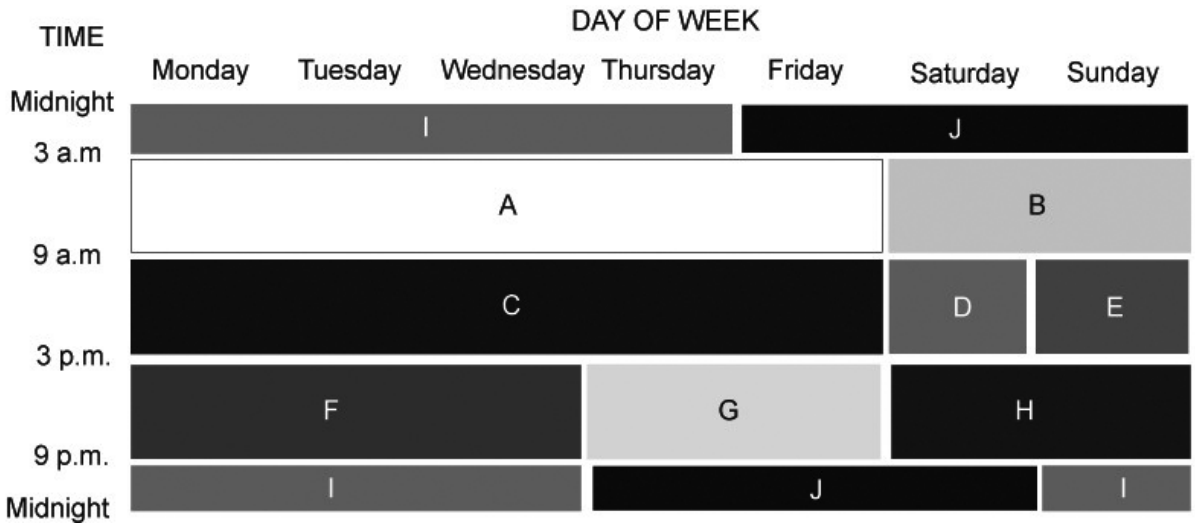
Table 11e: Total casualty crashes, time period, day of week

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	110	48	27	32	35	62	94	408
02:00 - 03:59	64	29	22	21	35	36	62	269
04:00 - 05:59	58	74	75	56	71	65	54	453
06:00 - 07:59	75	220	213	204	177	195	95	1,179
08:00 - 09:59	143	242	274	296	275	261	200	1,691
10:00 - 11:59	228	221	211	228	217	229	297	1,631
12:00 - 13:59	272	211	232	201	217	262	292	1,687
14:00 - 15:59	238	297	278	313	315	329	273	2,043
16:00 - 17:59	228	312	349	349	400	376	254	2,268
18:00 - 19:59	178	196	252	217	212	261	179	1,495
20:00 - 21:59	139	103	111	127	138	148	151	917
22:00 - Midnight	72	60	67	83	89	109	129	609
Unknown	0	0	0	1	2	0	0	3
CRASHES:								
TOTAL	**1,805**	**2,013**	**2,111**	**2,128**	**2,183**	**2,333**	**2,080**	**14,653**

Table 12: Crashes, time period, degree of crash

Time period[1]	Degree of crash									
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash		**Total casualty crashes**	
A	34	(1.5%)	716	(32.4%)	875	(39.6%)	583	(26.4%)	2,208	(100.0%)
B	17	(3.5%)	185	(38.4%)	205	(42.5%)	75	(15.6%)	482	(100.0%)
C	79	(2.3%)	1,064	(31.0%)	1,441	(42.0%)	844	(24.6%)	3,428	(100.0%)
D	21	(2.5%)	287	(33.7%)	326	(38.3%)	218	(25.6%)	852	(100.0%)
E	17	(2.5%)	253	(36.7%)	270	(39.2%)	149	(21.6%)	689	(100.0%)
F	42	(1.8%)	700	(29.7%)	964	(41.0%)	648	(27.5%)	2,354	(100.0%)
G	37	(2.1%)	533	(29.7%)	738	(41.1%)	486	(27.1%)	1,794	(100.0%)
H	28	(2.2%)	393	(31.4%)	498	(39.8%)	333	(26.6%)	1,252	(100.0%)
I	22	(3.1%)	235	(33.5%)	309	(44.1%)	135	(19.3%)	701	(100.0%)
J	29	(3.3%)	312	(35.1%)	389	(43.7%)	160	(18.0%)	890	(100.0%)
Unknown	0	(0.0%)	1	(33.3%)	2	(66.7%)	0	(0.0%)	3	(100.0%)
CRASHES:										
TOTAL	**326**	**(2.2%)**	**4,679**	**(31.9%)**	**6,017**	**(41.1%)**	**3,631**	**(24.8%)**	**14,653**	**(100.0%)**

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



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

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

Figure 3a: Fatal crashes, road user movement

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

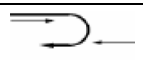
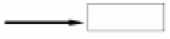
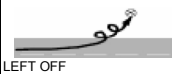
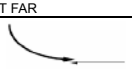
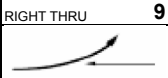
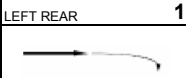
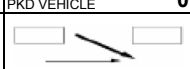
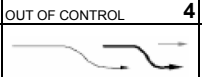
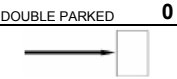
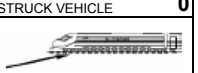
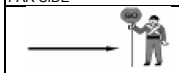
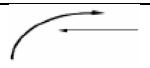
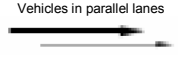
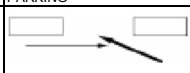
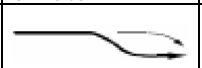
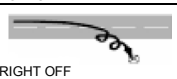
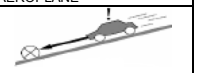
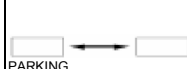
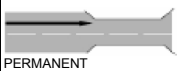
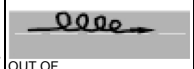
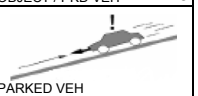
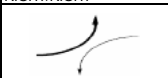
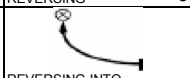
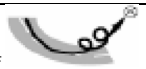
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 28	 CROSS TRAFFIC 3	HEAD ON (not overtaking) 56	Vehicles in same lane REAR END 18	 U TURN 1	 HEAD ON (incl. side swipe) 2	 PARKED 1	 OFF CARRIAGEWAY TO LEFT 3	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 5	 FELL IN/FROM VEHICLE 3
 EMERGING 3	 RIGHT FAR 1	 RIGHT THRU 9	 LEFT REAR 1	 U TURN INTO FIXED OBJECT PKD VEHICLE 0	 OUT OF CONTROL 4	 DOUBLE PARKED 0	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 32	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 28	 LOAD OR MISSILE STRUCK VEHICLE 0
 FAR SIDE 16	 LEFT FAR 0	 LEFT THRU 0	 RIGHT REAR 3	 LEAVING PARKING 1	 PULLING OUT 0	 ACCIDENT OR BREAK DOWN 0	 OFF CARRIAGEWAY TO RIGHT 1	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 4	 STRUCK TRAIN / AEROPLANE 1
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 8	 RIGHT NEAR 8	 RIGHT/LEFT 0	Vehicles in parallel lanes  LANE SIDE SWIPE 0	 ENTERING PARKING 0	 OVERTAKE TURNING 0	 VEHICLE DOOR 0	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 20	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 7	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 0
 WALKING WITH TRAFFIC 5	 TWO R TURNING 0	 RIGHT/RIGHT 0	 LANE CHANGE RIGHT (not overtaking) 2	 PARKING VEHICLES ONLY 0	 CUTTING IN 0	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 2	 OUT OF CONTROL ON CARRIAGEWAY 6	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 1	 PARKED VEH RUN AWAY INTO VEHICLE 0
 FACING TRAFFIC 1	 RIGHT/LEFT FAR 0	 LEFT/LEFT 0	 LANE CHANGE LEFT 1	 REVERSING 0	 PULLING OUT REAR END 0	 TEMPORARY ROADWORKS 0	 OFF END OF ROAD/ 'T' INTERSECTION 1	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 12	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 0
 ON FOOTPATH/ MEDIAN 4	 LEFT NEAR 0		 RIGHT TURN SIDE SWIPE 0	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 1		 STRUCK OBJECT ON CARRIAGEWAY 0		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 1	
 DRIVEWAY 0	 LEFT/RIGHT FAR 0		 LEFT TURN SIDE SWIPE 0	 EMERGING FROM DRIVEWAY 1		 ANIMAL (not ridden) 2		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 7	
	 TWO LEFT TURNING 0			 FROM FOOTPATH 0				 OUT OF CONTROL ON CARRIAGEWAY 7	OTHER 1
OTHER PEDESTRIAN 3	OTHER ADJACENT 0	OTHER OPPOSING 0	OTHER SAME DIRECTION 0	OTHER MANOEUVRING 0	OTHER OVERTAKING 0	OTHER ON PATH 1	OTHER STRAIGHT 0	OTHER CURVE 0	? UNKNOWN 0

Figure 3b: Serious injury crashes, road user movement

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

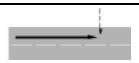
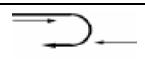
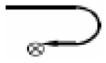
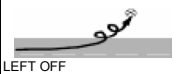
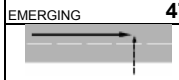
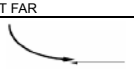
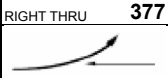
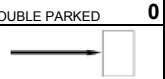
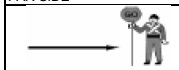
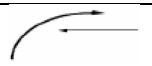
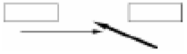
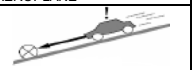
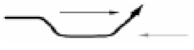
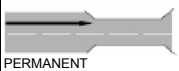
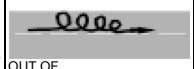
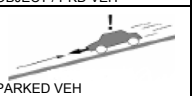
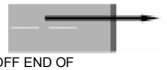
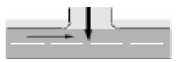
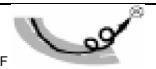
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 220	 CROSS TRAFFIC 283	HEAD ON (not overtaking) 260	Vehicles in same lane REAR END 432	 U TURN 54	 HEAD ON (incl. side swipe) 6	 PARKED 13	 OFF CARRIAGEWAY TO LEFT 51	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 65	 FELL IN/FROM VEHICLE 40
 EMERGING 47	 RIGHT FAR 40	 RIGHT THRU 377	 LEFT REAR 15	 U TURN INTO FIXED OBJECT PKD VEHICLE 5	 OUT OF CONTROL 8	 DOUBLE PARKED 0	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 386	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 241	 LOAD OR MISSILE STRUCK VEHICLE 3
 FAR SIDE 165	 LEFT FAR 12	 LEFT THRU 2	 RIGHT REAR 75	 LEAVING PARKING 30	 PULLING OUT 4	 ACCIDENT OR BREAK DOWN 18	 OFF CARRIAGEWAY TO RIGHT 39	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 23	 STRUCK TRAIN / AEROPLANE 0
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 40	 RIGHT NEAR 145	 RIGHT/LEFT 5	Vehicles in parallel lanes  LANE SIDE SWIPE 52	 ENTERING PARKING 3	 OVERTAKE TURNING 23	 VEHICLE DOOR 27	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 222	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 78	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 2
 WALKING WITH TRAFFIC 8	 TWO R TURNING 6	 RIGHT/RIGHT 1	 LANE CHANGE RIGHT (not overtaking) 56	 PARKING VEHICLES ONLY 4	 CUTTING IN 6	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 3	 OUT OF CONTROL ON CARRIAGEWAY 173	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 42	 PARKED VEH RUN AWAY INTO VEHICLE 1
 FACING TRAFFIC 6	 RIGHT/LEFT FAR 3	 LEFT/LEFT 0	 LANE CHANGE LEFT 55	 REVERSING 0	 PULLING OUT REAR END 2	 TEMPORARY ROADWORKS 3	 OFF END OF ROAD/ 'T' INTERSECTION 20	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 148	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 0
 ON FOOTPATH/ MEDIAN 14	 LEFT NEAR 22		 RIGHT TURN SIDE SWIPE 18	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 8		 STRUCK OBJECT ON CARRIAGEWAY 15		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 23	
 DRIVEWAY 15	 LEFT/RIGHT FAR 0		 LEFT TURN SIDE SWIPE 27	 EMERGING FROM DRIVEWAY 61		 ANIMAL (not ridden) 58		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 97	
	 TWO LEFT TURNING 0			 FROM FOOTPATH 52				 OUT OF CONTROL ON CARRIAGEWAY 137	OTHER 0
OTHER PEDESTRIAN 18	OTHER ADJACENT 6	OTHER OPPOSING 5	OTHER SAME DIRECTION 12	OTHER MANOEUVRING 32	OTHER OVERTAKING 1	OTHER ON PATH 0	OTHER STRAIGHT 7	OTHER CURVE 3	UNKNOWN 0

Figure 3c: Total casualty crashes, road user movement

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

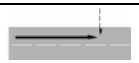
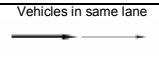
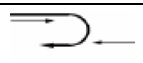
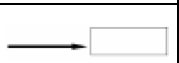
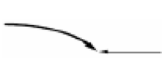
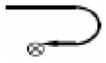
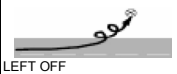
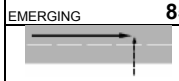
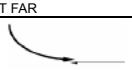
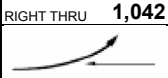
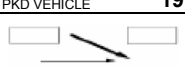
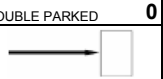
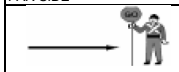
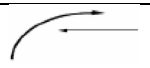
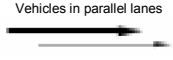
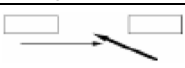
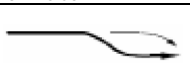
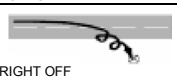
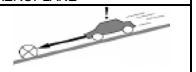
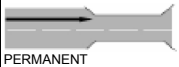
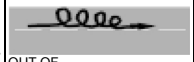
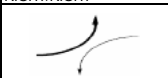
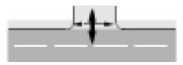
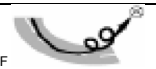
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE **490**	 CROSS TRAFFIC **1,006**	HEAD ON (not overtaking) **641**	Vehicles in same lane  REAR END **2,775**	 U TURN **201**	 HEAD ON (incl. side swipe) **15**	 PARKED **27**	 OFF CARRIAGEWAY TO LEFT **143**	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND **145**	 FELL IN/FROM VEHICLE **81**
 EMERGING **85**	 RIGHT FAR **128**	 RIGHT THRU **1,042**	 LEFT REAR **95**	 U TURN INTO FIXED OBJECT PKD VEHICLE **19**	 OUT OF CONTROL **20**	 DOUBLE PARKED **0**	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. **1,104**	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH **580**	 LOAD OR MISSILE STRUCK VEHICLE **12**
 FAR SIDE **342**	 LEFT FAR **32**	 LEFT THRU **3**	 RIGHT REAR **335**	 LEAVING PARKING **127**	 PULLING OUT **4**	 ACCIDENT OR BREAK DOWN **34**	 OFF CARRIAGEWAY TO RIGHT **80**	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND **58**	 STRUCK TRAIN / AEROPLANE **2**
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY **88**	 RIGHT NEAR **443**	 RIGHT/LEFT **14**	Vehicles in parallel lanes  LANE SIDE SWIPE **172**	 ENTERING PARKING **14**	 OVERTAKE TURNING **47**	 VEHICLE DOOR **69**	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH **516**	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH **182**	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH **11**
 WALKING WITH TRAFFIC **19**	 TWO R TURNING **23**	 RIGHT/RIGHT **1**	 LANE CHANGE RIGHT (not overtaking) **171**	 PARKING VEHICLES ONLY **14**	 CUTTING IN **9**	 PERMANENT OBSTRUCTION ON CARRIAGEWAY **8**	 OUT OF CONTROL ON CARRIAGEWAY **360**	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND **75**	 PARKED VEH RUN AWAY INTO VEHICLE **1**
 FACING TRAFFIC **8**	 RIGHT/LEFT FAR **12**	 LEFT/LEFT **0**	 LANE CHANGE LEFT **199**	 REVERSING **25**	 PULLING OUT REAR END **7**	 TEMPORARY ROADWORKS **6**	 OFF END OF ROAD/ 'T' INTERSECTION **56**	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH **333**	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE **3**
 ON FOOTPATH/ MEDIAN **34**	 LEFT NEAR **96**		 RIGHT TURN SIDE SWIPE **54**	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE **22**		 STRUCK OBJECT ON CARRIAGEWAY **43**		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND **59**	
 DRIVEWAY **41**	 LEFT/RIGHT FAR **0**		 LEFT TURN SIDE SWIPE **69**	 EMERGING FROM DRIVEWAY **257**		 ANIMAL (not ridden) **164**		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH **240**	
	 TWO LEFT TURNING **2**			 FROM FOOTPATH **118**				 OUT OF CONTROL ON CARRIAGEWAY **303**	OTHER **1**
OTHER PEDESTRIAN **69**	OTHER ADJACENT **57**	OTHER OPPOSING **46**	OTHER SAME DIRECTION **313**	OTHER MANOEUVRING **101**	OTHER OVERTAKING **7**	OTHER ON PATH **3**	OTHER STRAIGHT **27**	OTHER CURVE **13**	? UNKNOWN **2**

