Transport for NSW
Centre for Road Safety

ROAD TRAFFIC CASUALTY CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended
31 December 2020

Prepared by the Centre for Road Safety, Transport for NSW

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- NSW Institute of Trauma and Injury Management for access to information on injury outcomes for road crash related casualties that are considered seriously injured by Health.

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 sixth 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 2020.

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 2020

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. These collections provide information about Compulsory Third Party and workers compensation 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).
6. NSW Institute of Trauma and Injury Management data collection
    a. This collection provides information on injury outcomes for road crash related casualties that are considered seriously injured by Health.

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

During 2020, data from a further two heath data collections were linked to CRS crash records as part of the Health Data Linkage program. Whilst the number of crashes reported did not change, the addition resulted in minor changes to the injury severity of a small proportion of CrashLink records between 2005 and 2018.

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, a small increase in casualties per year for the years 2005 – 2014 as compared to previous reporting.

The total number of crashes reported each year has not been impacted by any of the above changes. . However, crash and casualty data reported prior to 2020 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 25 per cent of injury crashes in 2019.

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 25 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 9.

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 954. 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 936 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 2020
- Main points for 2020
- 2020 serious injuries (all hospitalisations) and rates
- Serious injury (all hospitalisations) trends

Summary data for 2020

			Compared with 2019	
	Number	Percentage	Number change	Percentage change
SERIOUS INJURIES				
Serious injuries (matched)	4,360	*39.7*	-246	*-5.3*
Serious injuries (unmatched)	6,615	*60.3*	136	*2.1*
Serious injuries (all hospitalisations)	**10,975**	***100.0***	**-110**	***-1.0***
VEHICLES ON REGISTER[1]	5,708,000		65,600	*1.2*
Serious injuries (all hospitalisations) per 10,000 vehicles	19.23			*-2.1*
LICENCE HOLDERS[2]	5,689,400		83,200	*1.5*
Serious injuries (all hospitalisations) per 10,000 licence holders	19.29			*-2.4*
POPULATION OF STATE[3]	8,167,000		80,200	*1.0*
Serious injuries (all hospitalisations) per 100,000 persons	134.38			*-2.0*

[1] As at 30 June 2020. Excludes tractors, trailers, caravans, trader plates, plant and equipment. Refer to Table 39.

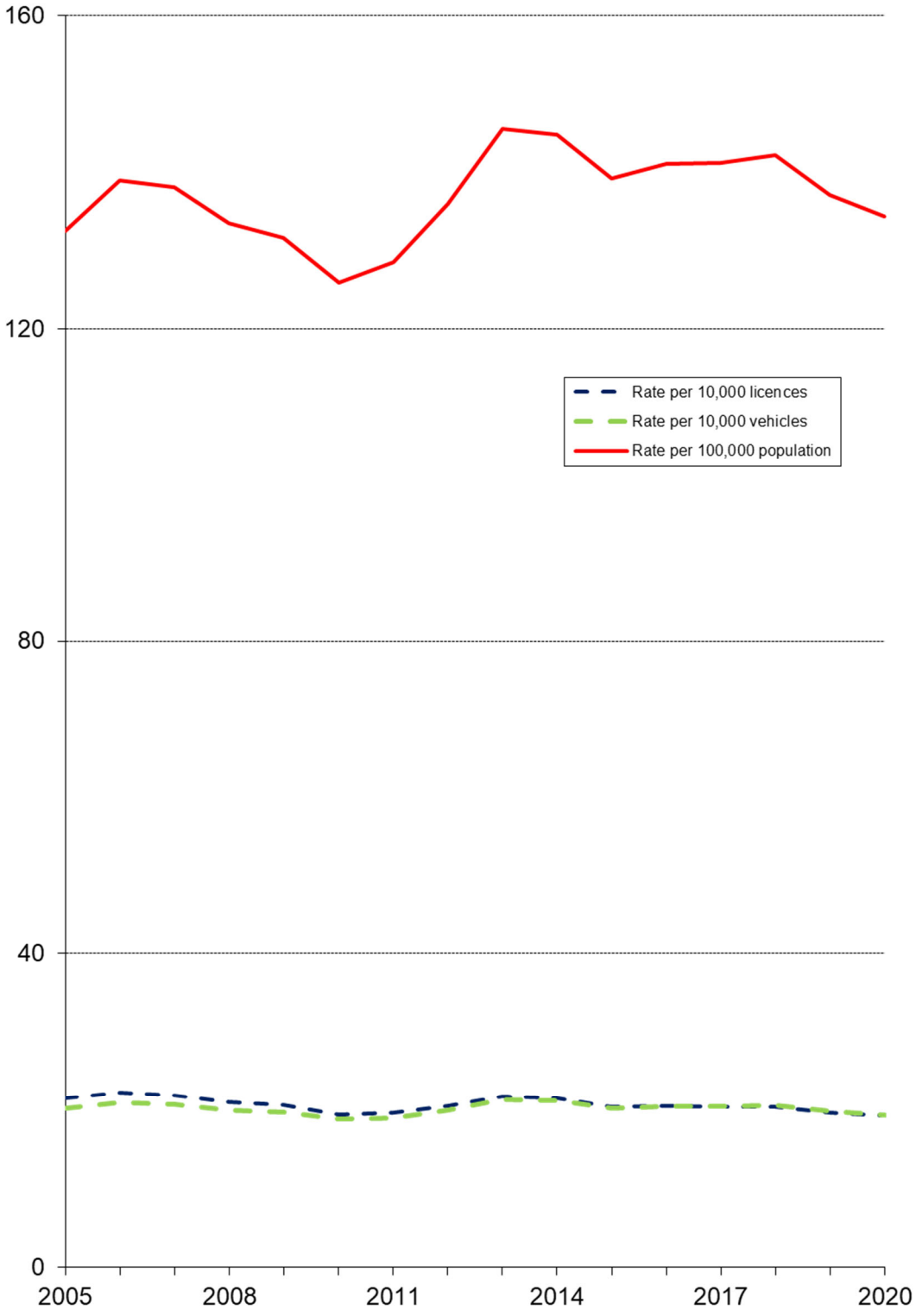
[2] As at 30 June 2020. Refer to note on Table 38.

[3] Estimated resident population for 30 June 2020 as published on September 2021. Source - Australian Bureau of Statistics. Refer to Table 37.

Main points for 2020

- **IMPORTANT NOTE** – The 2020 Statistical Statement reflects changes to the historical hospitalisation statistics subsequent to the inclusion of two new health data collections to the Health Data Linkage program. The historical data have been slightly revised in light of the changed procedure (see Health data linkage process (p8) and Special notes (p9)).
- There were 10,975 persons hospitalised from road traffic crashes in 2020, as derived from the data linkage with NSW Health Department admission data. This was 110 fewer hospitalisations (1 per cent) than the previous year and the lowest annual total since 2016.
- The rate of persons hospitalised per 100,000 population was 134.4 in 2020, down from 137.1 the previous year. This was the lowest rate since 2011.
- The estimated cost to the community of all road casualties in NSW for 2020 using the Inclusive Willingness to Pay methodology was $8.3 billion – hospitalisations accounted for more than half (64 per cent) of this total with $5.3 billion.
- Compared with 2019, all road user groups to have experienced decreases in hospitalisations in 2020 except pedal cyclists which increased by 461 (25 per cent).
- There were 3,512 hospitalisations of drivers in 2020, down 66 (2 per cent) on the previous year. Of all road user groups, drivers accounted for the largest proportion of hospitalisations (32 per cent).
- Motorcyclists continue to be the second largest road user group for hospitalisations in 2020, down by 100 (4 per cent) on the previous year and the second highest motorcyclist total since these data were first recorded in 2005. The highest was in 2019 with 2,654. Motorcyclists accounted for 23 per cent of all hospitalisations in 2020.
- Passenger hospitalisations decreased in 2020, down by 167 (12 per cent) and the lowest passenger total since 2010. Passengers accounted for 11 per cent of all hospitalisations in 2020.
- Pedal cyclists are the third largest road user group for hospitalisations in 2020 with 2,308, up by 461 (25 per cent) on the previous year. One in five (21 per cent) of all hospitalisations in 2020 were pedal cyclists.
- Compared with 2019, age groups 25 years and under all increased with the largest increase aged 5 to 16 years, up by 166 (18 per cent). Those aged 26 years and over experienced decreases in hospitalisations in 2020 with the largest decrease amongst 80 years and over, down by 114 (18 per cent).
- Twenty 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 experienced increases in hospitalisations in 2020, up 177 (21 per cent) compared with 2019 and the highest under 17 years total since 2013. Since 2005, hospitalisations of children aged under 17 years have decreased by 28 per cent.
- In contrast, hospitalisations of persons aged 80 years or more decreased in 2020, down 114 (9 per cent) compared with 2019 and the lowest total for this age group since 2016. Since 2005, hospitalisations of persons aged 80 years or more have increased by 59 per cent.
- Over two-thirds (68 per cent) of all hospitalisations were males, but they represented only 50 per cent of the NSW population.
- Of the 10,975 hospitalisations in 2020, 40 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 2020 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]	2,613	1,380	1,852	980	1,345	699	8,869
2006	2,735	1,389	2,077	997	1,375	792	9,365
2007	2,730	1,269	2,124	1,069	1,438	807	9,437
2008	2,703	1,204	2,206	1,001	1,452	704	9,270
2009	2,598	1,303	2,297	979	1,444	664	9,285
2010	2,614	1,170	2,166	961	1,422	660	8,993
2011	2,853	1,191	2,180	989	1,462	603	9,278
2012	3,057	1,307	2,421	973	1,646	525	9,929
2013	3,371	1,388	2,511	1,035	1,900	567	10,772
2014	3,404	1,398	2,518	1,058	1,917	579	10,874
2015	3,544	1,388	2,297	989	1,856	524	10,598
2016	3,718	1,386	2,475	1,007	1,812	513	10,911
2017	3,663	1,383	2,479	1,041	1,936	602	11,104
2018	3,732	1,374	2,519	1,040	1,974	711	11,350
2019	3,578	1,348	2,654	1,045	1,847	613	11,085
2020	3,512	1,181	2,554	924	2,308	496	10,975

[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	Unknown	**Total**
2005[1]	144	1,288	972	1,045	613	1,431	1,170	809	526	452	387	32	8,869
2006	124	1,298	1,043	1,105	669	1,499	1,171	922	581	502	411	40	9,365
2007	130	1,267	991	968	660	1,510	1,286	974	607	567	445	32	9,437
2008	111	1,173	1,027	958	645	1,434	1,225	988	678	545	457	29	9,270
2009	113	1,089	1,018	936	655	1,406	1,318	1,035	674	503	508	30	9,285
2010	105	936	961	935	629	1,376	1,277	1,038	680	555	486	15	8,993
2011	100	872	987	969	679	1,358	1,348	1,085	785	585	501	9	9,278
2012	104	904	1,031	1,005	720	1,500	1,453	1,220	842	604	535	11	9,929
2013	103	944	1,095	1,113	752	1,572	1,553	1,401	965	645	614	15	10,772
2014	113	828	971	1,094	765	1,691	1,542	1,472	1,034	727	625	12	10,874
2015	95	798	994	1,109	739	1,563	1,502	1,434	1,015	714	620	15	10,598
2016	84	833	979	1,147	771	1,652	1,520	1,491	1,064	755	605	10	10,911
2017	105	791	1,036	1,246	781	1,556	1,558	1,483	1,090	791	654	13	11,104
2018	69	784	1,007	1,119	820	1,700	1,577	1,526	1,137	878	717	16	11,350
2019	80	767	921	1,143	807	1,597	1,559	1,418	1,178	868	731	16	11,085
2020	91	933	1,009	1,154	777	1,574	1,467	1,386	1,154	806	617	7	10,975

[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]	5,871	2,994	4	8,869
2006	6,228	3,133	4	9,365
2007	6,332	3,101	4	9,437
2008	6,294	2,974	2	9,270
2009	6,278	3,006	1	9,285
2010	5,977	3,015	1	8,993
2011	6,129	3,148	1	9,278
2012	6,657	3,270	2	9,929
2013	7,088	3,680	4	10,772
2014	7,109	3,765	0	10,874
2015	6,947	3,650	1	10,598
2016	7,096	3,814	1	10,911
2017	7,266	3,838	0	11,104
2018	7,425	3,925	0	11,350
2019	7,235	3,850	0	11,085
2020	7,415	3,560	0	10,975

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

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

Year	Quarter				Total
	Q1	Q2	Q3	Q4	
2005[1]	2,235	2,200	2,112	2,322	8,869
2006	2,385	2,311	2,276	2,393	9,365
2007	2,505	2,410	2,252	2,270	9,437
2008	2,319	2,324	2,175	2,452	9,270
2009	2,366	2,231	2,264	2,424	9,285
2010	2,300	2,321	2,047	2,325	8,993
2011	2,406	2,198	2,220	2,454	9,278
2012	2,482	2,406	2,380	2,661	9,929
2013	2,521	2,533	2,710	3,008	10,772
2014	2,909	2,650	2,558	2,757	10,874
2015	2,797	2,590	2,485	2,726	10,598
2016	2,852	2,721	2,525	2,813	10,911
2017	2,762	2,719	2,787	2,836	11,104
2018	2,862	2,785	2,840	2,863	11,350
2019	2,880	2,920	2,558	2,727	11,085
2020	2,718	2,449	3,162	2,646	10,975

[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 2020
- Main points for 2020
- Historical data
- Fatality and serious injury (matched) rates
- Interstate and international comparisons
- Causes of death

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Summary data for 2020

			Compared with 2019	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	264	*2.1*	-65	*-19.8*
Serious injury crashes	3,916	*30.5*	-224	*-5.4*
Moderate injury crashes	5,270	*41.1*	-16	*-0.3*
Minor/Other injury crashes	3,386	*26.4*	-778	*-18.7*
Total casualty crashes	**12,836**	***100.0***	**-1,083**	***-7.8***
CASUALTIES				
Killed	284	*1.8%*	-69	*-19.5*
Seriously injured	4,360	*27.1%*	-246	*-5.3*
Moderately injured	6,855	*42.6%*	-13	*-0.2*
Minor/Other injured	4,606	*28.6%*	-1,115	*-19.5*
Total casualties	**16,105**	***100.0***	**-1,443**	***-8.2***
MOTOR VEHICLES ON REGISTER[1]	5,708,000		65,600	*1.2*
Fatalities per 10,000 vehicles	0.50			*-20.5*
LICENCE HOLDERS[2]	5,689,400		83,200	*1.5*
Fatalities per 10,000 licence holders	0.50			*-20.7*
POPULATION OF STATE[3]	8,167,000		80,200	*1.0*
Fatalities per 100,000 persons	3.48			*-20.3*

[1] As at 30 June 2020. Excludes tractors, trailers, caravans, trader plates, plant and equipment. Refer to Table 39

[2] As at 30 June 2020. Refer to note on Table 38.