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

Object hit in first impact	Degree of crash				
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	**Total casualty crashes**
Bridge/wall	1	13	16	5	35
Fence/post	12	261	296	73	642
Pole	11	157	123	34	325
Embankment	9	98	114	29	250
Tree	52	333	289	82	756
Street furniture	7	66	73	14	160
Drain or culvert	10	45	63	15	133
Building	1	8	18	6	33
Other object	4	74	106	30	214
Stock	0	11	17	6	34
Kangaroo/wallaby	2	37	43	21	103
Other animal	0	11	14	4	29
Unknown	0	0	3	0	3
Sub-total	109	1,114	1,175	319	2,717
No object hit	**217**	**3,565**	**4,842**	**3,312**	**11,936**
CRASHES: TOTAL	**326**	**4,679**	**6,017**	**3,631**	**14,653**

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

Vehicle type	Degree of crash				
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	**Total casualty crashes**
Car	80	871	1,070	257	2,278
Light truck	19	210	213	72	514
Heavy rigid truck	1	17	26	7	51
Articulated truck	4	46	40	19	109
Bus	0	3	5	1	9
Other motor vehicle	2	10	4	7	23
Motorcycle	27	467	307	80	881
SINGLE MOTOR VEHICLE CRASHES: TOTAL	**133**	**1,624**	**1,665**	**443**	**3,865**

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

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

Type of crash[1]	Degree of crash									
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash		**Total casualty crashes**	
Car crash	211	(1.8%)	3,484	(29.2%)	4,998	(41.9%)	3,233	(27.1%)	11,926	(100.0%)
Light truck crash	76	(2.5%)	933	(30.1%)	1,282	(41.3%)	810	(26.1%)	3,101	(100.0%)
Heavy truck crash	46	(5.4%)	269	(31.6%)	345	(40.6%)	190	(22.4%)	850	(100.0%)
Heavy rigid truck crash	25	(5.0%)	151	(30.4%)	198	(39.8%)	123	(24.7%)	497	(100.0%)
Articulated truck crash	23	(6.2%)	121	(32.4%)	158	(42.4%)	71	(19.0%)	373	(100.0%)
Bus crash	7	(4.0%)	63	(35.6%)	67	(37.9%)	40	(22.6%)	177	(100.0%)
Heavy bus crash	6	(4.4%)	53	(39.0%)	46	(33.8%)	31	(22.8%)	136	(100.0%)
Emergency vehicle crash	4	(5.1%)	20	(25.6%)	33	(42.3%)	21	(26.9%)	78	(100.0%)
Motorcycle crash	56	(2.7%)	1,024	(48.6%)	769	(36.5%)	258	(12.2%)	2,107	(100.0%)
Pedal cycle crash	9	(1.3%)	298	(41.7%)	283	(39.6%)	124	(17.4%)	714	(100.0%)
Pedestrian crash	69	(5.7%)	549	(45.3%)	388	(32.0%)	206	(17.0%)	1,212	(100.0%)
All types of crashes	**326**	**(2.2%)**	**4,679**	**(31.9%)**	**6,017**	**(41.1%)**	**3,631**	**(24.8%)**	**14,653**	**(100.0%)**

Note: Percentages of all crashes involving those traffic unit types are shown in brackets.
[1] Crash categories listed are those involving at least one traffic unit of that type.

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

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

	Degree of casualty									
Type of crash[1]	Killed		Seriously injured		Moderately injured		Minor/Other injured		**Total killed & injured**	
Car crash	230	(1.5%)	3,954	(25.7%)	6,678	(43.4%)	4,526	(29.4%)	15,388	(100.0%)
Light truck crash	79	(1.9%)	1,071	(25.8%)	1,849	(44.6%)	1,149	(27.7%)	4,148	(100.0%)
Heavy truck crash	52	(4.5%)	325	(28.0%)	503	(43.4%)	279	(24.1%)	1,159	(100.0%)
Heavy rigid truck crash	29	(4.2%)	184	(26.4%)	298	(42.7%)	187	(26.8%)	698	(100.0%)
Articulated truck crash	26	(5.3%)	145	(29.6%)	222	(45.3%)	97	(19.8%)	490	(100.0%)
Bus crash	7	(2.6%)	75	(27.6%)	118	(43.4%)	72	(26.5%)	272	(100.0%)
Heavy bus crash	6	(2.8%)	58	(27.4%)	90	(42.5%)	58	(27.4%)	212	(100.0%)
Emergency vehicle crash	5	(3.9%)	31	(24.4%)	53	(41.7%)	38	(29.9%)	127	(100.0%)
Motorcycle crash	56	(2.4%)	1,053	(45.6%)	880	(38.1%)	319	(13.8%)	2,308	(100.0%)
Pedal cycle crash	9	(1.2%)	304	(39.5%)	315	(41.0%)	141	(18.3%)	769	(100.0%)
Pedestrian crash	70	(4.9%)	567	(40.0%)	530	(37.4%)	249	(17.6%)	1,416	(100.0%)
All types of crashes	**347**	**(1.9%)**	**5,230**	**(28.2%)**	**7,932**	**(42.8%)**	**5,031**	**(27.1%)**	**18,540**	**(100.0%)**

Note: Percentages of all crashes involving those traffic unit types are shown in brackets.
[1] Crash categories listed are those involving at least one traffic unit of that type.

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

Table 16: Motor vehicles involved and involvement rate[1], vehicle type, degree of crash

Vehicle type	Degree of crash									
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash		**Total casualty crashes**	
Passenger vehicle[2]	260	*0.6*	4,906	*11.0*	7,685	*17.3*	5,397	*12.1*	18,248	*41.0*
Rigid truck, van or utility	120	*1.4*	1,300	*15.4*	1,761	*20.9*	1,099	*13.0*	4,280	*50.8*
Articulated truck[3]	27	*12.3*	126	*57.2*	168	*76.3*	72	*32.7*	393	*178.4*
Bus	7	*5.0*	64	*45.7*	69	*49.3*	41	*29.3*	181	*129.4*
Motorcycle	61	*2.6*	1,037	*43.5*	778	*32.7*	260	*10.9*	2,136	*89.7*
All motor vehicles on register[4]	**482**	***0.9***	**7,559**	***13.6***	**10,632**	***19.1***	**7,014**	***12.6***	**25,687**	***46.1***

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

[1] Rates (shown in italics) are expressed as the number of vehicles involved in crashes per 10,000 registered vehicles of that type using registration data as at 30 June 2018.

[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				
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	**Total casualty crashes**
Controller Disadvantaged[2]					
Chronic illness/physical infirmity	0	1	6	0	7
Sudden illness	7	164	176	17	364
Swerving to avoid animal	0	97	89	24	210
Distraction inside vehicle	11	135	142	47	335
Distraction outside vehicle	21	498	448	124	1,091
Equipment failure/fault					
Brakes	2	14	8	6	30
Steering	0	4	6	2	12
Tyres	5	32	35	8	80
Wheel, axle/suspension	1	4	3	1	9
Lights	1	0	3	0	4
Towing/coupling	0	1	2	0	3
Insecure load	2	7	5	4	18

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] A	B	C	D	E	F	G	H	I	J	Unknown	Total
Fatal	Yes	5	4	1	1	0	6	4	10	8	15	0	54
	No	25	11	71	20	15	33	32	18	11	12	0	248
	Unknown	4	2	7	0	2	3	1	0	3	2	0	24
	Sub-total	**34**	**17**	**79**	**21**	**17**	**42**	**37**	**28**	**22**	**29**	**0**	**326**
Serious injury	Yes	16	26	16	10	3	30	37	39	46	75	0	298
	No	476	118	718	199	160	463	334	258	138	163	0	3,027
	Unknown	224	41	330	78	90	207	162	96	51	74	1	1,354
	Sub-total	**716**	**185**	**1,064**	**287**	**253**	**700**	**533**	**393**	**235**	**312**	**1**	**4,679**
Moderate injury	Yes	21	26	12	5	3	33	28	41	53	100	0	322
	No	406	104	714	162	137	447	306	239	141	149	1	2,806
	Unknown	448	75	715	159	130	484	404	218	115	140	1	2,889
	Sub-total	**875**	**205**	**1,441**	**326**	**270**	**964**	**738**	**498**	**309**	**389**	**2**	**6,017**
Minor/Other injury	Yes	5	5	3	0	3	10	14	20	12	30	0	102
	No	58	11	120	25	24	62	44	37	26	16	0	423
	Unknown	520	59	721	193	122	576	428	276	97	114	0	3,106
	Sub-total	**583**	**75**	**844**	**218**	**149**	**648**	**486**	**333**	**135**	**160**	**0**	**3,631**
Total casualty crashes	Yes	47	61	32	16	9	79	83	110	119	220	0	776
	No	965	244	1,623	406	336	1,005	716	552	316	340	1	6,504
	Unknown	1,196	177	1,773	430	344	1,270	995	590	266	330	2	7,373
	TOTAL	**2,208**	**482**	**3,428**	**852**	**689**	**2,354**	**1,794**	**1,252**	**701**	**890**	**3**	**14,653**

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

		Urbanisation						
		Metropolitan[1]			Country[2]			
Degree of crash	**Alcohol involved**	Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	**Total**
Fatal	Yes	11	0	0	20	23	0	54
	No	83	7	5	66	87	0	248
	Unknown	2	2	0	6	14	0	24
	Sub-total	**96**	**9**	**5**	**92**	**124**	**0**	**326**
Serious injury	Yes	100	17	13	125	43	0	298
	No	1,506	127	121	740	532	1	3,027
	Unknown	813	47	49	282	163	0	1,354
	Sub-total	**2,419**	**191**	**183**	**1,147**	**738**	**1**	**4,679**
Moderate injury	Yes	134	11	16	122	39	0	322
	No	1,218	157	82	895	453	1	2,806
	Unknown	1,675	120	76	702	316	0	2,889
	Sub-total	**3,027**	**288**	**174**	**1,719**	**808**	**1**	**6,017**
Minor/Other injury	Yes	45	3	4	32	18	0	102
	No	202	16	16	110	76	3	423
	Unknown	2,303	135	63	408	196	1	3,106
	Sub-total	**2,550**	**154**	**83**	**550**	**290**	**4**	**3,631**
Total casualty crashes	Yes	290	31	33	299	123	0	776
	No	3,009	307	224	1,811	1,148	5	6,504
	Unknown	4,793	304	188	1,398	689	1	7,373
	TOTAL	**8,092**	**642**	**445**	**3,508**	**1,960**	**6**	**14,653**

[1] The Sydney, Newcastle and Wollongong Metropolitan Areas are defined in the Definitions on pages 12 and 13.
[2] Country areas comprise all other areas of NSW and are sub-divided by speed limits as follows:
Urban: Speed limit up to and including 80 km/h.
Non-urban: Speed limit over 80 km/h.
Unknown: Speed limit is unknown.

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

Alcohol involved in crash	Degree of crash[1]				
	FC	SC	MC	OC	**Total casualty crashes**
Yes	54	298	322	102	776
No	248	3,027	2,806	423	6,504
Unknown	24	1,354	2,889	3,106	7,373
Crashes: Total	**326**	**4,679**	**6,017**	**3,631**	**14,653**

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

Speeding involved in crash	Degree of crash[1]				
	FC	SC	MC	OC	**Total casualty crashes**
Yes	127	1,040	974	261	2,402
No or unknown	199	3,639	5,043	3,370	12,251
Crashes: Total	**326**	**4,679**	**6,017**	**3,631**	**14,653**

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

Fatigue involved in crash	Degree of crash[1]				
	FC	SC	MC	OC	**Total casualty crashes**
Yes	63	566	492	126	1,247
No or unknown	263	4,113	5,525	3,505	13,406
Crashes: Total	**326**	**4,679**	**6,017**	**3,631**	**14,653**

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

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

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	2	28	21	9	33	21	18	17	17	9	1	176
	F	0	0	11	10	6	14	15	12	6	4	10	0	88
	Sub-total[1]	**0**	**2**	**39**	**31**	**15**	**47**	**36**	**30**	**23**	**21**	**19**	**1**	**264**
Light truck driver	M	0	0	6	8	7	13	13	11	7	3	1	0	69
	F	0	0	1	0	0	1	2	2	0	0	0	0	6
	Sub-total[1]	**0**	**0**	**7**	**8**	**7**	**14**	**15**	**13**	**7**	**3**	**1**	**0**	**75**
Heavy rigid truck	M	0	0	0	3	2	8	4	5	2	0	1	0	25
driver	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**3**	**2**	**8**	**4**	**6**	**2**	**0**	**1**	**0**	**26**
Articulated truck	M	0	0	0	1	7	4	3	9	2	0	0	0	26
driver	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**1**	**7**	**4**	**3**	**9**	**2**	**0**	**0**	**0**	**26**
Bus driver	M	0	0	0	0	0	0	2	2	2	0	0	0	6
	F	0	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**3**	**0**	**0**	**0**	**7**
Motorcycle rider	M	0	1	4	7	6	12	8	10	9	2	1	0	60
	F	0	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**1**	**4**	**7**	**6**	**12**	**8**	**10**	**10**	**2**	**1**	**0**	**61**
Other motor vehicle driver	M	0	0	0	0	0	1	1	0	0	1	1	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	1	1
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**3**	**7**
MOTOR VEHICLE	**M**	**0**	**3**	**38**	**40**	**31**	**71**	**52**	**55**	**39**	**23**	**13**	**1**	**366**
CONTROLLERS:	**F**	**0**	**0**	**12**	**10**	**6**	**15**	**17**	**15**	**8**	**4**	**10**	**1**	**98**
	TOTAL[1]	**0**	**3**	**50**	**50**	**37**	**86**	**69**	**70**	**47**	**27**	**23**	**4**	**466**

[1] Unknown sex included.

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	9	251	265	227	466	400	310	244	232	162	52	2,618
	F	0	9	195	236	171	360	328	297	211	143	95	18	2,063
	Sub-total[1]	**0**	**18**	**446**	**501**	**398**	**826**	**728**	**607**	**456**	**375**	**257**	**118**	**4,730**
Light truck driver	M	0	3	87	122	85	171	136	136	77	37	9	7	870
	F	0	2	13	14	2	11	24	12	12	3	2	1	96
	Sub-total[1]	**0**	**5**	**100**	**136**	**87**	**182**	**160**	**148**	**89**	**40**	**11**	**18**	**976**
Heavy rigid truck	M	0	0	2	10	17	41	28	31	16	1	1	2	149
driver	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**2**	**10**	**17**	**42**	**28**	**31**	**16**	**1**	**1**	**2**	**150**
Articulated truck	M	0	0	0	5	5	19	28	37	20	3	0	1	118
driver	F	0	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**5**	**5**	**19**	**29**	**37**	**20**	**3**	**0**	**4**	**122**
Bus driver	M	0	0	0	0	0	8	15	18	15	0	0	1	57
	F	0	0	0	0	0	0	0	0	2	0	0	0	2
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**8**	**15**	**18**	**17**	**0**	**0**	**3**	**61**
Motorcycle rider	M	0	22	104	130	93	181	155	179	81	17	4	1	967
	F	0	1	3	12	6	16	10	15	4	0	0	0	67
	Sub-total[1]	**0**	**23**	**107**	**142**	**99**	**197**	**165**	**194**	**85**	**17**	**4**	**2**	**1,035**
Other motor vehicle	M	0	0	1	5	0	4	9	6	3	6	6	7	47
driver	F	0	0	0	0	0	1	3	1	3	0	0	4	12
	Sub-total[1]	**0**	**0**	**1**	**5**	**0**	**5**	**12**	**7**	**6**	**6**	**6**	**67**	**115**
MOTOR VEHICLE	**M**	**0**	**34**	**445**	**537**	**427**	**890**	**771**	**717**	**456**	**296**	**182**	**71**	**4,826**
CONTROLLERS:	**F**	**0**	**12**	**211**	**262**	**179**	**389**	**366**	**325**	**232**	**146**	**97**	**23**	**2,242**
	TOTAL[1]	**0**	**46**	**656**	**799**	**606**	**1,279**	**1,137**	**1,042**	**689**	**442**	**279**	**214**	**7,189**

[1] Unknown sex included.

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	12	396	459	334	833	586	491	358	228	112	110	3,919
	F	0	11	360	414	305	683	613	409	310	171	68	77	3,421
	Sub-total[1]	**0**	**23**	**756**	**873**	**639**	**1,516**	**1,199**	**900**	**668**	**399**	**180**	**254**	**7,407**
Light truck driver	M	0	0	112	177	125	229	213	151	91	22	12	22	1,154
	F	0	2	17	25	13	34	33	23	15	2	0	2	166
	Sub-total[1]	**0**	**2**	**129**	**202**	**138**	**263**	**246**	**174**	**106**	**24**	**12**	**36**	**1,332**
Heavy rigid truck	M	0	0	1	17	15	42	49	45	14	1	1	9	194
driver	F	0	0	0	0	0	1	1	0	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**1**	**17**	**15**	**43**	**50**	**45**	**14**	**1**	**1**	**10**	**197**
Articulated truck	M	0	0	0	8	9	24	47	41	18	3	0	7	157
driver	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**8**	**9**	**24**	**47**	**41**	**18**	**3**	**0**	**13**	**163**
Bus driver	M	0	0	0	1	0	7	16	19	11	2	0	3	59
	F	0	0	0	0	2	0	1	1	1	0	0	0	5
	Sub-total[1]	**0**	**0**	**0**	**1**	**2**	**7**	**17**	**20**	**12**	**2**	**0**	**7**	**68**
Motorcycle rider	M	0	8	85	124	84	114	95	106	53	11	0	3	683
	F	0	2	10	15	12	17	16	16	1	0	0	0	89
	Sub-total[1]	**0**	**10**	**95**	**139**	**96**	**131**	**111**	**122**	**54**	**11**	**0**	**4**	**773**
Other motor vehicle	M	0	0	0	3	3	6	7	2	6	3	0	21	51
driver	F	0	0	1	1	0	2	2	0	0	1	0	8	15
	Sub-total[1]	**0**	**0**	**1**	**4**	**3**	**8**	**9**	**2**	**6**	**4**	**0**	**127**	**164**
MOTOR VEHICLE	**M**	**0**	**20**	**594**	**789**	**570**	**1,255**	**1,013**	**855**	**551**	**270**	**125**	**175**	**6,217**
CONTROLLERS:	**F**	**0**	**15**	**388**	**455**	**332**	**737**	**666**	**449**	**327**	**174**	**68**	**87**	**3,698**
	TOTAL[1]	**0**	**35**	**982**	**1,244**	**902**	**1,992**	**1,679**	**1,304**	**878**	**444**	**193**	**451**	**10,104**

[1] Unknown sex included.

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	3	194	275	261	604	443	355	255	105	49	287	2,831
	F	0	2	159	244	237	506	512	352	188	56	18	169	2,443
	Sub-total[1]	**0**	**5**	**353**	**519**	**498**	**1,110**	**956**	**708**	**443**	**161**	**67**	**551**	**5,371**
Light truck driver	M	0	1	58	102	74	163	122	77	61	17	5	85	765
	F	0	0	7	16	11	15	14	7	5	1	1	11	88
	Sub-total[1]	**0**	**1**	**65**	**118**	**85**	**178**	**136**	**84**	**66**	**18**	**6**	**118**	**875**
Heavy rigid truck	M	0	0	1	11	7	30	29	16	11	0	0	14	119
driver	F	0	0	0	1	0	1	0	0	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**1**	**12**	**7**	**31**	**29**	**16**	**11**	**0**	**0**	**17**	**124**
Articulated truck	M	0	0	0	4	2	9	15	14	14	1	0	9	68
driver	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**4**	**2**	**9**	**15**	**14**	**14**	**1**	**0**	**12**	**71**
Bus driver	M	0	0	0	1	0	8	2	10	9	0	0	4	34
	F	0	0	0	1	1	0	1	0	0	0	0	0	3
	Sub-total[1]	**0**	**0**	**0**	**2**	**1**	**8**	**3**	**10**	**9**	**0**	**0**	**8**	**41**
Motorcycle rider	M	0	0	13	38	22	49	40	35	16	2	0	17	232
	F	1	0	2	3	5	6	2	2	0	1	0	2	24
	Sub-total[1]	**1**	**0**	**15**	**41**	**27**	**55**	**42**	**37**	**16**	**3**	**0**	**22**	**259**
Other motor vehicle	M	0	0	0	1	4	5	3	7	3	1	0	23	47
driver	F	0	0	0	2	3	5	0	1	0	0	0	9	20
	Sub-total[1]	**0**	**0**	**0**	**3**	**7**	**10**	**3**	**8**	**3**	**1**	**0**	**109**	**144**
MOTOR VEHICLE	**M**	**0**	**4**	**266**	**432**	**370**	**868**	**654**	**514**	**369**	**126**	**54**	**439**	**4,096**
CONTROLLERS:	**F**	**1**	**2**	**168**	**267**	**257**	**533**	**529**	**362**	**193**	**58**	**19**	**191**	**2,580**
	TOTAL[1]	**1**	**6**	**434**	**699**	**627**	**1,401**	**1,184**	**877**	**562**	**184**	**73**	**837**	**6,885**

[1] Unknown sex included.

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Car driver	M	0	26	869	1,020	831	1,936	1,450	1,174	874	582	332	450	9,544
	F	0	22	725	904	719	1,563	1,468	1,070	715	374	191	264	8,015
	Sub-total[1]	**0**	**48**	**1,594**	**1,924**	**1,550**	**3,499**	**2,919**	**2,245**	**1,590**	**956**	**523**	**924**	**17,772**
Light truck driver	M	0	4	263	409	291	576	484	375	236	79	27	114	2,858
	F	0	4	38	55	26	61	73	44	32	6	3	14	356
	Sub-total[1]	**0**	**8**	**301**	**464**	**317**	**637**	**557**	**419**	**268**	**85**	**30**	**172**	**3,258**
Heavy rigid truck	M	0	0	4	41	41	121	110	97	43	2	3	25	487
driver	F	0	0	0	1	0	3	1	1	0	0	0	0	6
	Sub-total[1]	**0**	**0**	**4**	**42**	**41**	**124**	**111**	**98**	**43**	**2**	**3**	**29**	**497**
Articulated truck	M	0	0	0	18	23	56	93	101	54	7	0	17	369
driver	F	0	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**18**	**23**	**56**	**94**	**101**	**54**	**7**	**0**	**29**	**382**
Bus driver	M	0	0	0	2	0	23	35	49	37	2	0	8	156
	F	0	0	0	1	3	0	2	1	4	0	0	0	11
	Sub-total[1]	**0**	**0**	**0**	**3**	**3**	**23**	**37**	**50**	**41**	**2**	**0**	**18**	**177**
Motorcycle rider	M	0	31	206	299	205	356	298	330	159	32	5	21	1,942
	F	1	3	15	30	23	39	28	33	6	1	0	2	181
	Sub-total[1]	**1**	**34**	**221**	**329**	**228**	**395**	**326**	**363**	**165**	**33**	**5**	**28**	**2,128**
Other motor vehicle	M	0	0	1	9	7	16	20	15	12	11	7	51	149
driver	F	0	0	1	3	3	8	5	2	3	1	0	22	48
	Sub-total[1]	**0**	**0**	**2**	**12**	**10**	**24**	**25**	**17**	**15**	**12**	**7**	**306**	**430**
MOTOR VEHICLE	**M**	**0**	**61**	**1,343**	**1,798**	**1,398**	**3,084**	**2,490**	**2,141**	**1,415**	**715**	**374**	**686**	**15,505**
CONTROLLERS:	**F**	**1**	**29**	**779**	**994**	**774**	**1,674**	**1,578**	**1,151**	**760**	**382**	**194**	**302**	**8,618**
	TOTAL[1]	**1**	**90**	**2,122**	**2,792**	**2,172**	**4,758**	**4,069**	**3,293**	**2,176**	**1,097**	**568**	**1,506**	**24,644**

[1] Unknown sex included.

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

Road user class	Licence status	Degree of crash[1] FC	SC	MC	OC	Total casualty crashes
Car driver	Learner	5	34	63	20	122
	Provisional[3]	43	644	1,124	531	2,342
	Standard	160	3,187	4,766	3,317	11,430
	Unlicensed[2]	17	144	205	91	457
	Unknown	39	721	1,249	1,412	3,421
	Sub-total	**264**	**4,730**	**7,407**	**5,371**	**17,772**
Light truck driver	Learner	0	8	2	2	12
	Provisional[3]	8	124	163	76	371
	Standard	57	689	933	533	2,212
	Unlicensed[2]	2	26	34	28	90
	Unknown	8	129	200	236	573
	Sub-total	**75**	**976**	**1,332**	**875**	**3,258**
Heavy rigid truck driver	Provisional[4]	0	4	3	1	8
	Standard	23	128	159	90	400
	Unlicensed[2]	0	2	8	3	13
	Unknown	3	16	27	30	76
	Sub-total	**26**	**150**	**197**	**124**	**497**
Articulated truck driver	Standard	20	78	116	41	255
	Unlicensed[2]	1	1	1	1	4
	Unknown	5	43	46	29	123
	Sub-total	**26**	**122**	**163**	**71**	**382**
Bus driver	Learner	0	0	0	0	0
	Provisional[3]	0	0	1	1	2
	Standard	6	49	57	30	142
	Unlicensed[2]	0	1	0	0	1
	Unknown	1	11	10	10	32
	Sub-total	**7**	**61**	**68**	**41**	**177**
Motorcycle rider	Learner	6	119	111	22	258
	Provisional[3]	4	94	95	23	216
	Standard	38	566	365	104	1,073
	Unlicensed[2]	6	99	49	13	167
	Unknown	7	157	153	97	414
	Sub-total	**61**	**1,035**	**773**	**259**	**2,128**
Other motor vehicle driver	Learner	0	1	0	0	1
	Provisional[3]	0	1	2	2	5
	Standard	2	22	21	13	58
	Unlicensed[2]	1	3	1	4	9
	Unknown	4	88	140	125	357
	Sub-total	**7**	**115**	**164**	**144**	**430**
MOTOR VEHICLE CONTROLLERS:	**TOTAL**	**466**	**7,189**	**10,104**	**6,885**	**24,644**

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

[2] Includes persons driving whilst disqualified or suspended. 3 Includes P1 and P2 licence types 4 P2 licence type

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	3	31	29	25	53	42	50	33	23	13	1	303
	F	0	0	11	9	4	11	13	11	8	3	10	0	80
	Sub-total[2]	**0**	**3**	**42**	**38**	**29**	**64**	**55**	**61**	**41**	**26**	**23**	**1**	**383**
.001 – .019[3]	M	0	0	1	0	0	0	0	0	0	0	0	0	1
	F	0	0	1	0	0	1	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.050 – .079	M	0	0	0	1	0	1	1	2	0	0	0	0	5
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**5**
.080 – .149	M	0	0	2	2	3	2	1	1	1	0	0	0	12
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**2**	**3**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**13**
≥ .150	M	0	0	2	7	3	9	5	1	2	0	0	0	29
	F	0	0	0	0	2	1	2	0	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**2**	**7**	**5**	**10**	**7**	**1**	**2**	**0**	**0**	**0**	**34**
Unknown	M	0	0	2	1	0	6	3	1	3	0	0	0	16
	F	0	0	0	1	0	2	2	3	0	1	0	1	10
	Sub-total[2]	**0**	**0**	**2**	**2**	**0**	**8**	**5**	**4**	**3**	**1**	**0**	**3**	**28**
MOTOR VEHICLE	**M**	**0**	**3**	**38**	**40**	**31**	**71**	**52**	**55**	**39**	**23**	**13**	**1**	**366**
CONTROLLERS:	**F**	**0**	**0**	**12**	**10**	**6**	**15**	**17**	**15**	**8**	**4**	**10**	**1**	**98**
	TOTAL[2]	**0**	**3**	**50**	**50**	**37**	**86**	**69**	**70**	**47**	**27**	**23**	**4**	**466**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	19	338	380	312	640	561	534	337	216	136	7	3,480
	F	0	9	149	182	129	289	254	234	173	104	72	5	1,600
	Sub-total[2]	**0**	**28**	**487**	**562**	**441**	**929**	**815**	**768**	**511**	**320**	**208**	**15**	**5,084**
.001 – .019[3]	M	0	0	1	0	1	0	0	0	0	0	0	0	2
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	1	5	0	0	1	0	2	0	0	0	0	9
	F	0	0	1	1	0	0	1	0	0	0	0	0	3
	Sub-total[2]	**0**	**1**	**6**	**1**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**12**
.050 – .079	M	0	1	7	2	2	7	7	1	0	1	0	0	28
	F	0	0	3	0	1	1	2	1	0	0	1	0	9
	Sub-total[2]	**0**	**1**	**10**	**2**	**3**	**8**	**9**	**2**	**0**	**1**	**1**	**0**	**37**
.080 – .149	M	0	1	10	26	13	24	16	8	2	2	0	0	102
	F	0	0	0	7	3	3	2	5	0	0	0	0	20
	Sub-total[2]	**0**	**1**	**10**	**33**	**16**	**27**	**18**	**13**	**2**	**2**	**0**	**0**	**122**
≥ .150	M	0	1	9	12	15	20	18	13	5	0	0	0	93
	F	0	0	3	2	4	6	10	5	2	0	0	0	32
	Sub-total[2]	**0**	**1**	**12**	**14**	**19**	**26**	**28**	**18**	**7**	**0**	**0**	**0**	**125**
Unknown	M	0	11	75	117	84	198	169	159	112	77	46	64	1,112
	F	0	3	54	70	42	90	97	80	57	42	24	18	577
	Sub-total[2]	**0**	**14**	**129**	**187**	**126**	**288**	**266**	**239**	**169**	**119**	**70**	**199**	**1,806**
MOTOR VEHICLE	**M**	**0**	**34**	**445**	**537**	**427**	**890**	**771**	**717**	**456**	**296**	**182**	**71**	**4,826**
CONTROLLERS:	**F**	**0**	**12**	**211**	**262**	**179**	**389**	**366**	**325**	**232**	**146**	**97**	**23**	**2,242**
	TOTAL[2]	**0**	**46**	**656**	**799**	**606**	**1,279**	**1,137**	**1,042**	**689**	**442**	**279**	**214**	**7,189**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	14	341	437	282	631	533	462	298	145	62	10	3,215
	F	0	8	217	244	196	409	333	234	162	91	41	5	1,940
	Sub-total[2]	**0**	**22**	**558**	**681**	**478**	**1,040**	**866**	**696**	**460**	**236**	**103**	**16**	**5,156**
.001 – .019[3]	M	0	0	0	1	0	0	1	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	3	0	0	1	0	0	0	0	0	0	4
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
.050 – .079	M	0	0	4	6	8	7	2	1	2	2	0	0	32
	F	0	0	1	3	1	0	0	0	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**5**	**9**	**9**	**7**	**2**	**1**	**2**	**2**	**0**	**0**	**37**
.080 – .149	M	0	1	9	24	20	22	13	3	6	4	1	0	103
	F	0	1	6	7	4	3	4	3	4	0	0	0	32
	Sub-total[2]	**0**	**2**	**15**	**31**	**24**	**25**	**17**	**6**	**10**	**4**	**1**	**0**	**135**
≥ .150	M	0	1	8	22	12	25	22	11	6	2	0	0	109
	F	0	0	4	4	3	9	9	4	0	2	0	0	35
	Sub-total[2]	**0**	**1**	**12**	**26**	**15**	**34**	**31**	**15**	**6**	**4**	**0**	**0**	**144**
Unknown	M	0	4	229	299	248	569	442	378	239	117	62	165	2,752
	F	0	6	159	197	128	316	320	208	161	81	27	82	1,685
	Sub-total[2]	**0**	**10**	**388**	**496**	**376**	**885**	**762**	**586**	**400**	**198**	**89**	**435**	**4,625**
MOTOR VEHICLE	**M**	**0**	**20**	**594**	**789**	**570**	**1,255**	**1,013**	**855**	**551**	**270**	**125**	**175**	**6,217**
CONTROLLERS:	**F**	**0**	**15**	**388**	**455**	**332**	**737**	**666**	**449**	**327**	**174**	**68**	**87**	**3,698**
	TOTAL[2]	**0**	**35**	**982**	**1,244**	**902**	**1,992**	**1,679**	**1,304**	**878**	**444**	**193**	**451**	**10,104**