[3] Estimated resident population for 30 June 2020 as published on September 2021. Source - Australian Bureau of Statistics. Refer to Table 37.

Main points for 2020

- The number of persons killed per 100,000 population was 3.48. This is the lowest fatality rate since records were first compiled in 1908.
- There were 12,836 casualty road crashes in New South Wales during 2020. Of these, 264 were fatal crashes and 12,572 were injury crashes. There were 284 persons killed and 15,821 injured.
- The estimated cost to the community of these road casualties using the Inclusive Willingness to Pay methodology was $8.3 billion (June 2019 dollar values).
- The number of persons killed was down by 69 (20 per cent) on the previous year, the lowest annual fatality total since 1923.
- The number of persons injured in 2020 was down by 1,374 (8 per cent) on the previous year.
- Pedestrians were the only road user group to experience a fatality increase in 2020 compared with the previous year but this was offset by fatality decreases among other road user groups.
- There were 48 pedestrians killed in 2020 (up 7 per cent), the fourth lowest pedestrian fatality total since records began in 1928.
- All road users groups experienced injury decreases except pedal cyclists which increased in 2020 compared with the previous year.
- Country roads accounted for 39 per cent of all casualty crashes, but 62 per cent of fatal crashes.
- At least 16 per cent of motor vehicle occupants killed were not wearing available seat belts.
- Four of the 13 pedal cyclists killed and eight per cent of those injured failed to wear a helmet.
- Two-fifths of the pedestrians killed were aged 60 or more, although this age group accounted for only 22 per cent of the population.
- Amongst those crashes in which the alcohol involvement was known, alcohol was a contributing factor in 58 per cent of fatal crashes on Thursday, Friday and Saturday nights, 18 per cent of all fatal crashes and six per cent of injury crashes.
- At least 6 per cent of all motor vehicle drivers and motorcycle riders who were killed or injured had an illegal blood alcohol concentration. Half of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 44 per cent of fatal crashes and 19 per cent of all casualty crashes.
- Fatigue was assessed as being involved in at least 13 per cent of fatal crashes and 9 per cent of all casualty crashes.
- The number of fatalities in October (17 fatalities) was the lowest October total since monthly records began in 1936.
- Thirty-nine (30 per cent) of the 129 local government areas in NSW were fatality free in 2020. These 39 local government areas accounted for 10 per cent of the NSW population and included Canada Bay (population 96,550), Willoughby (81,196), Queanbeyan-Palerang Regional (62,239), Woollahra (59,431) and Albury (55,055).
- Compared with 2019 there was a 20 per cent decrease in fatalities in 2020. There were several crash characteristics which increased by more than the overall decrease. In particular, fatalities aged 17 to 20 years increased by 107 per cent, fatalities in the New England and Riverina State Regions were both up by 36 per cent whilst there were increases among drivers aged 17 to 20 years (up by 89 per cent) involved in fatal crashes.
- However, compared with 2019, some notable decreases occurred in 2020 – motor vehicle passenger fatalities decreased by 33 per cent, motorcyclist fatalities decreased by 29 per cent, fatalities aged 21 to 25 years decreased by 49 per cent, fatalities aged 60 to 69 years decreased by 48 per cent, drivers aged 50 to 69 years involved in fatal crashes decreased by 46 per cent, fatalities in the North Coast State Region (down by 52 per cent) and fatal crashes on Tuesdays (down by 40 per cent).

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000-2020

Year	Killed	Injured	Seriously injured	Moderately injured	Minor/Other injured	Total casualties	Fatal crashes	Serious injury crashes	Moderate injury crashes	Minor/Other injury crashes	Total casualty crashes
1950	**634**	**11,096**				**11,730**					
1955	**820**	**16,437**				**17,257**					
1960	**978**	**22,655**				**23,633**	**910**				
1965	**1,151**	**29,157**				**30,308**	**1,026**				
1970	**1,309**	**34,886**				**36,195**	**1,135**				
1975	**1,288**	**38,141**				**39,429**	**1,150**				
1980	**1,303**	**38,816**				**40,119**	**1,152**				
1985	**1,067**	**39,336**				**40,403**	**954**				
1990	**797**	**32,153**				**32,950**	**702**				
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**	**28,496**	**4,763**	**12,521**	**11,212**	**29,004**	**459**	**4,102**	**9,765**	**7,833**	**22,159**
2006	496	28,935	5,009	13,606	10,320	29,431	449	4,377	10,568	7,191	22,585
2007	435	29,631	4,953	14,731	9,947	30,066	405	4,367	11,265	6,815	22,852
2008	374	27,611	4,855	13,564	9,192	27,985	353	4,290	10,475	6,444	21,562
2009	453	27,995	4,904	13,776	9,315	28,448	408	4,320	10,774	6,421	21,923
2010	**405**	**27,607**	**4,672**	**13,639**	**9,296**	**28,012**	**365**	**4,125**	**10,736**	**6,399**	**21,625**
2011	364	28,224	5,099	13,309	9,816	28,588	336	4,539	10,530	6,645	22,050
2012	369	27,239	5,411	12,972	8,856	27,608	336	4,820	10,231	6,062	21,449
2013	333	26,117	5,802	12,295	8,020	26,450	316	5,204	9,756	5,392	20,668
2014	307	24,753	5,887	11,534	7,332	25,060	285	5,279	9,111	4,900	19,575
2015	**350**	**23,216**	**5,566**	**9,883**	**7,767**	**23,566**	**326**	**4,950**	**7,576**	**5,465**	**18,317**
2016	380	22,286	5,690	9,007	7,589	22,666	356	5,058	6,933	5,481	17,828
2017	389	21,218	5,648	8,773	6,797	21,607	351	4,992	6,679	4,826	16,848
2018	347	18,235	5,334	7,899	5,002	18,582	326	4,767	5,982	3,602	14,677
2019	353	17,195	4,606	6,868	5,721	17,548	329	4,140	5,286	4,164	13,919
2020	**284**	**15,821**	**4,360**	**6,855**	**4,606**	**16,105**	**264**	**3,916**	**5,270**	**3,386**	**12,836**

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000-2020

Year	Vehicles on register[1] ('000)	Licence holders[2] ('000)	Population[3] ('000)	Total vehicle kilometres travelled[4] ('000,000)	Fatalities per				Serious injuries (matched) per			
					10,000 vehicles	10,000 licences	100,000 population	100 million vehicle km	10,000 vehicles	10,000 licences	100,000 population	100 million vehicle km
1950	**478**	**677**	**3,193**	**-**	**13.26**	**9.36**	**19.9**	**-**				
1955	**709**	**1,000**	**3,491**	**-**	**11.57**	**8.20**	**23.5**	**-**				
1960	**972**	**1,275**	**3,833**	**-**	**10.06**	**7.67**	**25.5**	**-**				
1965	**1,296**	**1,608**	**4,172**	**-**	**8.88**	**7.16**	**27.6**	**-**				
1970	**1,712**	**2,049**	**4,522**	**-**	**7.65**	**6.39**	**28.9**	**-**				
1975	**2,204**	**2,532**	**4,932**	**-**	**5.84**	**5.09**	**26.1**	**-**				
1980	**2,587**	**2,980**	**5,172**	**-**	**5.04**	**4.37**	**25.2**	**-**				
1985	**2,986**	**3,438**	**5,465**	**46,622**	**3.57**	**3.10**	**19.5**	**2.29**				
1990	**3,224**	**3,721**	**5,834**	**-**	**2.47**	**2.14**	**13.7**	**-**				
1995	**3,315**	**3,998**	**6,106**	**50,692**	**1.87**	**1.55**	**10.2**	**1.22**				
2000	**3,635**	**4,146**	**6,447**	**56,262**	**1.66**	**1.45**	**9.4**	**1.07**				
2001	3,739	4,157	6,530	60,210	1.40	1.26	8.0	0.87				
2002	3,832	4,243	6,581	63,425	1.46	1.32	8.5	0.88				
2003	3,941	4,317	6,621	63,617	1.37	1.25	8.1	0.85				
2004	4,056	4,345	6,651	60,661	1.26	1.17	7.7	0.84				
2005	**4,127**	**4,397**	**6,693**	**66,025**	**1.23**	**1.16**	**7.6**	**0.77**	**11.54**	**10.83**	**71.16**	**7.21**
2006	4,222	4,474	6,743	64,384	1.17	1.11	7.4	0.77	11.86	11.20	74.29	7.78
2007	4,312	4,577	6,834	64,237	1.01	0.95	6.4	0.68	11.49	10.82	72.47	7.71
2008	4,421	4,642	6,943	67,863	0.85	0.81	5.4	0.55	10.98	10.46	69.92	7.15
2009	4,518	4,721	7,054	-	1.00	0.96	6.4	-	10.86	10.39	69.52	-
2010	**4,634**	**4,791**	**7,144**	**69,163**	**0.87**	**0.85**	**5.7**	**0.59**	**10.08**	**9.75**	**65.39**	**6.76**
2011	4,744	4,894	7,219	-	0.77	0.74	5.0	-	10.75	10.42	70.64	-
2012	4,850	4,985	7,304	67,081	0.76	0.74	5.1	0.55	11.16	10.85	74.08	8.07
2013	4,956	5,061	7,404	-	0.67	0.66	4.5	-	11.71	11.46	78.36	-
2014	5,073	5,142	7,508	71,372	0.61	0.60	4.1	0.43	11.61	11.45	78.41	8.25
2015	**5,193**	**5,246**	**7,616**	**-**	**0.67**	**0.67**	**4.6**	**-**	**10.72**	**10.61**	**73.08**	**-**
2016	5,337	5,338	7,733	72,740	0.71	0.71	4.9	0.52	10.66	10.66	73.58	7.82
2017	5,453	5,440	7,868	-	0.71	0.72	4.9	-	10.36	10.38	71.79	-
2018	5,571	5,529	7,980	78,418	0.62	0.63	4.3	0.44	9.57	9.65	66.84	6.80
2019	5,642	5,606	8,087	-	0.63	0.63	4.4	-	8.16	8.22	56.96	-
2020	**5,708**	**5,689**	**p8,167**	**70,850**	**0.50**	**0.50**	**3.5**	**0.40**	**7.64**	**7.66**	**53.39**	**6.15**

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 Transport for NSW 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 Aboriginal people were excluded. Prior to 1971 data were defined as Estimated Population. Population data for 2020 are preliminary as published in September 2021.
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 and 2014 is for the 12 months ended 31 October. Travel estimates for 2012, 2016, 2018 and 2020 are for the 12 months ended 30 June. 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.
p – Preliminary

Figure 2: Fatality rate per 10,000 motor vehicles, 10,000 licence holders and 100,000 population for years 1950 to 2020 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	**284**	**5,708**	**8,167**	**0.5**	**3.5**
Victoria	211	5,120	6,694	0.4	3.2
Queensland	278	4,205	5,175	0.7	5.4
Western Australia	154	2,279	2,664	0.7	5.8
South Australia	93	1,445	1,770	0.6	5.3
Tasmania	36	506	541	0.7	6.7
Australian Capital Territory	7	311	431	0.2	1.6
Northern Territory	31	160	246	1.9	12.6
AUSTRALIA	**1,094**	**19,734**	**25,689**	**0.6**	**4.3**
CANADA	1,747[(18)]	21,838[(18)]	38,005[(18)]	0.8[(19)]	4.7[(18)]
DENMARK	163	3,308	5,825[(18)]	0.5	2.8
FRANCE	2,541	36,300[(18)]	67,347[(18)]	0.7[(19)]	3.9
GERMANY	2,719	45,317[(18)]	83,161[(18)]	0.6[(19)]	3.3
JAPAN	3,416	68,320[(18)]	125,708[(18)]	0.5[(19)]	3.1
NETHERLANDS	610	10,167[(18)]	17,442 [(18)]	0.6[(19)]	3.5
NEW ZEALAND	306	4,598	5,094[(18)]	0.7	6.2
NORWAY	93	4,168	5,379 [(18)]	0.2	1.7
SWEDEN	204	6,601	10,353[(18)]	0.3	2.0
UNITED KINGDOM	1,516	39,557	67,081[(18)]	0.4	2.3
UNITED STATES OF AMERICA	38,680	322,333[(18)]	329,484[(18)]	1.2[(19)]	11.6

[1] Australian fatality data (except for New South Wales) for 2020 based on the Bureau of Infrastructure, Transport and Regional Economics: Statistical Report, Road trauma Australia 2020 statistical summary.