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

Table 23d: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age
DEGREE OF CRASH: MINOR/OTHER INJURY

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	1	42	75	45	101	90	82	61	32	15	11	555
	F	1	0	27	31	27	40	48	36	27	15	6	10	268
	Sub-total[2]	**1**	**1**	**69**	**106**	**72**	**141**	**138**	**118**	**88**	**47**	**21**	**21**	**823**
.001 – .019[3]	M	0	0	0	0	0	1	0	0	0	0	0	0	1
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	1	1	0	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.050 – .079	M	0	0	2	3	1	1	2	0	0	1	0	1	11
	F	0	0	0	0	0	1	0	1	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**2**	**3**	**1**	**2**	**2**	**1**	**0**	**1**	**0**	**1**	**13**
.080 – .149	M	0	0	4	4	3	13	8	2	1	0	0	2	37
	F	0	0	0	1	0	1	2	3	0	0	0	0	7
	Sub-total[2]	**0**	**0**	**4**	**5**	**3**	**14**	**10**	**5**	**1**	**0**	**0**	**2**	**44**
≥ .150	M	0	0	1	7	2	8	7	2	2	0	0	0	29
	F	0	0	0	2	2	4	2	0	2	0	0	0	12
	Sub-total[2]	**0**	**0**	**1**	**9**	**4**	**12**	**9**	**2**	**4**	**0**	**0**	**0**	**41**
Unknown	M	0	3	217	343	319	744	547	428	305	93	39	425	3,463
	F	0	2	139	232	228	487	477	322	164	43	13	181	2,288
	Sub-total[2]	**0**	**5**	**356**	**575**	**547**	**1,231**	**1,025**	**751**	**469**	**136**	**52**	**813**	**5,960**
MOTOR VEHICLE	**M**	**0**	**4**	**266**	**432**	**370**	**868**	**654**	**514**	**369**	**126**	**54**	**439**	**4,096**
CONTROLLERS:	**F**	**1**	**2**	**168**	**267**	**257**	**533**	**529**	**362**	**193**	**58**	**19**	**191**	**2,580**
	TOTAL[2]	**1**	**6**	**434**	**699**	**627**	**1,401**	**1,184**	**877**	**562**	**184**	**73**	**837**	**6,885**

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Legal	M	0	37	752	921	664	1,425	1,226	1,128	729	416	226	29	7,553
	F	1	17	404	466	356	749	648	515	370	213	129	20	3,888
	Sub-total[2]	**1**	**54**	**1,156**	**1,387**	**1,020**	**2,174**	**1,874**	**1,643**	**1,100**	**629**	**355**	**53**	**11,446**
.001 – .019[3]	M	0	0	2	1	1	1	1	0	0	0	0	0	6
	F	0	0	3	0	0	1	0	0	0	0	0	0	4
	Sub-total[2]	**0**	**0**	**5**	**1**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**10**
.020 – .049[4]	M	0	1	8	0	0	2	0	2	0	0	0	0	13
	F	0	0	3	2	0	0	1	0	0	0	0	0	6
	Sub-total[2]	**0**	**1**	**11**	**2**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**19**
.050 – .079	M	0	1	13	12	11	16	12	4	2	4	0	1	76
	F	0	0	4	3	2	2	2	2	0	0	1	0	16
	Sub-total[2]	**0**	**1**	**17**	**15**	**13**	**18**	**14**	**6**	**2**	**4**	**1**	**1**	**92**
.080 – .149	M	0	2	25	56	39	61	38	14	10	6	1	2	254
	F	0	1	6	15	7	7	8	12	4	0	0	0	60
	Sub-total[2]	**0**	**3**	**31**	**71**	**46**	**68**	**46**	**26**	**14**	**6**	**1**	**2**	**314**
≥ .150	M	0	2	20	48	32	62	52	27	15	2	0	0	260
	F	0	0	7	8	11	20	23	9	4	2	0	0	84
	Sub-total[2]	**0**	**2**	**27**	**56**	**43**	**82**	**75**	**36**	**19**	**4**	**0**	**0**	**344**
Unknown	M	0	18	523	760	651	1,517	1,161	966	659	287	147	654	7,343
	F	0	11	352	500	398	895	896	613	382	167	64	282	4,560
	Sub-total[2]	**0**	**29**	**875**	**1,260**	**1,049**	**2,412**	**2,058**	**1,580**	**1,041**	**454**	**211**	**1,450**	**12,419**
MOTOR VEHICLE	**M**	**0**	**61**	**1,343**	**1,798**	**1,398**	**3,084**	**2,490**	**2,141**	**1,415**	**715**	**374**	**686**	**15,505**
CONTROLLERS:	**F**	**1**	**29**	**779**	**994**	**774**	**1,674**	**1,578**	**1,151**	**760**	**382**	**194**	**302**	**8,618**
	TOTAL[2]	**1**	**90**	**2,122**	**2,792**	**2,172**	**4,758**	**4,069**	**3,293**	**2,176**	**1,097**	**568**	**1,506**	**24,644**

1 Blood Alcohol C

2 oncentration.

[2] Unknown sex included.

[3] Learner and Provisional Licence holders.

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

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

		Age (years)												
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Fatal	M	0	0	21	18	7	26	19	6	7	5	2	0	111
	F	0	0	3	1	3	2	3	3	2	1	1	0	19
	Sub-total[1]	**0**	**0**	**24**	**19**	**10**	**28**	**22**	**9**	**9**	**6**	**3**	**0**	**130**
Serious injury	M	0	15	138	117	89	147	95	114	46	32	23	3	819
	F	0	7	47	35	18	29	25	32	17	17	9	2	238
	Sub-total[1]	**0**	**22**	**185**	**152**	**107**	**176**	**120**	**146**	**63**	**49**	**32**	**7**	**1,059**
Moderate injury	M	0	4	115	115	80	121	91	75	41	19	6	5	672
	F	0	4	65	49	32	45	54	26	22	10	1	0	308
	Sub-total[1]	**0**	**8**	**180**	**164**	**112**	**166**	**145**	**101**	**63**	**29**	**7**	**10**	**985**
Minor/Other injury	M	0	2	28	35	16	40	30	15	17	5	4	12	204
	F	0	0	11	5	2	13	11	10	4	0	1	2	59
	Sub-total[1]	**0**	**2**	**39**	**40**	**18**	**53**	**41**	**25**	**21**	**5**	**5**	**20**	**269**
SPEEDING														
MOTOR VEHICLE	**M**	**0**	**21**	**302**	**285**	**192**	**334**	**235**	**210**	**111**	**61**	**35**	**20**	**1,806**
CONTROLLERS:	**F**	**0**	**11**	**126**	**90**	**55**	**89**	**93**	**71**	**45**	**28**	**12**	**4**	**624**
	TOTAL[1]	**0**	**32**	**428**	**375**	**247**	**423**	**328**	**281**	**156**	**89**	**47**	**37**	**2,443**

[1] Unknown sex included.

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

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

		Age (years)												
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Fatal	M	0	1	7	7	2	8	4	7	5	7	4	0	52
	F	0	0	1	3	3	1	1	0	2	0	0	0	11
	Sub-total[1]	**0**	**1**	**8**	**10**	**5**	**9**	**5**	**7**	**7**	**7**	**4**	**0**	**63**
Serious injury	M	0	3	46	55	31	78	63	51	36	33	17	1	414
	F	0	0	15	19	14	26	25	20	12	12	9	0	152
	Sub-total[1]	**0**	**3**	**61**	**74**	**45**	**104**	**88**	**71**	**48**	**45**	**26**	**1**	**566**
Moderate injury	M	0	3	51	53	34	73	51	32	30	12	8	2	349
	F	0	4	21	15	15	21	29	14	10	9	1	0	139
	Sub-total[1]	**0**	**7**	**72**	**68**	**49**	**94**	**80**	**46**	**40**	**21**	**9**	**6**	**492**
Minor/Other injury	M	0	0	4	19	8	18	12	7	5	3	1	13	90
	F	0	0	3	7	2	5	4	5	5	0	1	0	32
	Sub-total[1]	**0**	**0**	**7**	**26**	**10**	**23**	**16**	**12**	**10**	**3**	**2**	**17**	**126**
FATIGUED														
MOTOR VEHICLE	**M**	**0**	**7**	**108**	**134**	**75**	**177**	**130**	**97**	**76**	**55**	**30**	**16**	**905**
CONTROLLERS:	**F**	**0**	**4**	**40**	**44**	**34**	**53**	**59**	**39**	**29**	**21**	**11**	**0**	**334**
	TOTAL[1]	**0**	**11**	**148**	**178**	**109**	**230**	**189**	**136**	**105**	**76**	**41**	**24**	**1,247**

[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	14	634	1,005	713	2,366
'T'	50	1,051	1,481	987	3,569
'Y'	1	5	8	3	17
Multiple	0	4	9	5	18
Roundabout	5	178	314	226	723
Sub-total	**70**	**1,872**	**2,817**	**1,934**	**6,693**
NON-INTERSECTION					
One-way	1	25	20	21	67
2-way undivided	211	2,019	2,209	992	5,431
Dual carriageway (non-freeway)	32	520	644	473	1,669
Dual carriageway (freeway)	11	198	279	188	676
Other limited access	0	6	5	8	19
Other	1	39	43	14	97
Unknown	0	0	0	1	1
Sub-total	**256**	**2,807**	**3,200**	**1,697**	**7,960**
CRASHES: TOTAL	**326**	**4,679**	**6,017**	**3,631**	**14,653**

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

Feature of location	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
Bridge	5	86	111	64	266
Causeway	0	6	5	0	11
Railway crossing	1	3	4	3	11
Entrance/driveway	17	264	315	196	792
Hazardous road surface	21	194	160	32	407
Roadworks/detour/diversion	8	79	86	32	205
Previous crash	2	13	9	3	27

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

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

Area[1]/speed limit	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
METROPOLITAN					
30 km/h or less	0	10	13	3	26
40 km/h	3	141	176	142	462
50 km/h	32	967	1,212	826	3,037
60 km/h	45	987	1,286	1,118	3,436
70 km/h	12	324	380	410	1,126
80 km/h	9	214	236	173	632
90 km/h	1	40	53	32	126
100 km/h	6	73	92	62	233
110 km/h	2	37	40	20	99
Unknown	0	0	1	1	2
Sub-total	**110**	**2,793**	**3,489**	**2,787**	**9,179**
COUNTRY					
30 km/h or less	1	2	4	0	7
40 km/h	0	24	42	20	86
50 km/h	32	433	782	214	1,461
60 km/h	18	294	425	164	901
70 km/h	4	50	100	36	190
80 km/h	37	344	366	116	863
90 km/h	4	42	58	13	117
100 km/h	101	552	587	200	1,440
110 km/h	19	144	163	77	403
Unknown	0	1	1	4	6
Sub-total	**216**	**1,886**	**2,528**	**844**	**5,474**
CRASHES: TOTAL	**326**	**4,679**	**6,017**	**3,631**	**14,653**

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

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

Alignment/surface condition	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
STRAIGHT					
Wet	20	342	546	375	1,283
Dry	171	3,064	4,149	2,702	10,086
Snow or ice	0	1	4	2	7
Unknown	1	13	20	5	39
Sub-total	**192**	**3,420**	**4,719**	**3,084**	**11,415**
CURVE					
Wet	15	231	285	88	619
Dry	117	1,014	1,004	454	2,589
Snow or ice	0	4	6	1	11
Unknown	2	10	3	3	18
Sub-total	**134**	**1,259**	**1,298**	**546**	**3,237**
TOTAL CRASHES[1]					
Wet	35	573	831	463	1,902
Dry	288	4,078	5,153	3,156	12,675
Snow or ice	0	5	10	3	18
Unknown	3	23	23	9	58
CRASHES: TOTAL	**326**	**4,679**	**6,017**	**3,631**	**14,653**

[1] Includes cases of unknown alignment.