[2] Fatality data are for 2020 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 and Organisation for Economic Co-operation and Development (OECD) stats "by age and road user".

[3] Australian vehicle figures (except for New South Wales) are as at 30 June 2020 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 TfNSW and are as at 30 June 2020. The 2020 vehicle figures for some other countries are sourced from relevant National Statistical Reporting Authorities.

[4] Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2020 as published at September 2021. The population figures for other countries are based on OECD Stat data for 2020 as extracted at 25 October 2021.

[4] Australian fatality rates per population are based calculated rates whilst International fatality rates are based on Department for Transport statistics, United Kingdom: RAS52001 International comparisons of road deaths or relevant National Statistical Reporting Authorities.

[18] Data for 2020.

[19] Data for 2018.

Table 7: Deaths within NSW, causes of death, sex, age for 2019

2019	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]	259	95	172	208	494	978	2,007	4,067	6,596	13,878	28,754
All accidental deaths[1]	23	29	58	59	141	169	155	116	143	430	1,323
Road deaths[2]	6	10	31	29	32	43	38	32	27	25	273
as % of accidental deaths	26	34	53	49	23	25	25	28	19	6	21
as % of all deaths	2	11	18	14	6	4	2	1	<1	<1	1
Females											
Deaths from all causes[1]	214	40	73	78	250	566	1,172	2,476	4,814	17,211	26,894
All accidental deaths[1]	19	7	15	18	25	45	58	47	71	537	842
Road deaths[2]	3	2	8	7	10	7	8	12	12	11	80
as % of accidental deaths	16	29	53	39	40	16	14	26	17	2	10
as % of all deaths	1	5	11	9	4	1	1	<1	<1	<1	<1
All persons											
Deaths from all causes[1]	473	135	245	286	744	1,544	3,179	6,543	11,410	31,089	55,648
All accidental deaths[1]	42	36	73	77	166	214	213	163	214	967	2,165
Road deaths[2]	9	12	39	36	42	50	46	44	39	36	353
as % of accidental deaths	21	33	53	47	25	23	22	27	18	4	16
as % of all deaths	2	9	16	13	6	3	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

[2] NSW Centre for Road Safety Crash data

[3] Includes deaths where age unknown

Table 8: Fatalities, year, month

	Month												
Year	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

	Month												
Year	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
2019	38	28	41	28	20	26	23	31	33	29	27	29	353
2020	**23**	**30**	**24**	**23**	**20**	**22**	**24**	**26**	**29**	**17**	**24**	**22**	**284**

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**	**2,230**	**8,235**	**6,773**	**17,238**	**100**	**890**	**2,136**	**2,749**	**5,775**
2006	249	2,364	9,145	6,160	17,669	102	874	2,168	2,547	5,589
2007	215	2,365	10,066	5,838	18,269	77	805	2,397	2,526	5,728
2008	194	2,310	9,133	5,492	16,935	67	747	2,105	2,129	4,981
2009	210	2,220	9,382	5,674	17,276	102	832	1,937	2,162	4,931
2010	**185**	**2,194**	**9,463**	**5,737**	**17,394**	**89**	**690**	**1,854**	**2,192**	**4,736**
2011	181	2,466	9,239	6,224	17,929	73	731	1,771	2,341	4,843
2012	164	2,631	9,069	5,652	17,352	82	792	1,632	1,956	4,380
2013	155	2,874	8,633	5,114	16,621	49	786	1,507	1,827	4,120
2014	153	2,836	8,181	4,816	15,833	43	796	1,370	1,644	3,810
2015	**155**	**2,845**	**6,933**	**5,217**	**14,995**	**60**	**782**	**1,287**	**1,748**	**3,817**
2016	183	2,833	6,407	5,251	14,491	54	756	1,097	1,626	3,479
2017	186	2,749	6,154	4,572	13,475	82	759	1,170	1,534	3,463
2018	158	2,691	5,531	3,325	11,547	57	714	931	1,035	2,680
2019	166	2,183	4,681	3,602	10,466	60	604	817	1,169	2,590
2020	**135**	**2,180**	**4,737**	**2,977**	**9,894**	**40**	**522**	**810**	**868**	**2,200**

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

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

	Road user class									
	Motorcycle rider					Motor cycle passenger				
	K	S	M	O	TI	K	S	M	O	TI
1960	**39**				**1,409**	**9**				**241**
1965	**28**				**901**	**4**				**95**
1970	**93**				**2,967**	**17**				**311**
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**	**800**	**488**	**1,995**	**3**	**42**	**40**	**41**	**123**
2006	65	849	898	508	2,255	1	29	45	38	112
2007	57	817	881	511	2,209	4	32	51	47	130
2008	52	869	990	526	2,385	3	39	45	41	125
2009	66	933	1,079	560	2,572	3	32	52	36	120
2010	**57**	**911**	**1,007**	**508**	**2,426**	**4**	**26**	**38**	**39**	**103**
2011	47	971	1,054	472	2,497	4	29	35	36	100
2012	60	1,073	1,098	489	2,660	1	34	35	44	113
2013	67	1,135	1,022	411	2,568	4	39	49	35	123
2014	58	1,179	953	386	2,518	1	44	36	25	105
2015	**66**	**1,011**	**809**	**317**	**2,137**	**1**	**26**	**25**	**22**	**73**
2016	64	1,126	759	247	2,132	3	40	22	21	83
2017	58	1,153	718	265	2,136	1	36	28	15	79
2018	54	1,021	739	268	2,028	0	25	22	21	68
2019	65	996	688	425	2,109	3	34	37	27	98
2020	**46**	**914**	**687**	**312**	**1,913**	**2**	**28**	**16**	**16**	**60**

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

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

	Road user class									
	Pedestrian					Pedal cyclist[2]				
	K	S	M	O	TI	K	S	M	O	TI
1960	**367**				**4,022**	**42**				**1,128**
1965	**301**				**4,254**	**29**				**942**
1970	**291**				**4,346**	**26**				**792**
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**	**631**	**852**	**705**	**2,188**	**13**	**263**	**457**	**450**	**1,170**
2006	72	663	807	659	2,129	7	230	543	406	1,179
2007	68	690	802	634	2,126	14	243	533	388	1,164
2008	49	668	790	635	2,093	8	222	500	369	1,091
2009	59	621	764	551	1,936	13	266	560	332	1,158
2010	**59**	**596**	**787**	**487**	**1,870**	**11**	**255**	**489**	**333**	**1,077**
2011	49	654	738	465	1,857	10	247	471	277	995
2012	55	607	669	431	1,707	7	274	467	284	1,025
2013	44	648	622	394	1,664	14	320	462	237	1,019
2014	41	710	574	273	1,557	11	320	420	186	926
2015	**61**	**604**	**498**	**279**	**1,381**	**7**	**295**	**328**	**184**	**807**
2016	71	636	432	277	1,345	5	299	288	167	754
2017	54	631	414	229	1,274	8	320	288	182	790
2018	69	581	381	225	1,187	9	301	295	126	722
2019	45	542	364	298	1,204	14	247	280	200	727
2020	**48**	**435**	**295**	**212**	**942**	**13**	**281**	**307**	**220**	**808**

[1] K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.
[2] Includes pedal cycle passengers.

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

	Road user class									
	Other[3]					All road users				
	K	S	M	O	TI	K	S	M	O	TI
1960	**0**				**25**	**978**				**22,655**
1965	**5**				**26**	**1,151**				**29,157**
1970	**1**				**41**	**1,309**				**34,886**
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**	**4,763**	**12,521**	**11,212**	**28,496**
2006	0	0	0	2	2	496	5,009	13,606	10,320	28,935
2007	0	1	1	3	5	435	4,953	14,731	9,947	29,631
2008	1	0	1	0	1	374	4,855	13,564	9,192	27,611
2009	0	0	2	0	2	453	4,904	13,776	9,315	27,995
2010	**0**	**0**	**1**	**0**	**1**	**405**	**4,672**	**13,639**	**9,296**	**27,607**
2011	0	1	1	1	3	364	5,099	13,309	9,816	28,224
2012	0	0	2	0	2	369	5,411	12,972	8,856	27,239
2013	0	0	0	2	2	333	5,802	12,295	8,020	26,117
2014	0	2	0	2	4	307	5,887	11,534	7,332	24,753
2015	**0**	**3**	**3**	**0**	**6**	**350**	**5,566**	**9,883**	**7,767**	**23,216**
2016	0	0	2	0	2	380	5,690	9,007	7,589	22,286
2017	0	0	1	0	1	389	5,648	8,773	6,797	21,218
2018	0	1	0	2	3	347	5,334	7,899	5,002	18,235
2019	0	0	1	0	1	353	4,606	6,868	5,721	17,195
2020	**0**	**0**	**3**	**1**	**4**	**284**	**4,360**	**6,855**	**4,606**	**15,821**

[1] K – Killed S – Seriously injured M – Moderately injured O – Minor/Other injured TI – Total injured.
[3] Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

Road casualty crashes in 2020

- 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]				
		SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
New Year (1 January) (1 day)	0	13	9	3	25	0	16	15	5	36
Australia Day (25 January to 28 January) (4 days)	4	41	36	24	105	4	45	50	31	130
Easter (18 April to 22 April) (5 days)	3	30	29	15	77	3	32	38	18	91
Anzac Day (25 April) (1 day)	1	7	11	3	22	1	12	16	5	34
Queen's Birthday (7 June to 10 June) (4 days)	2	36	57	27	122	2	41	71	40	154
Labour Day (4 October to 7 October) (4 days)	3	41	82	37	163	3	47	114	57	221
Christmas (24 December to 31 December) (8 days)	5	48	115	54	222	5	59	152	82	298
SCHOOL HOLIDAYS										
January (1 January to 28 January) (28 days)	18	265	307	190	780	20	291	406	268	985
End Term 1 (13 April to 28 April) (16 days)	13	135	158	81	387	13	144	206	106	469
End Term 2 (6 July to 21 July) (16 days)	18	217	251	134	620	19	264	330	189	802
End Term 3 (28 September to 13 October) (16 days)	9	152	265	172	598	10	170	341	255	776
December (21 December to 31 December) (11 days)	8	88	204	91	391	9	103	263	130	505

[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	0	0	1	0	2	2	8
02:00 - 03:59	2	0	3	3	3	0	5	16
04:00 - 05:59	2	2	2	3	2	0	3	14
06:00 - 07:59	2	1	4	2	2	3	4	18
08:00 - 09:59	4	3	1	4	2	1	3	18
10:00 - 11:59	4	3	9	8	2	2	4	32
12:00 - 13:59	5	3	2	3	4	2	8	27
14:00 - 15:59	4	3	3	7	5	6	8	36
16:00 - 17:59	4	6	4	5	4	7	4	34
18:00 - 19:59	1	10	1	1	4	5	2	24
20:00 - 21:59	0	2	1	0	6	3	1	13
22:00 – Midnight	5	1	2	3	3	4	6	24
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**36**	**34**	**32**	**40**	**37**	**35**	**50**	**264**

[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	31	14	9	14	21	13	29	131
02:00 - 03:59	14	9	6	12	4	8	20	73
04:00 - 05:59	15	20	15	17	19	20	20	126
06:00 - 07:59	20	59	51	51	51	48	25	305
08:00 - 09:59	52	57	49	63	65	75	42	403
10:00 - 11:59	81	65	63	60	56	58	79	462
12:00 - 13:59	56	61	60	63	69	71	88	468
14:00 - 15:59	87	85	77	85	83	101	80	598
16:00 - 17:59	56	65	85	93	84	95	67	545
18:00 - 19:59	43	42	50	67	70	71	32	375
20:00 - 21:59	28	31	26	33	40	39	52	249
22:00 – Midnight	27	13	17	20	21	38	45	181
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**510**	**521**	**508**	**578**	**583**	**637**	**579**	**3,916**

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	44	18	15	18	18	14	29	156
02:00 - 03:59	21	13	3	14	20	14	21	106
04:00 - 05:59	22	29	23	32	28	17	24	175
06:00 - 07:59	19	65	66	67	65	49	34	365
08:00 - 09:59	44	85	101	102	65	89	71	557
10:00 - 11:59	66	66	68	70	75	81	112	538
12:00 - 13:59	91	72	72	108	95	113	114	665
14:00 - 15:59	72	114	116	107	125	124	97	755
16:00 - 17:59	86	102	134	121	133	133	92	801
18:00 - 19:59	75	69	73	57	82	79	84	519
20:00 - 21:59	43	47	64	42	69	54	58	377
22:00 – Midnight	43	25	26	32	31	53	46	256
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**626**	**705**	**761**	**770**	**806**	**820**	**782**	**5,270**

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	19	6	3	6	4	7	14	59
02:00 - 03:59	8	4	5	6	1	4	14	42
04:00 - 05:59	8	13	7	13	10	6	14	71
06:00 - 07:59	9	50	46	52	55	35	19	266
08:00 - 09:59	33	61	70	81	65	52	24	386
10:00 - 11:59	49	41	53	37	64	49	67	360
12:00 - 13:59	76	34	64	59	66	82	76	457
14:00 - 15:59	69	90	80	78	94	84	60	555
16:00 - 17:59	49	86	102	95	113	103	55	603
18:00 - 19:59	37	42	52	42	47	54	45	319
20:00 - 21:59	27	19	24	11	24	30	30	165
22:00 – Midnight	13	6	15	14	11	21	23	103
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**397**	**452**	**521**	**494**	**554**	**527**	**441**	**3,386**

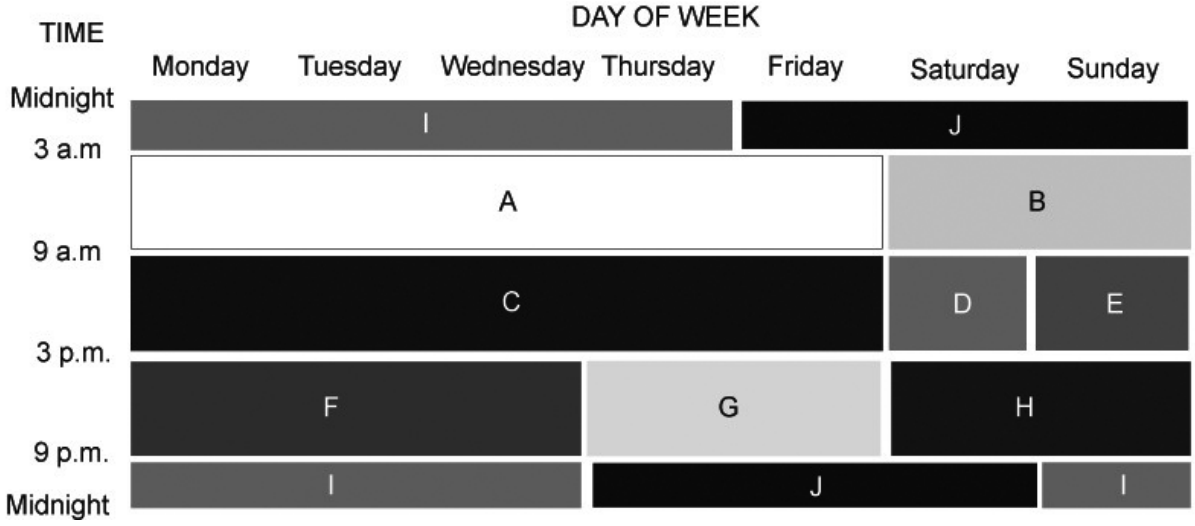
Table 11e: Total casualty crashes, time period, day of week

	Day of week							
Time period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	97	38	27	39	43	36	74	354
02:00 - 03:59	45	26	17	35	28	26	60	237
04:00 - 05:59	47	64	47	65	59	43	61	386
06:00 - 07:59	50	175	167	172	173	135	82	954
08:00 - 09:59	133	206	221	250	197	217	140	1,364
10:00 - 11:59	200	175	193	175	197	190	262	1,392
12:00 - 13:59	228	170	198	233	234	268	286	1,617
14:00 - 15:59	232	292	276	277	307	315	245	1,944
16:00 - 17:59	195	259	325	314	334	338	218	1,983
18:00 - 19:59	156	163	176	167	203	209	163	1,237
20:00 - 21:59	98	99	115	86	139	126	141	804
22:00 – Midnight	88	45	60	69	66	116	120	564
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**1,569**	**1,712**	**1,822**	**1,882**	**1,980**	**2,019**	**1,852**	**12,836**

Table 12: Crashes, time period, degree of crash

	Degree of crash									
Time period[1]	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash		**Total casualty crashes**	
A	31	(1.8%)	529	(29.9%)	718	(40.6%)	491	(27.8%)	1,769	(100.0%)
B	16	(3.9%)	138	(33.7%)	170	(41.5%)	86	(21.0%)	410	(100.0%)
C	55	(1.7%)	963	(30.3%)	1,287	(40.5%)	874	(27.5%)	3,179	(100.0%)
D	15	(2.0%)	228	(30.9%)	314	(42.6%)	180	(24.4%)	737	(100.0%)
E	14	(2.2%)	217	(33.9%)	230	(35.9%)	180	(28.1%)	641	(100.0%)
F	36	(1.8%)	592	(29.1%)	816	(40.2%)	588	(28.9%)	2,032	(100.0%)
G	28	(1.8%)	468	(29.8%)	631	(40.2%)	441	(28.1%)	1,568	(100.0%)
H	19	(1.8%)	316	(29.5%)	460	(43.0%)	276	(25.8%)	1,071	(100.0%)
I	19	(2.9%)	207	(31.6%)	317	(48.3%)	113	(17.2%)	656	(100.0%)
J	31	(4.0%)	258	(33.4%)	327	(42.3%)	157	(20.3%)	773	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	0	(0.0%)	0	(0.0%)	0	(100.0%)
CRASHES: TOTAL	**264**	**(2.1%)**	**3,916**	**(30.5%)**	**5,270**	**(41.1%)**	**3,386**	**(26.4%)**	**12,836**	**(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)

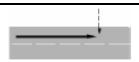
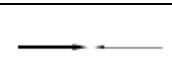
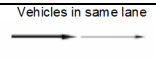
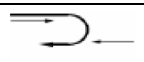
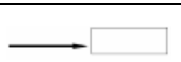
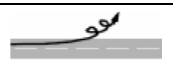
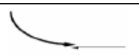
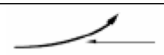
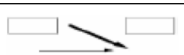
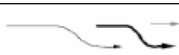
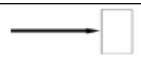
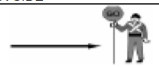
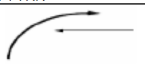
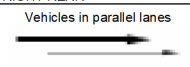
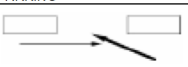
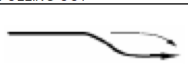
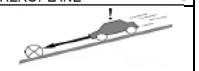
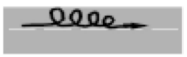
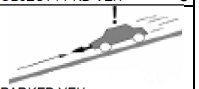
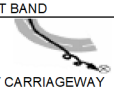
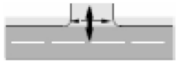
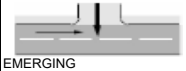
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 20	CROSS TRAFFIC 7	 HEAD ON (not overtaking) 42	Vehicles in same lane  REAR END 6	 U TURN 0	 HEAD ON (incl. side swipe) 0	 PARKED 1	 OFF CARRIAGEWAY TO LEFT 2	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 6	 FELL IN/FROM VEHICLE 3
 EMERGING 0	 RIGHT FAR 1	 RIGHT THRU 17	 LEFT REAR 0	 U TURN INTO FIXED OBJECT PKD VEHICLE 0	 OUT OF CONTROL 1	 DOUBLE PARKED 0	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 27	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 21	 LOAD OR MISSILE STRUCK VEHICLE 1
 FAR SIDE 9	 LEFT FAR 0	 LEFT THRU 0	 RIGHT REAR 0	 LEAVING PARKING 0	 PULLING OUT 0	 ACCIDENT OR BREAK DOWN 1	 OFF CARRIAGEWAY TO RIGHT 2	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 3	 STRUCK TRAIN / AEROPLANE 0
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 6	 RIGHT NEAR 2	 RIGHT/LEFT 0	Vehicles in parallel lanes  LANE SIDE SWIPE 0	 ENTERING PARKING 0	 OVERTAKE TURNING 3	 VEHICLE DOOR 0	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 15	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 9	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 0
 WALKING WITH TRAFFIC 2	 TWO R TURNING 0	 RIGHT/RIGHT 0	 LANE CHANGE RIGHT (not overtaking) 2	 PARKING VEHICLES ONLY 0	 CUTTING IN 1	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 1	 OUT OF CONTROL ON CARRIAGEWAY 3	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 1	 PARKED VEH RUN AWAY INTO VEHICLE 0
 FACING TRAFFIC 0	 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 4	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 13	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 0
 ON FOOTPATH/ MEDIAN 3	 LEFT NEAR 1		 RIGHT TURN SIDE SWIPE 0	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 1		 STRUCK OBJECT ON CARRIAGEWAY 0		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 0	
 DRIVEWAY 0	 LEFT/RIGHT FAR 0		 LEFT TURN SIDE SWIPE 0	 EMERGING FROM DRIVEWAY 3		 ANIMAL (not ridden) 1		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 8	
	 TWO LEFT TURNING 0			 FROM FOOTPATH 4				 OUT OF CONTROL ON CARRIAGEWAY 6	OTHER 0
OTHER PEDESTRIAN 1	OTHER ADJACENT 0	OTHER OPPOSING 0	OTHER SAME DIRECTION 1	OTHER MANOEUVRING 1	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)

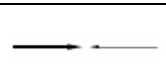
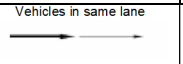
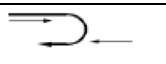
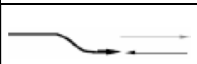
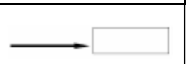
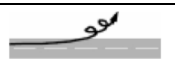
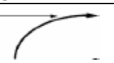
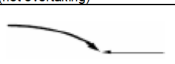
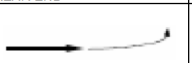
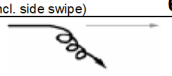
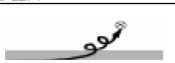
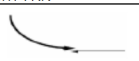
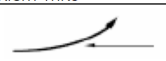
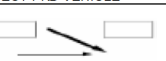
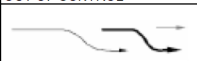
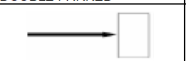
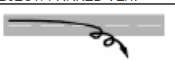
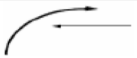
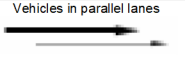
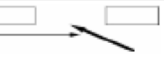
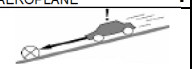
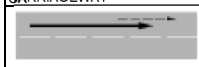
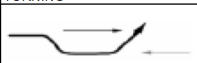
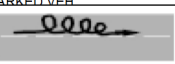
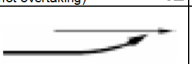
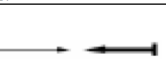
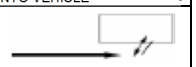
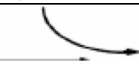
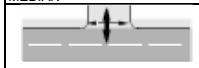
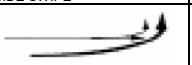
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 184	 CROSS TRAFFIC 232	 HEAD ON (not overtaking) 227	 Vehicles in same lane REAR END 327	 U TURN 45	 HEAD ON (incl. side swipe) 6	 PARKED 13	 OFF CARRIAGEWAY TO LEFT 38	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 50	 FELL IN/FROM VEHICLE 32
 EMERGING 28	 RIGHT FAR 32	 RIGHT THRU 274	 LEFT REAR 15	 U TURN INTO FIXED OBJECT PKD VEHICLE 7	 OUT OF CONTROL 11	 DOUBLE PARKED 0	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 342	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 223	 LOAD OR MISSILE STRUCK VEHICLE 1
 FAR SIDE 116	 LEFT FAR 9	 LEFT THRU 2	 RIGHT REAR 72	 LEAVING PARKING 25	 PULLING OUT 2	 ACCIDENT OR BREAK DOWN 4	 OFF CARRIAGEWAY TO RIGHT 21	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 17	 STRUCK TRAIN / AEROPLANE 1
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 23	 RIGHT NEAR 137	 RIGHT/LEFT 2	 Vehicles in parallel lanes LANE SIDE SWIPE 39	 ENTERING PARKING 4	 OVERTAKE TURNING 22	 VEHICLE DOOR 23	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 183	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT 67	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 1
 WALKING WITH TRAFFIC 11	 TWO R TURNING 1	 RIGHT/RIGHT 0	 LANE CHANGE RIGHT (not overtaking) 42	 PARKING VEHICLES ONLY 5	 CUTTING IN 1	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 10	 OUT OF CONTROL ON CARRIAGEWAY 165	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 31	 PARKED VEH RUN AWAY INTO VEHICLE 0
 FACING TRAFFIC 5	 RIGHT/LEFT FAR 1	 LEFT/LEFT 0	 LANE CHANGE LEFT 45	 REVERSING 1	 PULLING OUT REAR END 3	 TEMPORARY ROADWORKS 4	 OFF END OF ROAD/ 'T' INTERSECTION 17	 TO RIGHT ON L.H. BEND INTO OBJECT VEH 166	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 1
 ON FOOTPATH/ MEDIAN 7	 LEFT NEAR 31		 RIGHT TURN SIDE SWIPE 11	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 6		 STRUCK OBJECT ON CARRIAGEWAY 12		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 16	
 DRIVEWAY 18	 LEFT/RIGHT FAR 0		 LEFT TURN SIDE SWIPE 16	 EMERGING FROM DRIVEWAY 64		 ANIMAL (not ridden) 30		 CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 84	
	 TWO LEFT TURNING 0			 FROM FOOTPATH 43				 OUT OF CONTROL ON CARRIAGEWAY 152	OTHER 0
OTHER PEDESTRIAN 14	OTHER ADJACENT 2	OTHER OPPOSING 1	OTHER SAME DIRECTION 10	OTHER MANOEUVRING 25	OTHER OVERTAKING 0	OTHER ON PATH 2	OTHER STRAIGHT 2	OTHER CURVE 2	? UNKNOWN 2