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SYDNEY REGION										
Sydney Metropolitan Area										
Bayside	6	115	162	124	407	6	122	208	167	503
Blacktown	4	145	235	167	551	4	165	301	227	697
Burwood	0	26	30	20	76	0	28	34	28	90
Camden	1	32	34	26	93	1	37	39	38	115
Campbelltown	3	74	100	57	234	5	80	133	81	299
Canada Bay	2	30	65	53	150	2	31	75	62	170
Canterbury-Bankstown	10	236	264	263	773	10	276	338	337	961
Cumberland	6	128	167	179	480	6	139	228	225	598
Fairfield	4	112	156	118	390	4	123	206	160	493
Georges River	3	55	103	54	215	3	59	129	76	267
Hornsby	7	75	68	70	220	7	79	103	91	280
Hunters Hill	1	18	10	8	37	1	24	13	12	50
Inner West	3	95	126	116	340	3	98	143	142	386
Ku-ring-gai	3	46	51	54	154	3	58	67	69	197
Lane Cove	1	28	17	17	63	1	28	26	20	75
Liverpool	5	164	180	153	502	5	180	247	205	637
Mosman	0	15	12	11	38	0	15	13	12	40
North Sydney	0	39	39	36	114	0	40	47	45	132
Northern Beaches	1	103	107	114	325	1	113	130	136	380

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SYDNEY REGION (cont.)										
Parramatta	4	159	177	189	529	4	171	229	256	660
Penrith	6	124	148	82	360	7	138	228	129	502
Randwick	1	72	104	62	239	1	74	116	78	269
Ryde	1	72	78	76	227	1	78	106	107	292
Strathfield	3	22	55	48	128	3	24	62	69	158
Sutherland	5	107	105	66	283	5	114	154	84	357
Sydney	8	153	239	227	627	8	159	277	267	711
The Hills	5	79	77	76	237	5	88	112	99	304
Waverley	1	36	39	28	104	1	37	44	33	115
Willoughby	2	38	48	29	117	2	44	57	34	137
Woollahra	0	21	31	27	79	0	21	34	27	82
Sydney Metropolitan Area Sub-total	**96**	**2,419**	**3,027**	**2,550**	**8,092**	**99**	**2,643**	**3,899**	**3,316**	**9,957**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SYDNEY REGION (cont.)										
Outer Sydney Area										
Blue Mountains	2	44	64	20	130	2	49	93	37	181
Central Coast	20	191	250	107	568	22	214	331	153	720
Hawkesbury	6	57	74	31	168	6	66	97	51	220
Wollondilly	6	58	26	16	106	7	62	33	32	134
Outer Sydney Area Sub-total	**34**	**350**	**414**	**174**	**972**	**37**	**391**	**554**	**273**	**1,255**
TOTAL	**130**	**2,769**	**3,441**	**2,724**	**9,064**	**136**	**3,034**	**4,453**	**3,589**	**11,212**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
HUNTER REGION										
Cessnock	3	42	54	14	113	3	51	76	23	153
Dungog	0	16	7	1	24	0	17	11	2	30
Lake Macquarie	6	102	138	68	314	6	114	179	91	390
Maitland	1	18	69	16	104	1	19	82	23	125
Mid-Coast	7	86	102	24	219	7	104	140	45	296
Muswellbrook	4	8	12	3	27	6	10	15	3	34
Newcastle	3	89	150	86	328	3	95	184	109	391
Port Stephens	7	52	52	19	130	8	63	66	33	170
Singleton	3	24	27	4	58	3	25	33	9	70
Upper Hunter	4	15	13	4	36	4	19	21	7	51
TOTAL	**38**	**452**	**624**	**239**	**1,353**	**41**	**517**	**807**	**345**	**1,710**
ILLAWARRA REGION										
Kiama	0	13	13	4	30	0	16	18	4	38
Shellharbour	2	31	37	22	92	2	35	52	29	118
Shoalhaven	7	61	82	26	176	8	73	111	57	249
Wingecarribee	0	38	56	19	113	0	44	63	26	133
Wollongong	3	152	137	61	353	3	171	192	92	458
TOTAL	**12**	**295**	**325**	**132**	**764**	**13**	**339**	**436**	**208**	**996**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
NORTH COAST REGION										
Ballina	3	30	35	11	79	3	32	50	17	102
Bellingen	1	12	21	4	38	1	12	23	14	50
Byron	2	15	47	25	89	2	18	70	29	119
Clarence Valley	7	45	62	17	131	8	49	92	38	187
Coffs Harbour	2	57	59	22	140	2	66	81	41	190
Kempsey	1	12	42	7	62	1	12	54	10	77
Kyogle	0	21	11	7	39	0	21	13	10	44
Lismore	3	47	37	14	101	3	50	50	21	124
Lord Howe Island	0	1	0	3	4	0	1	0	3	4
Nambucca	2	24	8	6	40	2	28	15	14	59
Port Macquarie-Hastings	5	49	62	16	132	5	56	90	28	179
Richmond Valley	5	23	17	9	54	5	24	25	13	67
Tweed	3	45	91	47	186	3	45	115	67	230
TOTAL	**34**	**381**	**492**	**188**	**1,095**	**35**	**414**	**678**	**305**	**1,432**

[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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
NEW ENGLAND REGION										
Armidale Regional	2	18	20	7	47	2	22	31	13	68
Glen Innes Severn	2	15	12	4	33	2	17	17	10	46
Gunnedah	2	11	12	2	27	2	13	15	2	32
Gwydir	2	3	5	2	12	2	3	6	3	14
Inverell	3	11	13	5	32	3	14	22	5	44
Liverpool Plains	1	7	6	1	15	1	10	11	2	24
Moree Plains	2	14	8	8	32	2	16	17	14	49
Narrabri	4	14	23	4	45	4	24	28	8	64
Tamworth Regional	7	46	59	13	125	7	55	79	22	163
Tenterfield	0	15	8	11	34	0	16	12	13	41
Uralla	1	4	5	2	12	1	4	7	3	15
Walcha	1	7	5	1	14	1	8	9	1	19
TOTAL	**27**	**165**	**176**	**60**	**428**	**27**	**202**	**254**	**96**	**579**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
ORANA REGION										
Bogan	0	2	7	0	9	0	2	10	2	14
Bourke	1	3	3	0	7	1	5	4	0	10
Brewarrina	0	4	3	0	7	0	4	3	1	8
Cobar	2	13	6	0	21	2	18	7	1	28
Coonamble	1	2	5	0	8	1	2	5	2	10
Dubbo Regional	6	47	41	12	106	7	59	56	22	144
Gilgandra	1	4	2	2	9	2	5	6	4	17
Mid-Western Regional	4	24	34	6	68	4	29	40	9	82
Narromine	1	10	5	3	19	1	12	11	3	27
Walgett	0	14	8	3	25	0	16	13	4	33
Warren	1	7	2	0	10	1	8	5	1	15
Warrumbungle	2	13	15	2	32	2	20	23	3	48
TOTAL	**19**	**143**	**131**	**28**	**321**	**21**	**180**	**183**	**52**	**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)

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
CENTRAL WESTERN REGION										
Bathurst Regional	2	34	53	11	100	2	36	66	30	134
Bland	2	6	10	2	20	2	8	17	2	29
Blayney	2	8	9	1	20	2	9	10	2	23
Cabonne	1	18	24	0	43	1	23	35	0	59
Cowra	0	6	12	5	23	0	7	21	11	39
Forbes	1	5	13	1	20	1	7	18	2	28
Lachlan	1	8	7	0	16	1	11	11	0	23
Lithgow	2	21	42	5	70	2	28	50	18	98
Oberon	1	12	10	3	26	1	13	11	4	29
Orange	1	14	45	13	73	1	15	60	14	90
Parkes	1	8	23	1	33	1	8	34	4	47
Weddin	1	3	6	0	10	1	4	9	1	15
TOTAL	**15**	**143**	**254**	**42**	**454**	**15**	**169**	**342**	**88**	**614**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SOUTH-EASTERN REGION										
Bega Valley	4	22	36	7	69	4	24	51	12	91
Eurobodalla	0	21	57	11	89	0	23	79	25	127
Goulburn Mulwaree	2	15	45	10	72	2	19	61	15	97
Hilltops	2	16	32	5	55	3	16	43	8	70
Queanbeyan-Palerang Regional	2	3	57	48	110	2	3	68	64	137
Snowy Monaro Regional	3	17	35	17	72	5	18	49	23	95
Upper Lachlan	3	11	21	9	44	3	11	28	10	52
Yass Valley	3	1	32	20	56	5	2	39	32	78
TOTAL	**19**	**106**	**315**	**127**	**567**	**24**	**116**	**418**	**189**	**747**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
RIVERINA REGION										
Carrathool	0	8	4	1	13	0	8	11	4	23
Coolamon	2	6	2	1	11	3	8	8	2	21
Cootamundra-Gundagai	1	22	12	5	40	1	26	22	11	60
Griffith	1	14	23	4	42	1	15	30	9	55
Hay	0	7	2	2	11	0	8	2	3	13
Junee	2	19	5	2	28	2	23	10	8	43
Leeton	1	4	11	1	17	1	4	17	1	23
Lockhart	0	3	1	0	4	0	3	1	0	4
Murrumbidgee	1	2	4	0	7	1	2	7	0	10
Narrandera	1	3	4	1	9	1	4	4	1	10
Temora	1	3	5	0	9	1	3	6	1	11
Wagga Wagga	2	56	46	5	109	2	69	63	14	148
TOTAL	**12**	**147**	**119**	**22**	**300**	**13**	**173**	**181**	**54**	**421**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
MURRAY REGION										
Albury	1	24	46	10	81	1	25	58	22	106
Balranald	1	0	3	0	4	1	0	5	0	6
Berrigan	1	1	4	3	9	1	1	5	3	10
Edward River	0	3	10	1	14	0	4	14	1	19
Federation	3	6	4	7	20	4	6	7	9	26
Greater Hume	3	12	18	8	41	4	13	21	11	49
Murray River	3	1	11	13	28	3	3	15	22	43
Snowy Valleys	5	18	18	4	45	5	20	22	9	56
Wentworth	1	1	1	17	20	1	1	1	20	23
TOTAL	**18**	**66**	**115**	**63**	**262**	**20**	**73**	**148**	**97**	**338**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
FAR WESTERN REGION										
Broken Hill	0	7	16	2	25	0	7	20	3	30
Central Darling	1	3	7	0	11	1	3	9	0	13
Unincorporated Area	1	2	2	4	9	1	3	3	5	12
TOTAL	**2**	**12**	**25**	**6**	**45**	**2**	**13**	**32**	**8**	**55**
METROPOLITAN[3]:										
TOTAL	**130**	**2,769**	**3,441**	**2,724**	**9,064**	**136**	**3,034**	**4,453**	**3,589**	**11,212**
COUNTRY[3]: TOTAL	**196**	**1,910**	**2,576**	**907**	**5,589**	**211**	**2,196**	**3,479**	**1,442**	**7,328**
NSW STATE										
TOTAL	**326**	**4,679**	**6,017**	**3,631**	**14,653**	**347**	**5,230**	**7,932**	**5,031**	**18,540**

[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]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
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	0	1	0	1	0	0	1	2	3
Ryde	0	4	3	3	10	0	4	5	4	13
Hornsby	0	0	1	1	2	0	0	1	3	4
Parramatta	1	4	8	8	21	1	4	10	14	29
The Hills	1	0	5	6	12	1	0	6	6	13
Sub-total	**2**	**9**	**19**	**18**	**48**	**2**	**9**	**24**	**29**	**64**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)										
Ku-ring-gai	0	0	1	0	1	0	0	1	0	1
Hornsby	0	16	10	8	34	0	16	20	12	48
Central Coast	3	22	38	14	77	4	31	47	16	98
Lake Macquarie	1	4	12	4	21	1	4	16	6	27
Cessnock	0	0	0	0	0	0	0	0	0	0
Newcastle	0	3	1	1	5	0	3	3	2	8
Sub-total	**4**	**45**	**62**	**27**	**138**	**5**	**54**	**87**	**36**	**182**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
M4 MOTORWAY (CONCORD to LAPSTONE)										
Canada Bay	0	0	1	1	2	0	0	1	1	2
Strathfield	0	0	4	4	8	0	0	4	6	10
Parramatta	1	17	25	15	58	1	20	36	24	81
Cumberland	0	9	19	13	41	0	9	25	19	53
Blacktown	0	12	16	13	41	0	14	21	23	58
Penrith	1	15	9	6	31	1	17	16	10	44
Blue Mountains	0	0	1	0	1	0	0	1	0	1
Sub-total	**2**	**53**	**75**	**52**	**182**	**2**	**60**	**104**	**83**	**249**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)										
Bayside	0	4	6	7	17	0	5	7	11	23
Georges River	0	0	0	0	0	0	0	0	0	0
Canterbury-Bankstown	1	11	9	18	39	1	12	14	25	52
Liverpool	0	13	16	8	37	0	13	22	15	50
Campbelltown	0	0	1	0	1	0	0	1	0	1
Sub-total	**1**	**28**	**32**	**33**	**94**	**1**	**30**	**44**	**51**	**126**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS & NTH WOLLONGONG to YALLAH)										
Sutherland	0	0	0	0	0	0	0	0	0	0
Wollongong	0	14	16	6	36	0	17	26	12	55
Sub-total	**0**	**14**	**16**	**6**	**36**	**0**	**17**	**26**	**12**	**55**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)										
The Hills	0	1	0	0	1	0	1	0	0	1
Blacktown	0	8	15	6	29	0	9	21	13	43
Fairfield	0	2	2	5	9	0	2	2	6	10
Liverpool	1	7	5	1	14	1	7	6	3	17
Sub-total	**1**	**18**	**22**	**12**	**53**	**1**	**19**	**29**	**22**	**71**

[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	6	9	7	22	0	6	10	10	26
Randwick	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**6**	**9**	**7**	**22**	**0**	**6**	**10**	**10**	**26**
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	0	0	0	0	0	0	0	0	0
Cessnock	0	1	8	1	10	0	1	8	1	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**	**1**	**8**	**1**	**10**	**0**	**1**	**8**	**1**	**10**
SYDNEY HARBOUR TUNNEL										
Sydney	0	0	0	0	0	0	0	0	0	0
North Sydney	0	1	2	0	3	0	1	4	0	5
Sub-total	**0**	**1**	**2**	**0**	**3**	**0**	**1**	**4**	**0**	**5**
FREEWAYS/MOTORWAYS:										
TOTAL	**10**	**175**	**245**	**157**	**587**	**11**	**197**	**336**	**245**	**789**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
STATE HIGHWAYS										
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)										
Sydney	0	0	7	4	11	0	0	7	5	12
Inner West	0	7	15	7	29	0	8	17	8	33
Bayside	0	11	15	18	44	0	12	21	23	56
Georges River	2	5	14	7	28	2	6	18	11	37
Sutherland	1	15	15	14	45	1	16	21	19	57
Wollongong	1	23	25	7	56	1	28	34	10	73
Shellharbour	0	10	4	8	22	0	12	8	10	30
Kiama	0	3	6	1	10	0	3	8	1	12
Shoalhaven	1	24	35	8	68	2	26	52	33	113
Eurobodalla	0	11	14	2	27	0	11	21	5	37
Bega Valley	1	4	6	3	14	1	4	7	7	19
Sub-total	**6**	**113**	**156**	**79**	**354**	**7**	**126**	**214**	**132**	**479**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
HUME (SH 2) (ASHFIELD to ALBURY)										
Inner West	0	4	0	9	13	0	4	0	10	14
Burwood	0	2	3	1	6	0	2	3	3	8
Strathfield	2	1	10	7	20	2	1	12	9	24
Canterbury-Bankstown	0	18	16	24	58	0	19	18	30	67
Fairfield	0	8	4	5	17	0	8	10	7	25
Liverpool	1	25	29	30	85	1	28	40	42	111
Campbelltown	0	8	11	7	26	0	8	13	7	28
Wollondilly	0	6	7	4	17	0	6	10	5	21
Wingecarribee	0	7	7	8	22	0	10	8	9	27
Goulburn Mulwaree	0	2	7	1	10	0	3	10	2	15
Upper Lachlan	0	1	2	1	4	0	1	3	1	5
Yass Valley	0	0	11	4	15	0	0	13	6	19
Hilltops	0	1	0	1	2	0	1	2	1	4
Cootamundra-Gundagai	0	7	1	0	8	0	10	2	4	16
Wagga Wagga	1	7	2	1	11	1	10	3	2	16
Greater Hume	0	3	4	5	12	0	3	4	7	14
Albury	0	2	6	1	9	0	2	6	3	11
Sub-total	**4**	**102**	**120**	**109**	**335**	**4**	**116**	**157**	**148**	**425**