Figure 3c: Total casualty crashes, road user movement

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

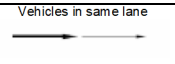
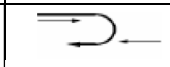
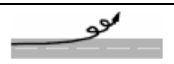
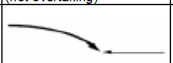
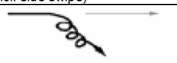
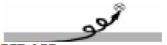
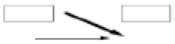
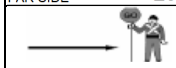
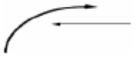
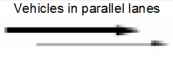
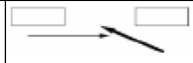
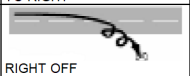
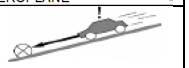
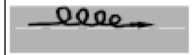
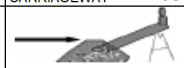
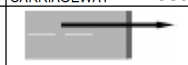
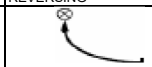
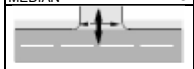
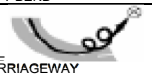
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS	VEHICLES FROM OPPOSING	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 399	 CROSS TRAFFIC 911	HEAD ON (not overtaking) 587	 Vehicles in same lane REAR END 2,128	 U TURN 152	 HEAD ON (incl. side swipe) 13	 PARKED 38	 OFF CARRIAGEWAY TO LEFT 114	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 123	 FELL IN/FROM VEHICLE 71
 EMERGING 54	 RIGHT FAR 143	 RIGHT THRU 870	 LEFT REAR 95	 U TURN INTO FIXED OBJECT PKD VEHICLE 22	 OUT OF CONTROL 21	 DOUBLE PARKED 0	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,038	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 605	 LOAD OR MISSILE STRUCK VEHICLE 10
 FAR SIDE 233	 LEFT FAR 34	 LEFT THRU 4	 RIGHT REAR 288	 LEAVING PARKING 121	 PULLING OUT 2	 ACCIDENT OR BREAK DOWN 21	 OFF CARRIAGEWAY TO RIGHT 69	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 40	 STRUCK TRAIN / AEROPLANE 2
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 64	 RIGHT NEAR 431	 RIGHT/LEFT 13	 Vehicles in parallel lanes LANE SIDE SWIPE 142	 ENTERING PARKING 13	 OVERTAKE TURNING 55	 VEHICLE DOOR 69	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 486	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 183	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 3
 WALKING WITH TRAFFIC 21	 TWO R TURNING 15	 RIGHT/RIGHT 1	 LANE CHANGE RIGHT (not overtaking) 153	 PARKING VEHICLES ONLY 12	 CUTTING IN 3	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 19	 OUT OF CONTROL ON CARRIAGEWAY 357	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 68	 PARKED VEH RUN AWAY INTO VEHICLE 1
 FACING TRAFFIC 7	 RIGHT/LEFT FAR 5	 LEFT/LEFT 0	 LANE CHANGE LEFT 154	 REVERSING 14	 PULLING OUT REAR END 3	 TEMPORARY ROADWORKS 9	 OFF END OF ROAD/ 'T' INTERSECTION 51	 TO RIGHT ON L.H. BEND INTO OBJECT VEH 368	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 5
 ON FOOTPATH/ MEDIAN 29	 LEFT NEAR 98		 RIGHT TURN SIDE SWIPE 51	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 15		 STRUCK OBJECT ON CARRIAGEWAY 37		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 43	
 DRIVEWAY 46	 LEFT/RIGHT FAR 0		 LEFT TURN SIDE SWIPE 67	 EMERGING FROM DRIVEWAY 268		 ANIMAL (not ridden) 116		 CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH	
	 TWO LEFT TURNING 2			 FROM FOOTPATH 119				 225 OUT OF CONTROL ON CARRIAGEWAY 332	OTHER 0
OTHER PEDESTRIAN 37	OTHER ADJACENT 42	OTHER OPPOSING 31	OTHER SAME DIRECTION 197	OTHER MANOEUVRING 113	OTHER OVERTAKING 4	OTHER ON PATH 8	OTHER STRAIGHT 11	OTHER CURVE 2	? UNKNOWN 10

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	4	16	7	28
Fence/post	17	235	284	104	640
Pole	10	106	135	37	288
Embankment	6	98	101	50	255
Tree	45	285	298	88	716
Street furniture	5	52	79	18	154
Drain or culvert	8	57	48	16	129
Building	0	11	22	2	35
Other object	3	107	117	45	272
Stock	0	4	15	7	26
Kangaroo/wallaby	1	23	28	15	67
Other animal	0	3	14	6	23
Unknown	0	0	0	1	1
Sub-total	**96**	**985**	**1,157**	**396**	**2,634**
No object hit	168	2,931	4,113	2,990	10,202
CRASHES: TOTAL	**264**	**3,916**	**5,270**	**3,386**	**12,836**

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	54	719	945	302	2,020
Light truck	31	200	262	81	574
Heavy rigid truck	2	16	20	13	51
Articulated truck	5	31	29	20	85
Bus	1	3	4	3	11
Other motor vehicle	0	11	5	3	19
Motorcycle	15	462	301	129	907
SINGLE MOTOR VEHICLE CRASHES: TOTAL	**108**	**1,442**	**1,566**	**551**	**3,667**

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	158	(1.6%)	2,818	(27.7%)	4,276	(42.1%)	2,907	(28.6%)	10,159	(100.0%)
Light truck crash	69	(2.4%)	778	(26.9%)	1,272	(44.0%)	770	(26.7%)	2,889	(100.0%)
Heavy truck crash	51	(7.3%)	215	(30.6%)	253	(36.0%)	183	(26.1%)	702	(100.0%)
Heavy rigid truck crash	27	(6.4%)	117	(27.7%)	164	(38.8%)	115	(27.2%)	423	(100.0%)
Articulated truck crash	25	(8.5%)	106	(36.2%)	92	(31.4%)	70	(23.9%)	293	(100.0%)
Bus crash	4	(3.2%)	43	(34.7%)	44	(35.5%)	33	(26.6%)	124	(100.0%)
Heavy bus crash	3	(2.9%)	32	(31.4%)	41	(40.2%)	26	(25.5%)	102	(100.0%)
Emergency vehicle crash	2	(2.9%)	20	(28.6%)	34	(48.6%)	14	(20.0%)	70	(100.0%)
Motorcycle crash	50	(2.5%)	936	(47.1%)	687	(34.6%)	313	(15.8%)	1,986	(100.0%)
Pedal cycle crash	14	(1.7%)	280	(34.5%)	303	(37.4%)	214	(26.4%)	811	(100.0%)
Pedestrian crash	44	(4.7%)	421	(45.2%)	283	(30.4%)	183	(19.7%)	931	(100.0%)
All types of crashes	**264**	**(2.1%)**	**3,916**	**(30.5%)**	**5,270**	**(41.1%)**	**3,386**	**(26.4%)**	**12,836**	**(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	172	(1.3%)	3,208	(24.7%)	5,645	(43.4%)	3,975	(30.6%)	13,000	(100.0%)
Light truck crash	75	(2.0%)	874	(23.3%)	1,719	(45.7%)	1,091	(29.0%)	3,759	(100.0%)
Heavy truck crash	56	(6.1%)	249	(27.3%)	374	(41.1%)	232	(25.5%)	911	(100.0%)
Heavy rigid truck crash	29	(5.2%)	139	(24.8%)	245	(43.7%)	148	(26.4%)	561	(100.0%)
Articulated truck crash	28	(7.4%)	123	(32.7%)	139	(37.0%)	86	(22.9%)	376	(100.0%)
Bus crash	4	(1.6%)	52	(21.4%)	82	(33.7%)	105	(43.2%)	243	(100.0%)
Heavy bus crash	3	(1.5%)	36	(17.7%)	73	(36.0%)	91	(44.8%)	203	(100.0%)
Emergency vehicle crash	2	(1.8%)	26	(22.8%)	59	(51.8%)	27	(23.7%)	114	(100.0%)
Motorcycle crash	50	(2.3%)	961	(44.1%)	802	(36.8%)	365	(16.8%)	2,178	(100.0%)
Pedal cycle crash	14	(1.6%)	286	(32.7%)	342	(39.1%)	232	(26.5%)	874	(100.0%)
Pedestrian crash	48	(4.2%)	446	(39.4%)	411	(36.3%)	227	(20.1%)	1,132	(100.0%)
All types of crashes	**284**	**(1.8%)**	**4,360**	**(27.1%)**	**6,855**	**(42.6%)**	**4,606**	**(28.6%)**	**16,105**	**(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]	190	*0.4*	3,876	*8.6*	6,436	*14.3*	4,652	*10.3*	15,154	*33.6*
Rigid truck, van or utility	105	*1.2*	1,056	*11.7*	1,707	*18.9*	1,021	*11.3*	3,889	*43.0*
Articulated truck[3]	26	*11.4*	115	*50.6*	97	*42.7*	74	*32.6*	312	*137.3*
Bus	4	*3.0*	44	*33.3*	44	*33.3*	33	*25.0*	125	*94.6*
Motorcycle	50	*2.0*	954	*37.8*	696	*27.5*	318	*12.6*	2,018	*79.9*
All motor vehicles on register[4]	**379**	***0.7***	**6,129**	***10.7***	**9,104**	***15.9***	**6,226**	***10.9***	**21,838**	***38.3***

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 2020.

[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	2	0	0	0	2
Sudden illness	4	137	149	35	325
Swerving to avoid animal	2	80	66	17	165
Distraction inside vehicle	10	85	124	40	259
Distraction outside vehicle	17	334	356	106	813
Equipment failure/fault					
Brakes	2	11	14	8	35
Steering	1	6	5	1	13
Tyres	0	33	27	9	69
Wheel, axle/suspension	0	4	1	1	6
Lights	2	1	0	0	3
Towing/coupling	0	0	1	0	1
Insecure load	1	3	3	5	12

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	2	3	2	1	1	5	6	3	7	18	0	48
	No	29	11	45	13	12	25	20	15	9	10	0	189
	Unknown	0	2	8	1	1	6	2	1	3	3	0	27
	Sub-total	**31**	**16**	**55**	**15**	**14**	**36**	**28**	**19**	**19**	**31**	**0**	**264**
Serious injury	Yes	10	12	13	6	5	33	28	32	44	79	0	262
	No	351	91	653	152	134	374	287	200	114	114	0	2,470
	Unknown	168	35	297	70	78	185	153	84	49	65	0	1,184
	Sub-total	**529**	**138**	**963**	**228**	**217**	**592**	**468**	**316**	**207**	**258**	**0**	**3,916**
Moderate injury	Yes	18	27	19	6	4	27	41	37	64	85	0	328
	No	357	84	653	151	117	371	273	233	157	129	0	2,525
	Unknown	343	59	615	157	109	418	317	190	96	113	0	2,417
	Sub-total	**718**	**170**	**1,287**	**314**	**230**	**816**	**631**	**460**	**317**	**327**	**0**	**5,270**
Minor/Other injury	Yes	4	13	10	0	2	20	12	13	19	33	0	126
	No	78	20	162	26	38	97	65	54	21	29	0	590
	Unknown	409	53	702	154	140	471	364	209	73	95	0	2,670
	Sub-total	**491**	**86**	**874**	**180**	**180**	**588**	**441**	**276**	**113**	**157**	**0**	**3,386**
Total casualty crashes	Yes	34	55	44	13	12	85	87	85	134	215	0	764
	No	815	206	1,513	342	301	867	645	502	301	282	0	5,774
	Unknown	920	149	1,622	382	328	1,080	836	484	221	276	0	6,298
	TOTAL	**1,769**	**410**	**3,179**	**737**	**641**	**2,032**	**1,568**	**1,071**	**656**	**773**	**0**	**12,836**

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	7	5	0	8	28	0	48
	No	61	4	12	42	70	0	189
	Unknown	12	0	0	5	10	0	27
	Sub-total	**80**	**9**	**12**	**55**	**108**	**0**	**264**
Serious injury	Yes	81	24	5	111	41	0	262
	No	1,181	131	90	655	413	0	2,470
	Unknown	677	40	40	288	137	2	1,184
	Sub-total	**1,939**	**195**	**135**	**1,054**	**591**	**2**	**3,916**
Moderate injury	Yes	120	22	13	135	38	0	328
	No	1,071	122	95	887	349	1	2,525
	Unknown	1,307	100	90	663	255	2	2,417
	Sub-total	**2,498**	**244**	**198**	**1,685**	**642**	**3**	**5,270**
Minor/Other injury	Yes	49	14	4	39	20	0	126
	No	286	21	11	171	100	1	590
	Unknown	1,936	111	87	386	149	1	2,670
	Sub-total	**2,271**	**146**	**102**	**596**	**269**	**2**	**3,386**
Total casualty crashes	Yes	257	65	22	293	127	0	764
	No	2,599	278	208	1,755	932	2	5,774
	Unknown	3,932	251	217	1,342	551	5	6,298
	TOTAL	**6,788**	**594**	**447**	**3,390**	**1,610**	**7**	**12,836**

[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	48	262	328	126	764
No	189	2,470	2,525	590	5,774
Unknown	27	1,184	2,417	2,670	6,298
Crashes: Total	**264**	**3,916**	**5,270**	**3,386**	**12,836**

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

Speeding involved in crash	Degree of crash[1] FC	SC	MC	OC	Total casualty crashes
Yes	117	980	1,027	353	2,477
No or unknown	147	2,936	4,243	3,033	10,359
Crashes: Total	**264**	**3,916**	**5,270**	**3,386**	**12,836**

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

Fatigue involved in crash	Degree of crash[1] FC	SC	MC	OC	Total casualty crashes
Yes	35	448	489	168	1,140
No or unknown	229	3,468	4,781	3,218	11,696
Crashes: Total	**264**	**3,916**	**5,270**	**3,386**	**12,836**

[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	0	16	10	5	30	23	8	5	10	6	1	114
		0	0	9	7	10	10	7	10	7	7	3	0	70
	Sub-total[1]	**0**	**0**	**25**	**17**	**15**	**40**	**30**	**18**	**12**	**17**	**9**	**1**	**184**
Light truck driver	M	0	1	9	8	10	13	8	8	5	2	2	0	66
		0	0	1	1	0	1	3	0	0	0	0	0	6
	Sub-total[1]	**0**	**1**	**10**	**9**	**10**	**14**	**11**	**8**	**5**	**2**	**2**	**0**	**72**
Heavy rigid truck driver	M	0	0	1	3	0	4	4	8	2	0	0	0	22
	F	0	0	0	0	0	1	1	0	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**1**	**3**	**0**	**5**	**5**	**8**	**2**	**0**	**0**	**1**	**25**
Articulated truck driver	M	0	0	0	3	0	4	5	5	4	3	0	1	25
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**3**	**0**	**4**	**5**	**5**	**4**	**3**	**0**	**1**	**25**
Bus driver	M	0	0	0	0	0	0	1	0	2	0	0	0	3
		0	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**4**
Motorcycle rider	M	0	2	3	3	5	9	7	9	3	4	1	0	46
		0	0	1	0	1	0	1	1	0	0	0	0	4
	Sub-total[1]	**0**	**2**	**4**	**3**	**6**	**9**	**8**	**10**	**3**	**4**	**1**	**0**	**50**
Other motor vehicle driver	M	0	0	0	0	0	1	0	0	0	0	2	0	3
F	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**4**
MOTOR VEHICLE	**M**	**0**	**3**	**29**	**27**	**20**	**61**	**48**	**38**	**21**	**19**	**11**	**2**	**279**
CONTROLLERS:	**F**	**0**	**0**	**11**	**8**	**11**	**12**	**12**	**11**	**8**	**7**	**3**	**0**	**83**
	TOTAL[1]	**0**	**3**	**40**	**35**	**31**	**73**	**60**	**49**	**29**	**26**	**14**	**4**	**364**

[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	3	225	245	181	336	278	257	231	166	137	19	2,078
	F	0	5	159	186	134	269	257	211	148	130	81	11	1,591
	Sub-total[1]	**0**	**8**	**384**	**431**	**315**	**605**	**535**	**468**	**379**	**296**	**218**	**63**	**3,702**
Light truck driver	M	0	2	64	121	74	114	107	102	77	28	7	7	703
	F	0	1	14	11	14	17	16	15	7	0	0	1	96
	Sub-total[1]	**0**	**3**	**78**	**132**	**88**	**131**	**123**	**117**	**84**	**28**	**7**	**14**	**805**
Heavy rigid truck driver	M	0	0	0	7	15	22	22	18	24	0	0	2	110
	F	0	0	0	0	0	2	2	0	0	0	0	0	4
	Sub-total[1]	**0**	**0**	**0**	**7**	**15**	**24**	**24**	**18**	**24**	**0**	**0**	**2**	**114**
Articulated truck driver	M	0	0	1	5	10	11	29	36	16	2	0	1	111
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**1**	**5**	**10**	**11**	**29**	**37**	**16**	**2**	**0**	**2**	**113**
Bus driver	M	0	0	0	0	0	8	5	13	8	1	0	0	35
	F	0	0	0	0	0	0	0	2	2	0	0	0	4
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**8**	**5**	**15**	**10**	**1**	**0**	**0**	**39**
Motorcycle rider	M	0	25	94	132	81	150	150	142	86	21	1	4	886
	F	0	1	7	13	5	14	10	13	2	1	0	0	66
	Sub-total[1]	**0**	**26**	**101**	**145**	**86**	**164**	**160**	**155**	**88**	**22**	**1**	**5**	**953**
Other motor vehicle driver	M	0	1	1	2	3	5	2	3	3	0	2	7	29
	F	0	1	1	0	0	1	1	0	1	0	0	3	8
	Sub-total[1]	**0**	**2**	**2**	**2**	**3**	**6**	**3**	**3**	**4**	**0**	**2**	**52**	**79**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**31**	**385**	**512**	**364**	**646**	**593**	**571**	**445**	**218**	**147**	**40**	**3,952**
	F	**0**	**8**	**181**	**210**	**153**	**303**	**286**	**242**	**160**	**131**	**81**	**15**	**1,770**
	TOTAL[1]	**0**	**39**	**566**	**722**	**517**	**949**	**879**	**813**	**605**	**349**	**228**	**138**	**5,805**

[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	7	368	415	309	660	422	371	287	185	95	81	3,200
	F	0	9	331	382	280	591	454	355	246	152	76	44	2,920
	Sub-total[1]	**0**	**16**	**699**	**797**	**589**	**1,252**	**876**	**726**	**533**	**337**	**171**	**186**	**6,182**
Light truck driver	M	0	1	126	164	115	252	185	142	91	40	5	19	1,140
	F	0	0	17	18	21	29	31	35	11	4	1	4	171
	Sub-total[1]	**0**	**1**	**143**	**182**	**136**	**281**	**216**	**177**	**102**	**44**	**6**	**43**	**1,331**
Heavy rigid truck	M	0	0	3	8	17	41	26	32	17	4	0	2	150
driver	F	0	0	0	0	0	0	1	0	0	0	0	1	2
	Sub-total[1]	**0**	**0**	**3**	**8**	**17**	**41**	**27**	**32**	**17**	**4**	**0**	**4**	**153**
Articulated truck	M	0	0	1	2	10	21	24	17	14	0	0	2	91
driver	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**1**	**2**	**10**	**21**	**24**	**17**	**14**	**0**	**0**	**5**	**94**
Bus driver	M	0	0	0	0	0	2	7	11	13	1	0	1	35
	F	0	0	0	0	0	0	1	4	1	0	0	0	6
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**15**	**14**	**1**	**0**	**3**	**43**
Motorcycle rider	M	0	6	69	104	88	118	79	103	44	11	1	7	630
	F	0	1	6	10	7	15	9	13	1	0	0	0	62
	Sub-total[1]	**0**	**7**	**75**	**114**	**95**	**133**	**88**	**116**	**45**	**11**	**1**	**9**	**694**
Other motor vehicle	M	0	0	0	1	0	2	4	5	4	2	2	12	32
driver	F	0	1	0	1	1	4	0	0	0	1	0	8	16
	Sub-total[1]	**0**	**1**	**0**	**2**	**1**	**6**	**4**	**5**	**4**	**3**	**2**	**84**	**112**
MOTOR VEHICLE	**M**	**0**	**14**	**567**	**694**	**539**	**1,096**	**747**	**681**	**470**	**243**	**103**	**124**	**5,278**
CONTROLLERS:	**F**	**0**	**11**	**354**	**411**	**309**	**639**	**496**	**407**	**259**	**157**	**77**	**57**	**3,177**
	TOTAL[1]	**0**	**25**	**921**	**1,105**	**848**	**1,736**	**1,243**	**1,088**	**729**	**400**	**180**	**334**	**8,609**

[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	7	182	238	209	489	376	312	208	118	47	179	2,365
	F	0	9	165	227	207	429	381	343	161	80	25	115	2,142
	Sub-total[1]	**0**	**16**	**347**	**465**	**416**	**918**	**759**	**655**	**369**	**198**	**72**	**386**	**4,601**
Light truck driver	M	0	0	50	106	84	152	126	105	50	9	2	52	736
	F	0	0	5	6	5	27	14	8	5	0	0	1	71
	Sub-total[1]	**0**	**0**	**55**	**112**	**89**	**179**	**140**	**114**	**55**	**9**	**2**	**65**	**820**
Heavy rigid truck	M	0	0	3	6	15	26	23	13	14	2	0	7	109
driver	F	0	0	0	2	0	1	0	0	0	0	0	0	3
	Sub-total[1]	**0**	**0**	**3**	**8**	**15**	**27**	**23**	**13**	**14**	**2**	**0**	**8**	**113**
Articulated truck	M	0	0	0	6	9	9	16	12	9	1	0	8	70
driver	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**6**	**9**	**9**	**16**	**12**	**9**	**1**	**0**	**11**	**73**
Bus driver	M	0	0	0	0	1	3	6	6	4	0	0	3	23
	F	0	0	0	1	0	0	1	0	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**0**	**1**	**1**	**3**	**7**	**6**	**4**	**0**	**0**	**11**	**33**
Motorcycle rider	M	0	5	22	48	42	46	47	41	24	3	1	10	289
	F	0	0	3	2	6	10	1	2	1	0	0	2	27
	Sub-total[1]	**0**	**5**	**25**	**50**	**48**	**56**	**48**	**43**	**25**	**3**	**1**	**12**	**316**
Other motor vehicle	M	0	0	0	1	3	2	5	2	1	0	2	21	37
driver	F	0	0	1	0	1	1	1	0	5	1	0	6	16
	Sub-total[1]	**0**	**0**	**1**	**1**	**4**	**3**	**6**	**2**	**6**	**1**	**2**	**94**	**120**
MOTOR VEHICLE	**M**	**0**	**12**	**257**	**405**	**363**	**727**	**599**	**491**	**310**	**133**	**52**	**280**	**3,629**
CONTROLLERS:	**F**	**0**	**9**	**174**	**238**	**219**	**468**	**398**	**353**	**172**	**81**	**25**	**124**	**2,261**
	TOTAL[1]	**0**	**21**	**431**	**643**	**582**	**1,195**	**999**	**845**	**482**	**214**	**77**	**587**	**6,076**

[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	17	791	908	704	1,515	1,099	948	731	479	285	280	**7,757**
	F	0	23	664	802	631	1,299	1,099	919	562	369	185	170	**6,723**
	Sub-total[1]	**0**	**40**	**1,455**	**1,710**	**1,335**	**2,815**	**2,200**	**1,867**	**1,293**	**848**	**470**	**636**	**14,669**
Light truck driver	M	0	4	249	399	283	531	426	357	223	79	16	78	**2,645**
		0	1	37		40	74	64		23	4	1	6	**344**
	Sub-total[1]	**0**	**5**	**286**	**435**	**323**	**605**	**490**	**416**	**246**	**83**	**17**	**122**	**3,028**
Heavy rigid truck driver	M	0	0	736	24		93	58	71		6	0	11	**391**
		0	0	0	2	0	4	4	0	0	0	0	1	**11**
	Sub-total[1]	**0**	**0**	**7**	**2647**	**47**	**9775**	**79**	**7157**	**57**	**6**	**0**	**15**	**405**
Articulated truck driver	M	0	0	2	16	29	45	74	70	43	6	0	12	**297**
	F	0	0	0	0	0	0	0	1	0	0	0	0	**1**
	Sub-total[1]	**0**	**0**	**2**	**16**	**29**	**45**	**74**	**71**	**43**	**6**	**0**	**19**	**305**
Bus driver	M	0	0	0	0	1	13	19	30	27	2	0	4	**96**
	F	0	0	0	1	0	0	2	6	4	0	0	0	**13**
	Sub-total[1]	**0**	**0**	**0**	**1**	**1**	**13**	**21**	**36**	**31**	**2**	**0**	**14**	**119**
Motorcycle rider	M	0	38		287	216	323	283	295	157	39	4	21	**1,851**
		0	2	17		19	39	21		4	1	0	2	**159**
	Sub-total[1]	0	40[188]	205	312	235	362	304	324	161	40	4	26	**2,013**
Other motor vehicle driver	M	0	1	125	4	6	10	1129	10	8	2	8	40	**101**
	F	0	2	2	1	2	6	2	0	6	2	0	17	**40**
	Sub-total[1]	**0**	**3**	**3**	**5**	**8**	**16**	**13**	**10**	**14**	**4**	**8**	**231**	**315**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**60**	**1,238**	**1,638**	**1,286**	**2,530**	**1,987**	**1,781**	**1,246**	**613**	**313**	**446**	**13,138**
	F	**0**	**28**	**720**	**867**	**692**	**1,422**	**1,192**	**1,013**	**599**	**376**	**186**	**196**	**7,291**
	TOTAL[1]	**0**	**88**	**1,958**	**2,505**	**1,978**	**3,953**	**3,181**	**2,795**	**1,845**	**989**	**499**	**1,063**	**20,854**

[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	55	36	130
	Provisional[3]	23	481	878	412	1,794
	Standard	113	2,488	3,904	2,778	9,283
	Unlicensed[2]	11	146	224	120	501
	Unknown	32	553	1,121	1,255	2,961
	Sub-total	**184**	**3,702**	**6,182**	**4,601**	**14,669**
Light truck driver	Learner	1	5	3	3	12
	Provisional[3]	9	82	161	71	323
	Standard	48	549	919	547	2,063
	Unlicensed[2]	6	33	52	23	114
	Unknown	8	136	196	176	516
	Sub-total	**72**	**805**	**1,331**	**820**	**3,028**
Heavy rigid truck driver	Provisional[4]	0	0	2	1	3
	Standard	23	101	116	91	331
	Unlicensed[2]	0	3	4	1	8
	Unknown	2	10	31	20	63
	Sub-total	**25**	**114**	**153**	**113**	**405**
Articulated truck driver	Standard	23	81	65	44	213
	Unlicensed[2]	1	0	1	2	4
	Unknown	1	32	28	27	88
	Sub-total	**25**	**113**	**94**	**73**	**305**
Bus driver	Learner	0	0	0	0	0
	Provisional[3]	0	0	0	0	0
	Standard	3	37	35	18	93
	Unlicensed[2]	0	0	0	0	0
	Unknown	1	2	8	15	26
	Sub-total	**4**	**39**	**43**	**33**	**119**
Motorcycle rider	Learner	3	106	96	28	233
	Provisional[3]	7	103	80	22	212
	Standard	22	486	310	140	958
	Unlicensed[2]	6	105	45	22	178
	Unknown	12	153	163	104	432
	Sub-total	**50**	**953**	**694**	**316**	**2,013**
Other motor vehicle driver	Learner	0	1	0	1	2
	Provisional[3]	0	0	0	2	2
	Standard	1	11	11	14	37
	Unlicensed[2]	1	2	3	1	7
	Unknown	2	65	98	102	267
	Sub-total	**4**	**79**	**112**	**120**	**315**
MOTOR VEHICLE CONTROLLERS:	**TOTAL**	**364**	**5,805**	**8,609**	**6,076**	**20,854**