[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	1	0	4	3	8	1	0	5	4	10
Upper Lachlan	0	2	1	0	3	0	2	1	1	4
Queanbeyan-Palerang Regional	0	0	2	1	3	0	0	2	2	4
Yass Valley	0	0	0	1	1	0	0	0	1	1
Sub-total	**1**	**2**	**7**	**5**	**15**	**1**	**2**	**8**	**8**	**19**
SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI)										
Bega Valley	0	0	1	0	1	0	0	1	0	1
Snowy Monaro Regional	0	1	7	3	11	0	1	11	4	16
Snowy Valleys	0	4	3	1	8	0	5	4	1	10
Cootamundra-Gundagai	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**5**	**11**	**4**	**20**	**0**	**6**	**16**	**5**	**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]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)										
Sydney	0	6	7	8	21	0	6	8	10	24
Inner West	1	7	14	13	35	1	7	16	14	38
Canada Bay	1	2	8	4	15	1	2	9	4	16
Burwood	0	2	3	1	6	0	2	3	1	6
Strathfield	0	3	11	12	26	0	3	12	19	34
Cumberland	0	11	20	26	57	0	11	22	35	68
Parramatta	0	5	14	14	33	0	6	15	18	39
Blacktown	1	4	9	13	27	1	6	12	14	33
Penrith	0	14	26	11	51	0	14	35	16	65
Blue Mountains	1	25	35	11	72	1	25	53	21	100
Lithgow	2	4	8	3	17	2	8	10	7	27
Bathurst Regional	0	6	8	1	15	0	7	9	4	20
Sub-total	**6**	**89**	**163**	**117**	**375**	**6**	**97**	**204**	**163**	**470**

[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	2	4	0	6	0	2	4	2	8
Blayney	1	1	1	0	3	1	2	1	0	4
Cowra	0	2	2	2	6	0	2	3	2	7
Weddin	1	1	1	0	3	1	2	1	0	4
Bland	0	0	0	0	0	0	0	0	0	0
Carrathool	0	3	1	0	4	0	3	2	0	5
Hay	0	0	0	0	0	0	0	0	0	0
Sub-total	**2**	**9**	**9**	**2**	**22**	**2**	**11**	**11**	**4**	**28**
MITCHELL (SH 7) (BATHURST to BARRINGUN)										
Bathurst Regional	0	3	2	0	5	0	3	4	7	14
Cabonne	0	4	2	0	6	0	6	6	0	12
Orange	0	3	5	3	11	0	4	8	4	16
Dubbo Regional	1	7	11	3	22	1	8	13	4	26
Narromine	1	3	2	1	7	1	4	5	1	11
Warren	0	0	1	0	1	0	0	2	1	3
Bogan	0	1	3	0	4	0	1	3	1	5
Bourke	0	2	0	0	2	0	4	0	0	4
Sub-total	**2**	**23**	**26**	**7**	**58**	**2**	**30**	**41**	**18**	**91**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
BARRIER (SH 8) (NYNGAN to South Australian border near COCKBURN)										
Bogan	0	0	2	0	2	0	0	3	0	3
Cobar	1	4	3	0	8	1	8	3	0	12
Central Darling	0	0	1	0	1	0	0	1	0	1
Unincorporated	0	2	0	1	3	0	3	0	2	5
Broken Hill	0	0	1	0	1	0	0	1	0	1
Sub-total	**1**	**6**	**7**	**1**	**15**	**1**	**11**	**8**	**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]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
NEW ENGLAND (SH 9) (HEXHAM to Queensland border at WALLANGARRA)										
Newcastle	0	6	3	4	13	0	6	4	5	15
Maitland	0	1	18	3	22	0	1	25	5	31
Cessnock	0	0	1	0	1	0	0	2	0	2
Singleton	0	8	9	2	19	0	8	12	3	23
Muswellbrook	2	3	6	1	12	3	4	8	1	16
Upper Hunter	3	7	5	0	15	3	9	12	1	25
Liverpool Plains	0	0	1	0	1	0	0	2	0	2
Tamworth Regional	1	9	13	3	26	1	13	17	6	37
Uralla	0	2	1	1	4	0	2	2	2	6
Armidale Regional	1	1	3	0	5	1	1	6	3	11
Glen Innes Severn	1	5	2	1	9	1	6	3	5	15
Tenterfield	0	3	2	0	5	0	3	2	1	6
Sub-total	**8**	**45**	**64**	**15**	**132**	**9**	**53**	**95**	**32**	**189**

[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	1	2	3	6	0	1	2	3	6
Lane Cove	1	6	2	5	14	1	6	3	6	16
Willoughby	0	7	7	7	21	0	7	10	8	25
Ku-ring-gai	1	7	7	21	36	1	11	11	23	46
Hornsby	1	6	4	9	20	1	6	6	10	23
Central Coast	1	18	28	12	59	1	19	39	15	74
Lake Macquarie	2	17	18	9	46	2	19	26	13	60
Newcastle	0	10	20	9	39	0	12	22	11	45
Port Stephens	0	7	11	3	21	0	8	12	7	27
Mid-Coast	0	24	22	4	50	0	33	32	11	76
Port Macquarie-Hastings	2	9	10	1	22	2	12	18	4	36
Kempsey	0	2	8	1	11	0	2	8	1	11
Nambucca	0	10	1	2	13	0	11	6	6	23
Bellingen	0	2	3	0	5	0	2	3	2	7
Coffs Harbour	0	16	27	9	52	0	19	38	19	76
Clarence Valley	2	13	22	5	42	2	14	33	19	68
Richmond Valley	1	4	3	2	10	1	4	5	3	13
Ballina	1	5	2	2	10	1	5	6	3	15
Byron	0	2	7	4	13	0	2	12	4	18
Tweed	1	11	5	9	26	1	11	12	14	38
Sub-total	**13**	**177**	**209**	**117**	**516**	**13**	**204**	**304**	**182**	**703**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)										
Port Macquarie-Hastings	1	10	14	4	29	1	10	19	4	34
Walcha	0	1	2	0	3	0	1	4	0	5
Tamworth Regional	1	4	9	2	16	1	4	9	2	16
Gunnedah	0	4	1	0	5	0	4	3	0	7
Warrumbungle	0	3	0	0	3	0	3	0	0	3
Gilgandra	0	0	0	0	0	0	0	0	0	0
Warren	0	3	1	0	4	0	3	2	0	5
Sub-total	**2**	**25**	**27**	**6**	**60**	**2**	**25**	**37**	**6**	**70**
GWYDIR (SH 12) (SOUTH GRAFTON to WALGETT)										
Clarence Valley	1	4	1	2	8	2	5	2	2	11
Glen Innes Severn	1	3	3	0	7	1	3	4	0	8
Inverell	0	3	2	2	7	0	3	4	2	9
Gwydir	0	1	2	0	3	0	1	2	1	4
Moree Plains	0	1	1	0	2	0	2	1	0	3
Walgett	0	1	0	0	1	0	1	1	0	2
Sub-total	**2**	**13**	**9**	**4**	**28**	**3**	**15**	**14**	**5**	**37**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)										
Liverpool	0	2	4	2	8	0	2	4	2	8
Fairfield	0	10	10	7	27	0	10	14	9	33
Cumberland	0	8	3	13	24	0	8	6	16	30
Parramatta	1	15	13	24	53	1	18	18	26	63
The Hills	0	2	1	2	5	0	3	1	6	10
Hornsby	0	10	14	14	38	0	10	17	23	50
Sub-total	**1**	**47**	**45**	**62**	**155**	**1**	**51**	**60**	**82**	**194**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)										
Wagga Wagga	1	11	5	1	18	1	14	11	3	29
Narrandera	1	0	1	0	2	1	1	1	0	3
Murrumbidgee	1	0	0	0	1	1	0	1	0	2
Hay	0	1	2	1	4	0	1	2	2	5
Murray River	1	0	1	1	3	1	1	2	5	9
Balranald	1	0	2	0	3	1	0	4	0	5
Wentworth	0	0	0	4	4	0	0	0	5	5
Sub-total	**5**	**12**	**11**	**7**	**35**	**5**	**17**	**21**	**15**	**58**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)										
Yass Valley	1	1	5	3	10	2	2	8	7	19
Sub-total	**1**	**1**	**5**	**3**	**10**	**2**	**2**	**8**	**7**	**19**
BRUXNER (SH 16) (Pacific Hwy near BALLINA to New England Hwy, TENTERFIELD)										
Ballina	1	4	2	2	9	1	4	4	6	15
Lismore	1	7	4	5	17	1	7	6	8	22
Richmond Valley	0	2	2	1	5	0	2	3	2	7
Kyogle	0	3	3	0	6	0	3	3	0	6
Tenterfield	0	3	1	2	6	0	4	4	2	10
Sub-total	**2**	**19**	**12**	**10**	**43**	**2**	**20**	**20**	**18**	**60**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
NEWELL (SH 17) (TOCUMWAL to Queensland border at GOONDIWINDI)										
Berrigan	0	0	0	1	1	0	0	0	1	1
Murrumbidgee	0	1	2	0	3	0	1	3	0	4
Federation	0	0	0	0	0	0	0	0	0	0
Narrandera	0	0	3	0	3	0	0	3	0	3
Coolamon	2	1	0	0	3	3	3	3	1	10
Bland	2	0	5	2	9	2	1	9	2	14
Weddin	0	0	2	0	2	0	0	2	0	2
Forbes	0	0	2	0	2	0	0	3	0	3
Parkes	0	1	8	0	9	0	1	11	2	14
Narromine	0	1	1	1	3	0	1	2	1	4
Dubbo Regional	1	8	6	1	16	2	14	13	6	35
Gilgandra	0	3	0	1	4	0	3	1	2	6
Warrumbungle	0	3	5	0	8	0	5	6	0	11
Narrabri	1	5	9	1	16	1	6	12	3	22
Moree Plains	1	3	3	3	10	1	3	8	5	17
Sub-total	**7**	**26**	**46**	**10**	**89**	**9**	**38**	**76**	**23**	**146**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
CASTLEREAGH (SH 18) (MARRANGAROO to Queensland border near HEBEL)										
Lithgow	0	2	3	0	5	0	4	5	1	10
Mid-Western Regional	1	5	11	2	19	1	6	12	3	22
Warrumbungle	0	1	1	0	2	0	1	1	0	2
Gilgandra	1	0	0	0	1	2	1	3	0	6
Coonamble	0	0	3	0	3	0	0	3	1	4
Walgett	0	5	4	1	10	0	6	5	2	13
Brewarrina	0	0	0	0	0	0	0	0	0	0
Sub-total	**2**	**13**	**22**	**3**	**40**	**3**	**18**	**29**	**7**	**57**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)										
Snowy Mountain Regional	3	7	8	5	23	5	8	15	8	36
Sub-total	**3**	**7**	**8**	**5**	**23**	**5**	**8**	**15**	**8**	**36**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
RIVERINA (SH 20) (HUME WEIR to DENILIQUIN)										
Albury	0	3	9	1	13	0	3	13	3	19
Greater Hume	0	2	0	0	2	0	2	1	0	3
Federation	0	1	1	2	4	0	1	1	2	4
Berrigan	0	1	1	1	3	0	1	1	1	3
Edward River	0	1	0	0	1	0	2	2	0	4
Sub-total	**0**	**8**	**11**	**4**	**23**	**0**	**9**	**18**	**6**	**33**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)										
Murray River	1	0	3	2	6	1	0	3	5	9
Edward River	0	2	2	0	4	0	2	2	0	4
Hay	0	2	0	0	2	0	2	0	0	2
Carrathool	0	0	0	0	0	0	0	0	0	0
Central Darling	0	0	0	0	0	0	0	0	0	0
Sub-total	**1**	**4**	**5**	**2**	**12**	**1**	**4**	**5**	**5**	**15**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Queensland border at WARRI GATE)										
Wentworth	0	1	0	9	10	0	1	0	11	12
Unincorporated	0	0	1	2	3	0	0	1	2	3
Broken Hill	0	1	3	1	5	0	1	4	1	6
Sub-total	**0**	**2**	**4**	**12**	**18**	**0**	**2**	**5**	**14**	**21**
WINDALE-SANDGATE (SH 23) (WINDALE to SANDGATE)										
Lake Macquarie	0	3	2	0	5	0	3	2	1	6
Newcastle	0	3	10	11	24	0	3	12	14	29
Sub-total	**0**	**6**	**12**	**11**	**29**	**0**	**6**	**14**	**15**	**35**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)										
Shellharbour	0	5	2	4	11	0	6	3	5	14
Wingecarribee	0	4	8	3	15	0	5	10	4	19
Sub-total	**0**	**9**	**10**	**7**	**26**	**0**	**11**	**13**	**9**	**33**

[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	0	5	3	1	9	0	6	4	1	11
Muswellbrook	0	0	0	1	1	0	0	0	1	1
Upper Hunter	0	2	4	0	6	0	4	4	0	8
Warrumbungle	0	2	0	0	2	0	3	0	0	3
Dubbo Regional	0	3	4	1	8	0	3	4	1	8
Sub-total	**0**	**12**	**11**	**3**	**26**	**0**	**16**	**12**	**3**	**31**
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	3	0	5	0	2	4	1	7
Gunnedah	2	2	4	1	9	2	2	4	1	9
Narrabri	2	2	3	0	7	2	7	4	0	13
Walgett	0	0	1	0	1	0	0	1	0	1
Brewarrina	0	1	1	0	2	0	1	1	1	3
Bourke	0	0	1	0	1	0	0	1	0	1
Sub-total	**4**	**7**	**13**	**1**	**25**	**4**	**12**	**15**	**3**	**34**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
CENTRAL COAST (SH 30) (SOMERSBY to DOYALSON)										
Central Coast	3	26	30	16	75	4	30	46	27	107
Sub-total	**3**	**26**	**30**	**16**	**75**	**4**	**30**	**46**	**27**	**107**
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	**76**	**808**	**1,053**	**622**	**2,559**	**86**	**940**	**1,466**	**947**	**3,439**

[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 2018

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

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

	Degree of casualty				
Road user class	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
CONTROLLER					
Driver					
Car	125	2,155	4,608	2,911	9,799
Light truck	23	369	722	335	1,449
Heavy rigid truck	2	34	81	23	140
Articulated truck	5	60	79	25	169
Bus	0	4	28	3	35
Other motor vehicle	3	31	16	21	71
Sub-total	**158**	**2,653**	**5,534**	**3,318**	**11,663**
Motorcycle rider	**54**	**999**	**761**	**268**	**2,082**
Pedal cycle rider	**9**	**297**	**288**	**135**	**729**
Other/Unknown	**0**	**1**	**0**	**1**	**2**
CONTROLLER					
Sub-total	**221**	**3,950**	**6,583**	**3,722**	**14,476**
PASSENGER					
Car	47	570	774	919	2,310
Light truck	6	102	122	98	328
Heavy rigid truck	1	4	2	2	9
Articulated truck	2	3	2	2	9
Bus	0	16	25	29	70
Other motor vehicle	1	3	2	5	11
Sub-total	**57**	**698**	**927**	**1,055**	**2,737**
Motorcycle	**0**	**25**	**22**	**21**	**68**
Pedal cycle	**0**	**1**	**1**	**0**	**2**
Other/Unknown	**0**	**0**	**1**	**0**	**1**
PASSENGER					
Sub-total	**57**	**724**	**951**	**1,076**	**2,808**
PEDESTRIAN					
Sub-total	**69**	**556**	**398**	**233**	**1,256**
CASUALTIES: TOTAL	**347**	**5,230**	**7,932**	**5,031**	**18,540**

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	2	13	10	2	16	11	10	8	13	5	0	90
	F	0	0	7	6	4	3	4	3	2	1	5	0	35
	Sub-total[1]	**0**	**2**	**20**	**16**	**6**	**19**	**15**	**13**	**10**	**14**	**10**	**0**	**125**
Car passenger	M	0	1	7	4	3	3	1	1	1	0	4	0	25
	F	0	2	2	3	1	5	0	2	2	2	3	0	22
	Sub-total[1]	**0**	**3**	**9**	**7**	**4**	**8**	**1**	**3**	**3**	**2**	**7**	**0**	**47**
Other motor vehicle driver	M	0	0	1	4	0	6	4	7	6	2	2	0	32
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**2**	**4**	**0**	**6**	**4**	**7**	**6**	**2**	**2**	**0**	**33**
Other motor vehicle passenger	M	1	0	0	0	1	0	3	0	1	0	0	0	6
	F	0	0	1	0	0	0	1	0	1	0	1	0	4
	Sub-total[1]	**1**	**0**	**1**	**0**	**1**	**0**	**4**	**0**	**2**	**0**	**1**	**0**	**10**
Motorcycle rider	M	0	1	4	7	5	11	6	7	9	2	1	0	53
	F	0	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**1**	**4**	**7**	**5**	**11**	**6**	**7**	**10**	**2**	**1**	**0**	**54**
Motorcycle passenger	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Pedal cycle rider/passenger	M	0	0	1	0	1	0	0	2	2	2	0	0	8
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	**2**	**2**	**0**	**0**	**9**
Pedestrian	M	0	3	2	3	2	3	5	6	4	10	11	0	49
	F	0	1	2	0	1	1	1	2	4	5	3	0	20
	Sub-total[1]	**0**	**4**	**4**	**3**	**3**	**4**	**6**	**8**	**8**	**15**	**14**	**0**	**69**
CASUALTIES[2]:	**M**	**1**	**7**	**28**	**28**	**14**	**39**	**30**	**33**	**31**	**29**	**23**	**0**	**263**
	F	**0**	**3**	**13**	**9**	**6**	**9**	**6**	**8**	**10**	**8**	**12**	**0**	**84**
	TOTAL[1]	**1**	**10**	**41**	**37**	**20**	**48**	**36**	**41**	**41**	**37**	**35**	**0**	**347**

[1] Unknown sex included.