[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	23	22	13	43	37	30	20	17	11	0	219
	F	0	0	10	7	11	9	10	10	6	5	1	0	69
	Sub-total[2]	**0**	**3**	**33**	**29**	**24**	**52**	**47**	**40**	**26**	**22**	**12**	**0**	**288**
.001 – .019[3]	M	0	0	0	0	1	1	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	0	0	0	1	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	1	1	1	1	0	1	0	0	0	0	5
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**5**
.080 – .149	M	0	0	1	2	1	3	5	0	0	0	0	0	12
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**2**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**13**
≥ .150	M	0	0	2	0	4	7	4	6	0	0	0	0	23
	F	0	0	0	1	0	1	1	1	0	0	0	0	4
	Sub-total[2]	**0**	**0**	**2**	**1**	**4**	**8**	**5**	**7**	**0**	**0**	**0**	**0**	**27**
Unknown	M	0	0	2	2	0	5	2	1	1	2	0	2	17
	F	0	0	1	0	0	1	1	0	2	2	2	0	9
	Sub-total[2]	**0**	**0**	**3**	**2**	**0**	**6**	**3**	**1**	**3**	**4**	**2**	**4**	**28**
MOTOR VEHICLE	**M**	**0**	**3**	**29**	**27**	**20**	**61**	**48**	**38**	**21**	**19**	**11**	**2**	**279**
CONTROLLERS:	**F**	**0**	**0**	**11**	**8**	**11**	**12**	**12**	**11**	**8**	**7**	**3**	**0**	**83**
	TOTAL[2]	**0**	**3**	**40**	**35**	**31**	**73**	**60**	**49**	**29**	**26**	**14**	**4**	**364**

[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	17	265	361	255	446	423	411	330	162	99	2	2,771
	F	0	8	141	146	107	216	194	167	116	85	55	2	1,237
	Sub-total[2]	**0**	**25**	**406**	**507**	**362**	**662**	**617**	**578**	**446**	**247**	**154**	**4**	**4,008**
.001 – .019[3]	M	0	0	2	0	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	3	0	0	0	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.050 – .079	M	0	0	2	5	1	6	7	3	4	0	1	0	29
	F	0	0	0	2	1	2	0	1	0	1	0	0	7
	Sub-total[2]	**0**	**0**	**2**	**7**	**2**	**8**	**7**	**4**	**4**	**1**	**1**	**0**	**36**
.080 – .149	M	0	0	12	17	9	17	13	8	3	1	0	1	81
	F	0	0	1	9	3	6	4	2	0	2	0	0	27
	Sub-total[2]	**0**	**0**	**13**	**26**	**12**	**23**	**17**	**10**	**3**	**3**	**0**	**1**	**108**
≥ .150	M	0	0	6	14	17	19	9	15	4	1	0	0	85
	F	0	0	0	2	3	7	10	6	0	0	0	0	28
	Sub-total[2]	**0**	**0**	**6**	**16**	**20**	**26**	**19**	**21**	**4**	**1**	**0**	**0**	**113**
Unknown	M	0	14	95	115	82	158	141	134	104	54	47	37	981
	F	0	0	39	51	39	72	78	66	44	43	26	13	471
	Sub-total[2]	**0**	**14**	**134**	**166**	**121**	**230**	**219**	**200**	**148**	**97**	**73**	**133**	**1,535**
MOTOR VEHICLE	**M**	**0**	**31**	**385**	**512**	**364**	**646**	**593**	**571**	**445**	**218**	**147**	**40**	**3,952**
CONTROLLERS:	**F**	**0**	**8**	**181**	**210**	**153**	**303**	**286**	**242**	**160**	**131**	**81**	**15**	**1,770**
	TOTAL[2]	**0**	**39**	**566**	**722**	**517**	**949**	**879**	**813**	**605**	**349**	**228**	**138**	**5,805**

[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	9	315	390	289	588	396	370	261	142	71	10	2,841
	F	0	5	189	214	156	339	262	222	127	76	44	5	1,639
	Sub-total[2]	**0**	**14**	**504**	**604**	**445**	**927**	**658**	**592**	**388**	**218**	**115**	**17**	**4,482**
.001 – .019[3]	M	0	0	1	0	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.020 – .049[4]	M	0	0	2	1	1	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**	**3**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
.050 – .079	M	0	0	3	6	1	4	5	0	2	0	0	0	21
	F	0	0	3	1	1	1	1	0	0	1	0	0	8
	Sub-total[2]	**0**	**0**	**6**	**7**	**2**	**5**	**6**	**0**	**2**	**1**	**0**	**0**	**29**
.080 – .149	M	0	0	13	24	12	15	6	13	6	3	0	0	92
	F	0	1	2	7	5	4	6	2	2	0	0	0	29
	Sub-total[2]	**0**	**1**	**15**	**31**	**17**	**19**	**12**	**15**	**8**	**3**	**0**	**0**	**121**
≥ .150	M	0	1	5	18	11	40	24	12	7	2	0	0	120
	F	0	1	2	11	5	16	9	2	4	1	0	0	51
	Sub-total[2]	**0**	**2**	**7**	**29**	**16**	**56**	**33**	**14**	**11**	**3**	**0**	**0**	**171**
Unknown	M	0	4	228	255	225	447	316	286	194	96	32	114	2,197
	F	0	4	157	178	142	279	218	181	126	79	33	52	1,449
	Sub-total[2]	**0**	**8**	**385**	**433**	**367**	**727**	**534**	**467**	**320**	**175**	**65**	**317**	**3,798**
MOTOR VEHICLE	**M**	**0**	**14**	**567**	**694**	**539**	**1,096**	**747**	**681**	**470**	**243**	**103**	**124**	**5,278**
CONTROLLERS:	**F**	**0**	**11**	**354**	**411**	**309**	**639**	**496**	**407**	**259**	**157**	**77**	**57**	**3,177**
	TOTAL[2]	**0**	**25**	**921**	**1,105**	**848**	**1,736**	**1,243**	**1,088**	**729**	**400**	**180**	**334**	**8,609**

[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	6	55	79	71	116	96	92	88	32	7	9	651
	F	0	4	47	37	24	68	62	58	23	27	11	5	366
	Sub-total[2]	**0**	**10**	**102**	**116**	**95**	**184**	**159**	**150**	**111**	**59**	**18**	**15**	**1,019**
.001 – .019[3]	M	0	0	0	1	0	0	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**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	1	5	3	3	2	1	1	0	0	0	16
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**5**	**3**	**3**	**2**	**2**	**1**	**0**	**0**	**0**	**17**
.080 – .149	M	0	0	9	11	6	8	5	4	1	1	0	0	45
	F	0	0	0	5	1	0	2	1	0	0	0	0	9
F	**Sub-total[2]**	**0**	**0**	**9**	**16**	**7**	**8**	**7**	**5**	**1**	**1**	**0**	**0**	**54**
≥ .150	M	0	0	6	9	6	12	3	5	1	0	0	0	42
	F	0	0	0	1	3	2	3	1	0	0	0	0	10
	Sub-total[2]	**0**	**0**	**6**	**10**	**9**	**14**	**6**	**6**	**1**	**0**	**0**	**0**	**52**
Unknown	M	0	6	186	300	277	588	493	389	219	100	45	271	2,874
	F	0	5	126	194	191	398	331	292	149	54	14	119	1,873
	Sub-total[2]	**0**	**11**	**312**	**494**	**468**	**986**	**825**	**682**	**368**	**154**	**59**	**572**	**4,931**
MOTOR VEHICLE	**M**	**0**	**12**	**257**	**405**	**363**	**727**	**599**	**491**	**310**	**133**	**52**	**280**	**3,629**
CONTROLLERS:	**F**	**0**	**9**	**174**	**238**	**219**	**468**	**398**	**353**	**172**	**81**	**25**	**124**	**2,261**
	TOTAL[2]	**0**	**21**	**431**	**643**	**582**	**1,195**	**999**	**845**	**482**	**214**	**77**	**587**	**6,076**

[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	35	658	852	628	1,193	952	903	699	353	188	21	6,482
	F	0	17	387	404	298	632	528	457	272	193	111	12	3,311
	Sub-total[2]	**0**	**52**	**1,045**	**1,256**	**926**	**1,825**	**1,481**	**1,360**	**971**	**546**	**299**	**36**	**9,797**
.001 – .019[3]	M	0	0	3	1	1	1	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**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
.020 – .049[4]	M	0	0	5	1	1	3	0	0	0	0	0	0	10
	F	0	0	1	1	0	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**6**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
.050 – .079	M	0	0	7	17	6	14	14	5	7	0	1	0	71
	F	0	0	3	3	2	3	1	2	0	2	0	0	16
	Sub-total[2]	**0**	**0**	**10**	**20**	**8**	**17**	**15**	**7**	**7**	**2**	**1**	**0**	**87**
.080 – .149	M	0	0	35	54	28	43	29	25	10	5	0	1	230
	F	0	1	3	21	9	11	12	5	2	2	0	0	66
	Sub-total[2]	**0**	**1**	**38**	**75**	**37**	**54**	**41**	**30**	**12**	**7**	**0**	**1**	**296**
≥ .150	M	0	1	19	41	38	78	40	38	12	3	0	0	270
	F	0	1	2	15	11	26	23	10	4	1	0	0	93
	Sub-total[2]	**0**	**2**	**21**	**56**	**49**	**104**	**63**	**48**	**16**	**4**	**0**	**0**	**363**
Unknown	M	0	24	511	672	584	1,198	952	810	518	252	124	424	6,069
	F	0	9	323	423	372	750	628	539	321	178	75	184	3,802
	Sub-total[2]	**0**	**33**	**834**	**1,095**	**956**	**1,949**	**1,581**	**1,350**	**839**	**430**	**199**	**1,026**	**10,292**
MOTOR VEHICLE	**M**	**0**	**60**	**1,238**	**1,638**	**1,286**	**2,530**	**1,987**	**1,781**	**1,246**	**613**	**313**	**446**	**13,138**
CONTROLLERS:	**F**	**0**	**28**	**720**	**867**	**692**	**1,422**	**1,192**	**1,013**	**599**	**376**	**186**	**196**	**7,291**
	TOTAL[2]	**0**	**88**	**1,958**	**2,505**	**1,978**	**3,953**	**3,181**	**2,795**	**1,845**	**989**	**499**	**1,063**	**20,854**

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

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

		Age (years)												
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Fatal	M	0	2	18	5	8	26	14	10	4	7	2	0	96
	F	0	0	6	4	1	5	3	2	0	1	0	0	22
	Sub-total[1]	**0**	**2**	**24**	**9**	**9**	**31**	**17**	**12**	**4**	**8**	**2**	**0**	**118**
Serious injury	M	0	9	112	130	77	112	102	109	69	27	18	5	770
	F	0	1	49	39	13	36	31	28	7	11	8	0	223
	Sub-total[1]	**0**	**10**	**161**	**169**	**90**	**148**	**133**	**137**	**76**	**38**	**26**	**10**	**998**
Moderate injury	M	0	2	144	107	94	131	75	77	47	19	10	11	717
	F	0	1	75	64	28	53	39	26	21	12	10	2	331
	Sub-total[1]	**0**	**3**	**219**	**171**	**122**	**184**	**114**	**103**	**68**	**31**	**20**	**16**	**1,051**
Minor/Other injury	M	0	1	41	54	34	58	29	33	17	3	1	5	276
	F	0	2	15	17	7	15	10	5	4	2	2	5	84
	Sub-total[1]	**0**	**3**	**56**	**71**	**41**	**73**	**39**	**38**	**21**	**5**	**3**	**15**	**365**
SPEEDING														
MOTOR VEHICLE	**M**	**0**	**14**	**315**	**296**	**213**	**327**	**220**	**229**	**137**	**56**	**31**	**21**	**1,859**
CONTROLLERS:	**F**	**0**	**4**	**145**	**124**	**49**	**109**	**83**	**61**	**32**	**26**	**20**	**7**	**660**
	TOTAL[1]	**0**	**18**	**460**	**420**	**262**	**436**	**303**	**290**	**169**	**82**	**51**	**41**	**2,532**

[1] Unknown sex included in total only.