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

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	4	106	102	83	173	137	117	109	124	110	1	1,066
	F	0	4	110	115	74	166	157	150	124	108	79	2	1,089
	Sub-total[1]	**0**	**8**	**216**	**217**	**157**	**339**	**294**	**267**	**233**	**232**	**189**	**3**	**2,155**
Car passenger	M	6	38	38	31	19	21	14	15	16	13	6	2	219
	F	7	42	43	38	16	29	27	31	37	41	39	1	351
	Sub-total[1]	**13**	**80**	**81**	**69**	**35**	**50**	**41**	**46**	**53**	**54**	**45**	**3**	**570**
Other motor vehicle driver	M	0	1	38	54	34	79	63	84	51	25	14	0	443
	F	0	1	10	6	1	7	14	4	7	3	2	0	55
	Sub-total[1]	**0**	**2**	**48**	**60**	**35**	**86**	**77**	**88**	**58**	**28**	**16**	**0**	**498**
Other motor vehicle passenger	M	1	12	15	7	9	13	5	8	4	1	1	0	76
	F	1	6	2	3	5	12	3	6	6	5	3	0	52
	Sub-total[1]	**2**	**18**	**17**	**10**	**14**	**25**	**8**	**14**	**10**	**6**	**4**	**0**	**128**
Motorcycle rider	M	0	22	97	124	92	176	152	174	78	16	4	0	935
	F	0	1	3	11	5	15	10	15	4	0	0	0	64
	Sub-total[1]	**0**	**23**	**100**	**135**	**97**	**191**	**162**	**189**	**82**	**16**	**4**	**0**	**999**
Motorcycle passenger	M	0	2	1	2	2	0	0	0	0	0	0	0	7
	F	0	1	3	1	2	2	3	5	1	0	0	0	18
	Sub-total[1]	**0**	**3**	**4**	**3**	**4**	**2**	**3**	**5**	**1**	**0**	**0**	**0**	**25**
Pedal cycle rider/passenger	M	0	24	14	8	14	43	45	39	37	19	4	0	247
	F	1	2	1	4	3	12	10	10	4	4	0	0	51
	Sub-total[1]	**1**	**26**	**15**	**12**	**17**	**55**	**55**	**49**	**41**	**23**	**4**	**0**	**298**
Pedestrian	M	5	44	18	22	14	27	35	29	39	28	37	0	298
	F	3	30	9	21	9	32	30	41	28	30	22	3	258
	Sub-total[1]	**8**	**74**	**27**	**43**	**23**	**59**	**65**	**70**	**67**	**58**	**59**	**3**	**556**
CASUALTIES[2]:	**M**	**12**	**147**	**327**	**350**	**267**	**532**	**451**	**466**	**334**	**226**	**176**	**3**	**3,291**
	F	**12**	**87**	**181**	**200**	**115**	**275**	**254**	**262**	**211**	**191**	**145**	**6**	**1,939**
	TOTAL[1]	**24**	**234**	**508**	**550**	**382**	**807**	**705**	**728**	**545**	**417**	**321**	**9**	**5,230**

[1] Unknown sex included.

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

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	12	289	293	209	455	336	287	210	136	81	2	2,310
	F	0	12	249	309	218	444	389	282	206	130	55	3	2,297
	Sub-total[1]	**0**	**24**	**538**	**602**	**427**	**899**	**725**	**569**	**416**	**266**	**136**	**6**	**4,608**
Car passenger	M	18	61	54	38	26	32	17	21	15	9	3	3	297
	F	13	61	63	62	37	69	47	42	42	34	5	2	477
	Sub-total[1]	**31**	**122**	**117**	**100**	**63**	**101**	**64**	**63**	**57**	**43**	**8**	**5**	**774**
Other motor vehicle driver	M	0	1	71	92	78	166	148	130	85	21	11	0	803
	F	0	2	14	17	11	23	22	19	12	3	0	0	123
	Sub-total[1]	**0**	**3**	**85**	**109**	**89**	**189**	**170**	**149**	**97**	**24**	**11**	**0**	**926**
Other motor vehicle passenger	M	3	24	12	10	5	8	6	8	3	0	1	0	80
	F	3	11	8	5	10	7	9	9	9	0	1	1	73
	Sub-total[1]	**6**	**35**	**20**	**15**	**15**	**15**	**15**	**17**	**12**	**0**	**2**	**1**	**153**
Motorcycle rider	M	0	7	85	122	83	113	97	104	50	11	0	0	672
	F	0	2	10	15	12	18	15	16	1	0	0	0	89
	Sub-total[1]	**0**	**9**	**95**	**137**	**95**	**131**	**112**	**120**	**51**	**11**	**0**	**0**	**761**
Motorcycle passenger	M	0	1	4	1	0	1	0	1	0	0	0	0	8
	F	0	1	0	4	1	3	2	3	0	0	0	0	14
	Sub-total[1]	**0**	**2**	**4**	**5**	**1**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**22**
Pedal cycle rider/passenger	M	0	32	15	14	20	50	54	30	18	7	1	0	241
	F	0	4	1	3	2	10	16	7	3	1	0	0	47
	Sub-total[1]	**0**	**36**	**17**	**17**	**22**	**60**	**70**	**37**	**21**	**8**	**1**	**0**	**289**
Pedestrian	M	7	31	20	19	14	27	26	20	20	13	3	0	200
	F	2	26	11	31	23	25	22	19	21	12	5	1	198
	Sub-total[1]	**9**	**57**	**31**	**50**	**37**	**52**	**48**	**39**	**41**	**25**	**8**	**1**	**398**
CASUALTIES[2]:	**M**	**28**	**169**	**550**	**589**	**435**	**852**	**684**	**601**	**401**	**197**	**100**	**5**	**4,611**
	F	**18**	**119**	**357**	**446**	**314**	**599**	**523**	**397**	**294**	**180**	**66**	**7**	**3,320**
	TOTAL[1]	**46**	**288**	**907**	**1,035**	**749**	**1,451**	**1,207**	**998**	**695**	**377**	**166**	**13**	**7,932**

[1] Unknown sex included.

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

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	1	78	128	134	331	243	195	121	44	24	22	1,321
	F	0	4	78	142	166	373	352	263	129	40	10	30	1,587
	Sub-total[1]	**0**	**5**	**156**	**270**	**300**	**704**	**595**	**458**	**250**	**84**	**34**	**55**	**2,911**
Car passenger	M	8	48	37	23	20	36	23	18	8	4	4	75	304
	F	13	59	38	37	34	70	50	36	35	21	6	123	522
	Sub-total[1]	**22**	**112**	**76**	**60**	**54**	**106**	**73**	**55**	**43**	**25**	**10**	**283**	**919**
Other motor vehicle driver	M	0	1	14	50	26	79	70	52	42	9	2	10	355
	F	0	0	2	8	5	9	11	8	1	0	0	4	48
	Sub-total[1]	**0**	**1**	**16**	**58**	**31**	**88**	**81**	**60**	**43**	**9**	**2**	**18**	**407**
Other motor vehicle passenger	M	0	3	8	8	5	10	3	4	2	1	1	24	69
	F	1	4	2	3	3	3	1	8	5	0	1	15	46
	Sub-total[1]	**1**	**7**	**10**	**11**	**8**	**13**	**4**	**12**	**7**	**1**	**2**	**60**	**136**
Motorcycle rider	M	0	1	15	41	23	48	40	39	16	2	0	18	243
	F	1	0	2	3	5	6	2	2	0	1	0	2	24
	Sub-total[1]	**1**	**1**	**17**	**44**	**28**	**54**	**42**	**41**	**16**	**3**	**0**	**21**	**268**
Motorcycle passenger	M	0	1	1	0	0	0	0	1	0	0	0	1	4
	F	0	0	1	0	1	4	1	2	1	0	0	7	17
	Sub-total[1]	**0**	**1**	**2**	**0**	**1**	**4**	**1**	**3**	**1**	**0**	**0**	**8**	**21**
Pedal cycle rider/passenger	M	0	12	2	11	6	20	18	16	9	6	0	5	105
	F	0	3	3	5	4	4	2	4	2	0	0	2	29
	Sub-total[1]	**0**	**15**	**5**	**16**	**10**	**24**	**20**	**20**	**11**	**6**	**0**	**8**	**135**
Pedestrian	M	3	13	7	11	5	19	16	10	13	8	4	10	119
	F	3	8	8	6	15	9	13	14	14	8	1	13	112
	Sub-total[1]	**6**	**21**	**15**	**17**	**20**	**28**	**29**	**24**	**27**	**16**	**5**	**25**	**233**
CASUALTIES[2]:	**M**	**11**	**80**	**162**	**272**	**219**	**543**	**413**	**335**	**211**	**74**	**35**	**166**	**2,521**
	F	**18**	**78**	**134**	**204**	**233**	**478**	**432**	**337**	**187**	**70**	**18**	**196**	**2,385**
	TOTAL[1]	**30**	**163**	**297**	**476**	**452**	**1,021**	**845**	**673**	**398**	**144**	**53**	**479**	**5,031**

[1] Unknown sex included.

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

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	19	486	533	428	975	727	609	448	317	220	25	4,787
	F	0	20	444	572	462	986	902	698	461	279	149	35	5,008
	Sub-total[1]	**0**	**39**	**930**	**1,105**	**890**	**1,961**	**1,629**	**1,307**	**909**	**596**	**369**	**64**	**9,799**
Car passenger	M	32	148	136	96	68	92	55	55	40	26	17	80	845
	F	33	164	146	140	88	173	124	111	116	98	53	126	1,372
	Sub-total[1]	**66**	**317**	**283**	**236**	**156**	**265**	**179**	**167**	**156**	**124**	**70**	**291**	**2,310**
Other motor vehicle driver	M	0	3	124	200	138	330	285	273	184	57	29	10	1,633
	F	0	3	27	31	17	39	47	31	20	6	2	4	227
	Sub-total[1]	**0**	**6**	**151**	**231**	**155**	**369**	**332**	**304**	**204**	**63**	**31**	**18**	**1,864**
Other motor vehicle passenger	M	5	39	35	25	20	31	17	20	10	2	3	24	231
	F	5	21	13	11	18	22	14	23	21	5	6	16	175
	Sub-total[1]	**10**	**60**	**48**	**36**	**38**	**53**	**31**	**43**	**31**	**7**	**9**	**61**	**427**
Motorcycle rider	M	0	31	201	294	203	348	295	324	153	31	5	18	1,903
	F	1	3	15	29	22	39	27	33	6	1	0	2	178
	Sub-total[1]	**1**	**34**	**216**	**323**	**225**	**387**	**322**	**357**	**159**	**32**	**5**	**21**	**2,082**
Motorcycle passenger	M	0	4	6	3	2	1	0	2	0	0	0	1	19
	F	0	2	4	5	4	9	6	10	2	0	0	7	49
	Sub-total[1]	**0**	**6**	**10**	**8**	**6**	**10**	**6**	**12**	**2**	**0**	**0**	**8**	**68**
Pedal cycle rider/passenger	M	0	68	32	33	41	113	117	87	66	34	5	5	601
	F	1	9	6	12	9	26	28	22	9	5	0	2	129
	Sub-total[1]	**1**	**77**	**38**	**45**	**50**	**139**	**145**	**109**	**75**	**39**	**5**	**8**	**731**
Pedestrian	M	15	91	47	55	35	76	82	65	76	59	55	10	666
	F	8	65	30	58	48	67	66	76	67	55	31	17	588
	Sub-total[1]	**23**	**156**	**77**	**113**	**83**	**143**	**148**	**141**	**143**	**114**	**86**	**29**	**1,256**
CASUALTIES[2]:	**M**	**52**	**403**	**1,067**	**1,239**	**935**	**1,966**	**1,578**	**1,435**	**977**	**526**	**334**	**174**	**10,686**
	F	**48**	**287**	**685**	**859**	**668**	**1,361**	**1,215**	**1,004**	**702**	**449**	**241**	**209**	**7,728**
	TOTAL[1]	**101**	**695**	**1,753**	**2,098**	**1,603**	**3,327**	**2,793**	**2,440**	**1,679**	**975**	**575**	**501**	**18,540**

[1] Unknown sex included.

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

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

Road user class/ safety device used[1]	Degree of casualty				
	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
Driver					
Adult belt worn	111	2,326	4,992	3,065	10,494
Fitted but not worn	23	66	45	24	158
No restraint fitted	2	16	6	5	29
Unknown	22	245	491	224	982
Sub-total	**158**	**2,653**	**5,534**	**3,318**	**11,663**
Passenger					
Adult belt worn	40	506	658	608	1,812
Child restraint worn	1	15	54	29	99
Fitted but not worn	5	23	22	16	66
No restraint fitted	1	27	28	26	82
Unknown	10	127	165	376	678
Sub-total	**57**	**698**	**927**	**1,055**	**2,737**
Motorcycle rider/passenger					
Open face (jet) helmet worn	10	133	105	38	286
Full face helmet worn	41	780	591	206	1,618
No helmet worn	3	35	13	8	59
Unknown	0	76	74	37	187
Sub-total	**54**	**1,024**	**783**	**289**	**2,150**
Pedal cycle rider/passenger					
Helmet worn	7	218	220	103	548
No helmet worn	1	40	26	10	77
Unknown	1	40	43	22	106
Sub-total	**9**	**298**	**289**	**135**	**731**
Other/unknown	**0**	**1**	**1**	**1**	**3**
All road vehicle casualties					
Device worn	**210**	**3,978**	**6,620**	**4,049**	**14,857**
Device not worn	**35**	**207**	**140**	**89**	**471**
Unknown	**33**	**489**	**773**	**660**	**1,955**
ROAD VEHICLE CASUALTIES: TOTAL[2]	**278**	**4,674**	**7,534**	**4,798**	**17,284**

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

Table 34a: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: KILLED

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Legal	M	0	3	14	11	4	23	13	21	19	17	8	0	133
	F	0	0	7	5	2	1	3	1	3	1	5	0	28
	Sub-total[2]	**0**	**3**	**21**	**16**	**6**	**24**	**16**	**22**	**22**	**18**	**13**	**0**	**161**
.001 – .019[3]	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	1	0	0	1	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.050 – .079	M	0	0	0	1	0	1	1	1	0	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**4**
.080 – .149	M	0	0	2	2	2	1	1	1	0	0	0	0	9
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**2**	**2**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**10**
≥ .150	M	0	0	2	7	1	8	5	1	2	0	0	0	26
	F	0	0	0	0	2	1	1	0	0	0	0	0	4
	Sub-total[2]	**0**	**0**	**2**	**7**	**3**	**9**	**6**	**1**	**2**	**0**	**0**	**0**	**30**
Unknown	M	0	0	0	0	0	0	1	0	2	0	0	0	3
	F	0	0	0	1	0	0	0	1	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**5**
MOTOR VEHICLE	**M**	**0**	**3**	**18**	**21**	**7**	**33**	**21**	**24**	**23**	**17**	**8**	**0**	**175**
CONTROLLER	**F**	**0**	**0**	**8**	**6**	**4**	**3**	**4**	**3**	**3**	**1**	**5**	**0**	**37**
CASUALTIES:	**TOTAL[2]**	**0**	**3**	**26**	**27**	**11**	**36**	**25**	**27**	**26**	**18**	**13**	**0**	**212**

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

Table 34b: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: SERIOUSLY INJURED

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	Total
Legal	M	0	16	182	202	152	298	248	268	169	126	90	0	1,751
	F	0	6	90	86	57	133	126	107	94	75	61	1	836
	Sub-total[2]	**0**	**22**	**272**	**288**	**209**	**431**	**374**	**375**	**263**	**201**	**151**	**1**	**2,587**
.001 – .019[3]	M	0	0	1	0	1	0	0	0	0	0	0	0	2
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	1	3	0	0	0	0	1	0	0	0	0	5
	F	0	0	1	1	0	0	1	0	0	0	0	0	3
	Sub-total[2]	**0**	**1**	**4**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**8**
.050 – .079	M	0	1	5	2	1	4	6	1	0	0	0	0	20
	F	0	0	2	0	1	1	2	1	0	0	1	0	8
	Sub-total[2]	**0**	**1**	**7**	**2**	**2**	**5**	**8**	**2**	**0**	**0**	**1**	**0**	**28**
.080 – .149	M	0	0	7	18	11	21	13	8	2	1	0	0	81
	F	0	0	0	6	3	2	2	4	0	0	0	0	17
	Sub-total[2]	**0**	**0**	**7**	**24**	**14**	**23**	**15**	**12**	**2**	**1**	**0**	**0**	**98**
≥ .150	M	0	1	7	9	14	18	16	11	4	0	0	0	80
	F	0	0	3	2	2	6	9	5	2	0	0	0	29
	Sub-total[2]	**0**	**1**	**10**	**11**	**16**	**24**	**25**	**16**	**6**	**0**	**0**	**0**	**109**
Unknown	M	0	8	36	49	30	87	69	86	63	38	38	1	505
	F	0	0	26	37	17	46	41	52	39	36	19	1	314
	Sub-total[2]	**0**	**8**	**62**	**86**	**47**	**133**	**110**	**138**	**102**	**74**	**57**	**2**	**819**
MOTOR VEHICLE	**M**	**0**	**27**	**241**	**280**	**209**	**428**	**352**	**375**	**238**	**165**	**128**	**1**	**2,444**
CONTROLLER	**F**	**0**	**6**	**123**	**132**	**80**	**188**	**181**	**169**	**135**	**111**	**81**	**2**	**1,208**
CASUALTIES:	**TOTAL[2]**	**0**	**33**	**364**	**412**	**289**	**616**	**533**	**544**	**373**	**276**	**209**	**3**	**3,652**

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

Table 34c: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: MODERATELY INJURED

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Legal	M	0	13	290	311	210	419	346	317	193	102	45	0	2,246
	F	0	8	162	196	137	287	231	191	110	73	35	0	1,430
	Sub-total[2]	**0**	**21**	**452**	**507**	**347**	**706**	**577**	**508**	**303**	**175**	**80**	**0**	**3,676**
.001 – .019[3]	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-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	4	0	0	2	0	0	0	0	0	0	6
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
.050 – .079	M	0	0	4	4	7	6	2	0	2	2	0	0	27
	F	0	0	0	3	1	0	0	0	0	0	0	0	4
	Sub-total[2]	**0**	**0**	**4**	**7**	**8**	**6**	**2**	**0**	**2**	**2**	**0**	**0**	**31**
.080 – .149	M	0	2	9	25	21	17	12	3	5	2	1	0	97
	F	0	1	5	6	4	3	4	3	3	0	0	0	29
	Sub-total[2]	**0**	**3**	**14**	**31**	**25**	**20**	**16**	**6**	**8**	**2**	**1**	**0**	**126**
≥ .150	M	0	1	9	24	14	23	19	10	7	2	0	0	109
	F	0	0	2	4	4	8	10	4	0	2	0	0	34
	Sub-total[2]	**0**	**1**	**11**	**28**	**18**	**31**	**29**	**14**	**7**	**4**	**0**	**0**	**143**
Unknown	M	0	4	128	143	118	267	201	191	138	60	46	2	1,298
	F	0	7	103	132	95	187	181	119	106	58	20	3	1,011
	Sub-total[2]	**0**	**11**	**231**	**275**	**213**	**454**	**382**	**310**	**244**	**118**	**66**	**6**	**2,310**
MOTOR VEHICLE	**M**	**0**	**20**	**445**	**507**	**370**	**734**	**581**	**521**	**345**	**168**	**92**	**2**	**3,785**
CONTROLLER	**F**	**0**	**16**	**273**	**341**	**241**	**485**	**426**	**317**	**219**	**133**	**55**	**3**	**2,509**
CASUALTIES:	**TOTAL[2]**	**0**	**36**	**718**	**848**	**611**	**1,219**	**1,007**	**838**	**564**	**301**	**147**	**6**	**6,295**

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

Table 34d: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: MINOR/OTHER INJURED

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	Total
Legal	M	0	1	39	70	36	82	73	58	45	19	9	8	440
	F	1	2	19	30	22	62	50	40	22	16	2	12	278
	Sub-total[2]	**1**	**3**	**58**	**100**	**58**	**144**	**123**	**98**	**67**	**35**	**11**	**20**	**718**
.001 – .019[3]	M	0	0	0	0	0	1	0	0	0	0	0	0	1
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.050 – .079	M	0	0	2	2	0	2	2	0	0	1	0	0	9
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**2**	**0**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**10**
.080 – .149	M	0	0	4	5	3	10	9	1	1	0	0	2	35
	F	0	0	1	2	0	2	1	2	0	0	0	0	8
	Sub-total[2]	**0**	**0**	**5**	**7**	**3**	**12**	**10**	**3**	**1**	**0**	**0**	**2**	**43**
≥ .150	M	0	0	2	5	1	8	2	3	1	0	0	0	22
	F	0	0	1	2	0	0	1	0	1	0	0	0	5
	Sub-total[2]	**0**	**0**	**3**	**7**	**1**	**8**	**3**	**3**	**2**	**0**	**0**	**0**	**27**
Unknown	M	0	2	60	137	143	355	267	224	132	35	17	40	1,412
	F	0	2	60	119	154	324	313	230	107	25	8	24	1,366
	Sub-total[2]	**0**	**4**	**120**	**256**	**297**	**679**	**580**	**454**	**239**	**60**	**25**	**72**	**2,786**
MOTOR VEHICLE	**M**	**0**	**3**	**107**	**219**	**183**	**458**	**353**	**286**	**179**	**55**	**26**	**50**	**1,919**
CONTROLLER	**F**	**1**	**4**	**82**	**153**	**176**	**388**	**365**	**273**	**130**	**41**	**10**	**36**	**1,659**
CASUALTIES:	**TOTAL[2]**	**1**	**7**	**189**	**372**	**359**	**846**	**718**	**559**	**309**	**96**	**36**	**94**	**3,586**

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

Table 34e: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: ALL CASUALTIES

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	Total
Legal	M	0	33	525	594	402	822	680	664	426	264	152	8	4,570
	F	1	16	278	317	218	483	410	339	229	165	103	13	2,572
	Sub-total[2]	**1**	**49**	**803**	**911**	**620**	**1,305**	**1,090**	**1,003**	**655**	**429**	**255**	**21**	**7,142**
.001 – .019[3]	M	0	0	2	0	1	1	1	0	0	0	0	0	5
	F	0	0	3	0	0	1	0	0	0	0	0	0	4
	Sub-total[2]	**0**	**0**	**5**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**9**
.020 – .049[4]	M	0	1	7	0	0	2	0	1	0	0	0	0	11
	F	0	0	2	1	0	0	1	0	0	0	0	0	4
	Sub-total[2]	**0**	**1**	**9**	**1**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**15**
.050 – .079	M	0	1	11	9	8	13	11	2	2	3	0	0	60
	F	0	0	2	3	2	1	2	2	0	0	1	0	13
	Sub-total[2]	**0**	**1**	**13**	**12**	**10**	**14**	**13**	**4**	**2**	**3**	**1**	**0**	**73**
.080 – .149	M	0	2	22	50	37	49	35	13	8	3	1	2	222
	F	0	1	6	14	7	7	7	10	3	0	0	0	55
	Sub-total[2]	**0**	**3**	**28**	**64**	**44**	**56**	**42**	**23**	**11**	**3**	**1**	**2**	**277**
≥ .150	M	0	2	20	45	30	57	42	25	14	2	0	0	237
	F	0	0	6	8	8	15	21	9	3	2	0	0	72
	Sub-total[2]	**0**	**2**	**26**	**53**	**38**	**72**	**63**	**34**	**17**	**4**	**0**	**0**	**309**
Unknown	M	0	14	224	329	291	709	538	501	335	133	101	43	3,218
	F	0	9	189	289	266	557	535	402	252	119	47	28	2,693
	Sub-total[2]	**0**	**23**	**413**	**618**	**557**	**1,266**	**1,073**	**903**	**587**	**252**	**148**	**80**	**5,920**
MOTOR VEHICLE	**M**	**0**	**53**	**811**	**1,027**	**769**	**1,653**	**1,307**	**1,206**	**785**	**405**	**254**	**53**	**8,323**
CONTROLLER	**F**	**1**	**26**	**486**	**632**	**501**	**1,064**	**976**	**762**	**487**	**286**	**151**	**41**	**5,413**
CASUALTIES:	**TOTAL[2]**	**1**	**79**	**1,297**	**1,659**	**1,270**	**2,717**	**2,283**	**1,968**	**1,272**	**691**	**405**	**103**	**13,745**

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

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	92	2	0	1	6	22	2	125
Light truck driver	15	0	0	2	1	3	2	23
Heavy rigid truck driver	2	0	0	0	0	0	0	2
Articulated truck driver	5	0	0	0	0	0	0	5
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	45	0	0	1	3	5	0	54
Other motor vehicle driver	2	0	0	0	0	0	1	3
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**161**	**2**	**0**	**4**	**10**	**30**	**5**	**212**

[1] Learner and Provisional Licence holders.

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

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	1,515	1	5	17	55	80	482	2,155
Light truck driver	259	0	1	5	18	11	75	369
Heavy rigid truck driver	28	0	0	0	0	1	5	34
Articulated truck driver	52	0	0	0	1	0	7	60
Bus driver	3	0	0	0	0	0	1	4
Motorcycle rider	720	2	2	6	21	17	231	999
Other motor vehicle driver	10	0	0	0	3	0	18	31
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**2,587**	**3**	**8**	**28**	**98**	**109**	**819**	**3,652**

[1] Learner and Provisional Licence holders.

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

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	2,630	2	3	20	95	117	1,741	4,608
Light truck driver	432	0	3	9	22	20	236	722
Heavy rigid truck driver	64	0	1	0	1	0	15	81
Articulated truck driver	63	0	0	0	0	0	16	79
Bus driver	21	0	0	0	0	0	7	28
Motorcycle rider	459	0	0	2	8	5	287	761
Other motor vehicle driver	7	0	0	0	0	1	8	16
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**3,676**	**2**	**7**	**31**	**126**	**143**	**2,310**	**6,295**

[1] Learner and Provisional Licence holders.

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

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	537	2	0	7	29	22	2,314	2,911
Light truck driver	82	0	0	3	9	3	238	335
Heavy rigid truck driver	14	0	0	0	0	0	9	23
Articulated truck driver	14	0	0	0	1	0	10	25
Bus driver	1	0	0	0	0	0	2	3
Motorcycle rider	68	0	0	0	3	2	195	268
Other motor vehicle driver	2	0	0	0	1	0	18	21
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**718**	**2**	**0**	**10**	**43**	**27**	**2,786**	**3,586**

[1] Learner and Provisional Licence holders.

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

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	4,774	7	8	45	185	241	4,539	9,799
Light truck driver	788	0	4	19	50	37	551	1,449
Heavy rigid truck driver	108	0	1	0	1	1	29	140
Articulated truck driver	134	0	0	0	2	0	33	169
Bus driver	25	0	0	0	0	0	10	35
Motorcycle rider	1,292	2	2	9	35	29	713	2,082
Other motor vehicle driver	21	0	0	0	4	1	45	71
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**7,142**	**9**	**15**	**73**	**277**	**309**	**5,920**	**13,745**

[1] Learner and Provisional Licence holders.

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

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

	Degree of casualty				
Alcohol involved in crash	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
Yes	64	354	433	156	1,007
No	257	3,421	4,108	1,113	8,899
Unknown	26	1,455	3,391	3,762	8,634
CASUALTIES: Total	**347**	**5,230**	**7,932**	**5,031**	**18,540**

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

	Degree of casualty				
Speeding involved in crash	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
Yes	135	1,202	1,356	479	3,172
No or unknown	212	4,028	6,576	4,552	15,368
CASUALTIES: Total	**347**	**5,230**	**7,932**	**5,031**	**18,540**

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

	Degree of casualty				
Fatigue involved in crash	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
Yes	67	672	690	231	1,660
No or unknown	280	4,558	7,242	4,800	16,880
CASUALTIES: Total	**347**	**5,230**	**7,932**	**5,031**	**18,540**

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

Reference information

- Population
- Licence holders
- Vehicle registrations

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

	Sex		
Age (years)	Male	Female	**TOTAL**
0 – 4	256,185	243,019	499,204
5 – 16	599,923	566,933	1,166,856
17 – 20	203,555	191,079	394,634
21 – 25	288,975	276,278	565,253
26 – 29	242,922	242,404	485,326
30 – 39	569,199	574,841	1,144,040
40 – 49	509,035	521,108	1,030,143
50 – 59	475,855	494,831	970,686
60 – 69	403,369	423,879	827,248
70 – 79	272,422	289,049	561,471
≥ 80	137,910	196,797	334,707
NEW SOUTH WALES RESIDENTS:			
TOTAL	**3,959,350**	**4,020,218**	**7,979,568**

Source – Australian Bureau of Statistics Australian Demographic Statistics.

[1] Preliminary estimated resident population for 30 June 2018 as published in September 2019.

Table 38: Licence holders* as at 30 June 2018, age, sex

	All licence holders		
Age (years)	Male	Female	**TOTAL**[1]
≤ 16	29,608	30,371	59,979
17 – 20	160,898	157,119	318,017
21 – 25	212,234	207,099	419,333
26 – 29	193,258	190,263	383,521
30 – 39	524,602	515,560	1,040,162
40 – 49	500,347	493,287	993,656
50 – 59	471,429	452,663	924,156
60 – 69	393,167	368,437	761,634
70 – 79	248,106	217,945	466,067
≥ 80	91,469	71,186	162,660
LICENCE HOLDERS:			
TOTAL[2]	**2,825,118**	**2,703,930**	**5,529,185**

Source – Roads and Maritime Services, Licensing Table 2.2.3 Licence holders by age by gender, as at 30 June 2018.

* 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 as at 30 June 2018, vehicle type

Vehicle type	Vehicles on register
MOTOR VEHICLES	
Passenger vehicle[1]	4,454,908
Rigid truck, van or utility	842,339
Articulated truck	22,028
Bus	13,993
Motorcycle	238,123
Sub-total	**5,571,391**
OTHER VEHICLES	
Plant	5,556
Trailer	991,328
Sub-total	**996,884**
VEHICLES ON REGISTER: TOTAL	**6,568,275**

Source – Roads and Maritime Services Registration Table 1.1.1 Registered vehicles by vehicle type, as at 30 June 2018.

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