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

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

		Age (years)												
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	Unknown	**Total**
Fatal	M	0	0	4	1	5	5	5	5	1	1	1	0	28
	F	0	0	0	0	1	2	0	1	1	1	1	0	7
	Sub-total[1]	**0**	**0**	**4**	**1**	**6**	**7**	**5**	**6**	**2**	**2**	**2**	**0**	**35**
Serious injury	M	0	2	42	52	29	50	41	38	30	22	13	3	322
	F	0	2	15	18	14	18	12	18	9	8	11	0	125
	Sub-total[1]	**0**	**4**	**57**	**70**	**43**	**68**	**53**	**56**	**39**	**30**	**24**	**5**	**449**
Moderate injury	M	0	4	45	61	38	56	54	27	16	17	6	5	329
	F	0	3	26	27	14	31	19	13	9	9	6	0	157
	Sub-total[1]	**0**	**7**	**71**	**88**	**52**	**87**	**73**	**40**	**25**	**26**	**12**	**8**	**489**
Minor/Other injury	M	0	2	11	23	11	20	18	16	6	1	4	5	117
	F	0	1	4	5	5	7	10	3	2	2	3	1	43
	Sub-total[1]	**0**	**3**	**15**	**28**	**16**	**27**	**28**	**19**	**8**	**3**	**7**	**14**	**168**
FATIGUED														
MOTOR VEHICLE	**M**	**0**	**8**	**102**	**137**	**83**	**131**	**118**	**86**	**53**	**41**	**24**	**13**	**796**
CONTROLLERS:	**F**	**0**	**6**	**45**	**50**	**34**	**58**	**41**	**35**	**21**	**20**	**21**	**1**	**332**
	TOTAL[1]	**0**	**14**	**147**	**187**	**117**	**189**	**159**	**121**	**74**	**61**	**45**	**27**	**1,141**

[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	21	482	850	625	1,978
'T'	38	918	1,282	930	3,168
'Y'	1	7	6	5	19
Multiple	1	6	8	5	20
Roundabout	5	189	328	232	754
Sub-total	**66**	**1,602**	**2,474**	**1,797**	**5,939**
NON-INTERSECTION					
One-way	1	12	26	18	57
2-way undivided	165	1,735	2,058	970	4,928
Dual carriageway (non-freeway)	21	404	517	443	1,385
Dual carriageway (freeway)	9	127	156	135	427
Other limited access	1	2	3	5	11
Other	1	34	35	18	88
Unknown	0	0	1	0	1
Sub-total	**198**	**2,314**	**2,796**	**1,589**	**6,897**
CRASHES: TOTAL	**264**	**3,916**	**5,270**	**3,386**	**12,836**

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

Feature of location	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
Bridge	7	53	94	69	223
Causeway	0	0	3	0	3
Railway crossing	1	5	6	2	14
Entrance/driveway	15	229	342	169	755
Hazardous road surface	17	157	133	36	343
Roadworks/detour/diversion	2	57	59	31	149
Previous crash	1	3	9	2	15

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	9	9	12	30
40 km/h	7	114	147	145	413
50 km/h	32	798	1,023	810	2,663
60 km/h	29	797	1,091	913	2,830
70 km/h	14	241	347	348	950
80 km/h	12	198	196	179	585
90 km/h	2	23	31	31	87
100 km/h	2	59	73	56	190
110 km/h	3	30	23	24	80
Unknown	0	0	0	1	1
Sub-total	**101**	**2,269**	**2,940**	**2,519**	**7,829**
COUNTRY					
30 km/h or less	0	6	5	0	11
40 km/h	1	33	46	21	101
50 km/h	13	388	738	257	1,396
60 km/h	11	261	455	158	885
70 km/h	5	57	105	44	211
80 km/h	25	309	336	116	786
90 km/h	4	24	30	13	71
100 km/h	93	474	505	203	1,275
110 km/h	11	93	107	53	264
Unknown	0	2	3	2	7
Sub-total	**163**	**1,647**	**2,330**	**867**	**5,007**
CRASHES: TOTAL	**264**	**3,916**	**5,270**	**3,386**	**12,836**

[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	16	427	606	369	1,418
Dry	133	2,316	3,468	2,385	8,302
Snow or ice	0	1	5	1	7
Unknown	3	20	26	13	62
Sub-total	**152**	**2,764**	**4,105**	**2,768**	**9,789**
CURVE					
Wet	24	273	328	121	746
Dry	87	870	823	493	2,273
Snow or ice	0	5	8	3	16
Unknown	1	4	6	1	12
Sub-total	**112**	**1,152**	**1,165**	**618**	**3,047**
TOTAL CRASHES[1]					
Wet	40	700	934	490	2,164
Dry	220	3,186	4,291	2,878	10,575
Snow or ice	0	6	13	4	23
Unknown	4	24	32	14	74
CRASHES: TOTAL	**264**	**3,916**	**5,270**	**3,386**	**12,836**

[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	5	92	88	90	275	5	103	109	110	327
Blacktown	6	160	220	172	558	7	177	282	234	700
Burwood	0	13	13	18	44	0	16	17	23	56
Camden	1	32	45	38	116	1	35	58	48	142
Campbelltown	2	81	97	60	240	2	87	129	81	299
Canada Bay	0	34	47	52	133	0	35	57	71	163
Canterbury-Bankstown	4	191	264	215	674	5	209	350	290	854
Cumberland	5	102	166	144	417	5	106	205	174	490
Fairfield	4	94	143	107	348	5	102	195	140	442
Georges River	1	60	85	66	212	1	65	107	85	258
Hornsby	3	44	44	55	146	3	50	53	77	183
Hunters Hill	0	6	6	7	19	0	6	7	9	22
Inner West	2	72	111	119	304	2	74	123	145	344
Ku-ring-gai	2	56	28	51	137	2	58	41	56	157
Lane Cove	0	16	7	15	38	0	16	9	17	42
Liverpool	10	116	147	117	390	10	135	204	153	502
Mosman	0	12	10	16	38	0	12	10	17	39
North Sydney	2	29	21	36	88	2	30	25	40	97
Northern Beaches	4	49	52	153	258	4	56	61	167	288

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

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

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

	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	5	90	143	122	360	8	99	182	158	447
Penrith	6	93	132	65	296	6	100	186	103	395
Randwick	3	65	63	61	192	3	66	73	70	212
Ryde	2	42	80	69	193	2	45	95	82	224
Strathfield	0	27	29	42	98	0	31	37	56	124
Sutherland	2	102	124	68	296	3	106	162	141	412
Sydney	7	111	153	152	423	7	114	187	182	490
The Hills	2	65	76	81	224	2	81	90	97	270
Waverley	2	23	36	29	90	2	24	41	31	98
Willoughby	0	40	32	26	98	0	41	44	33	118
Woollahra	0	22	36	25	83	0	23	41	31	95
Sydney Metropolitan Area Sub-total	**80**	**1,939**	**2,498**	**2,271**	**6,788**	**87**	**2,102**	**3,180**	**2,921**	**8,290**

[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	3	34	63	23	123	3	37	84	35	159
Central Coast	7	187	248	125	567	7	210	323	177	717
Hawkesbury	1	56	99	31	187	1	62	122	50	235
Wollondilly	3	40	43	14	100	3	49	59	21	132
Outer Sydney Area Sub-total	**14**	**317**	**453**	**193**	**977**	**14**	**358**	**588**	**283**	**1,243**
METROPOLITAN TOTAL	**94**	**2,256**	**2,951**	**2,464**	**7,765**	**101**	**2,460**	**3,768**	**3,204**	**9,533**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
HUNTER REGION										
Cessnock	6	44	55	12	117	6	49	83	18	156
Dungog	0	9	6	1	16	0	9	7	3	19
Lake Macquarie	6	117	118	61	302	6	135	163	86	390
Maitland	2	29	44	18	93	2	30	53	34	119
Mid-Coast	3	67	92	32	194	3	74	114	48	239
Muswellbrook	2	8	12	5	27	2	9	17	7	35
Newcastle	3	78	126	85	292	3	87	161	105	356
Port Stephens	4	35	48	33	120	5	44	64	46	159
Singleton	2	25	28	10	65	2	28	33	22	85
Upper Hunter	0	14	11	4	29	0	17	15	5	37
TOTAL	**28**	**426**	**540**	**261**	**1,255**	**29**	**482**	**710**	**374**	**1,595**
ILLAWARRA REGION										
Kiama	0	12	16	6	34	0	13	17	11	41
Shellharbour	1	33	42	19	95	1	37	60	27	125
Shoalhaven	8	64	106	19	197	8	74	135	40	257
Wingecarribee	1	24	56	16	97	1	31	68	29	129
Wollongong	11	102	156	83	352	11	115	219	101	446
TOTAL	**21**	**235**	**376**	**143**	**775**	**21**	**270**	**499**	**208**	**998**

[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	1	24	25	9	59	1	35	32	16	84
Bellingen	1	14	18	6	39	3	15	22	6	46
Byron	1	12	41	18	72	1	13	44	22	80
Clarence Valley	6	43	51	12	112	7	48	80	27	162
Coffs Harbour	3	35	66	19	123	3	40	84	29	156
Kempsey	1	24	24	8	57	1	26	34	13	74
Kyogle	1	13	11	4	29	1	15	16	5	37
Lismore	2	40	25	15	82	2	45	39	23	109
Lord Howe Island	0	0	0	0	0	0	0	0	0	0
Nambucca Valley	0	14	14	5	33	0	17	15	7	39
Port Macquarie-Hastings	2	50	38	20	110	2	56	61	28	147
Richmond Valley	3	20	23	8	54	4	25	29	10	68
Tweed	3	48	68	38	157	3	55	99	70	227
TOTAL	**24**	**337**	**404**	**162**	**927**	**28**	**390**	**555**	**256**	**1,229**

[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	15	23	5	45	2	17	33	8	60
Glen Innes Severn	1	11	13	5	30	1	14	19	9	43
Gunnedah	1	12	16	1	30	1	14	23	3	41
Gwydir	0	2	9	3	14	0	2	11	3	16
Inverell	3	13	21	5	42	3	14	30	9	56
Liverpool Plains	0	5	5	2	12	0	5	6	2	13
Moree Plains	0	2	15	3	20	0	3	22	5	30
Narrabri	2	7	17	2	28	2	7	21	5	35
Tamworth Regional	3	59	56	15	133	3	66	77	26	172
Tenterfield	2	7	7	3	19	2	9	14	7	32
Uralla	0	3	4	0	7	0	3	4	2	9
Walcha	4	9	4	1	18	5	13	7	3	28
TOTAL	**18**	**145**	**190**	**45**	**398**	**19**	**167**	**267**	**82**	**535**

[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	3	3	0	6	0	3	4	1	8
Bourke	0	1	1	1	3	0	1	1	4	6
Brewarrina	0	1	0	0	1	0	1	0	0	1
Cobar	0	8	2	0	10	0	9	2	1	12
Coonamble	0	3	1	0	4	0	4	1	0	5
Dubbo Regional	4	30	58	20	112	4	39	79	32	154
Gilgandra	0	6	2	1	9	0	7	3	2	12
Mid-Western Regional	3	28	37	6	74	3	30	54	15	102
Narromine	2	5	3	1	11	2	7	5	1	15
Walgett	1	5	5	0	11	1	5	6	1	13
Warren	0	2	2	0	4	0	2	2	0	4
Warrumbungle	2	9	10	2	23	4	14	17	3	38
TOTAL	**12**	**101**	**124**	**31**	**268**	**14**	**122**	**174**	**60**	**370**

[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	3	26	40	11	80	3	28	51	11	93
Bland	1	5	5	1	12	1	5	7	3	16
Blayney	0	5	5	1	11	0	5	7	1	13
Cabonne	4	22	21	5	52	4	22	34	7	67
Cowra	0	11	10	5	26	0	12	12	5	29
Forbes	0	1	13	4	18	0	1	16	6	23
Lachlan	1	5	7	1	14	1	7	9	1	18
Lithgow	2	21	30	14	67	2	21	35	19	77
Oberon	0	9	9	3	21	0	9	10	7	26
Orange	0	11	46	10	67	0	17	58	17	92
Parkes	3	10	16	3	32	3	11	30	3	47
Weddin	1	1	6	2	10	1	1	7	2	11
TOTAL	**15**	**127**	**208**	**60**	**410**	**15**	**139**	**276**	**82**	**512**

[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	1	30	31	10	72	1	35	41	16	93
Eurobodalla	7	22	44	13	86	8	27	66	23	124
Goulburn Mulwaree	1	13	34	15	63	1	14	41	21	77
Hilltops	3	13	22	13	51	3	15	26	22	66
Queanbeyan-Palerang Regional	0	3	38	43	84	0	3	45	52	100
Snowy Monaro Regional	3	7	26	11	47	3	7	32	16	58
Upper Lachlan	2	12	12	6	32	2	12	12	12	38
Yass Valley	5	1	26	24	56	5	1	30	40	76
TOTAL	**22**	**101**	**233**	**135**	**491**	**23**	**114**	**293**	**202**	**632**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
RIVERINA REGION										
Carrathool	1	8	4	1	14	1	8	6	1	16
Coolamon	0	3	1	0	4	0	4	1	0	5
Cootamundra-Gundagai	2	10	12	6	30	2	10	15	7	34
Griffith	2	17	29	6	54	3	19	43	9	74
Hay	2	3	4	1	10	2	4	4	2	12
Junee	3	6	1	3	13	3	7	8	4	22
Leeton	0	6	5	3	14	0	7	6	3	16
Lockhart	0	1	1	0	2	0	1	2	0	3
Murrumbidgee	0	4	2	0	6	0	5	2	1	8
Narrandera	2	1	3	3	9	2	3	4	4	13
Temora	2	7	7	3	19	2	10	11	3	26
Wagga Wagga	3	39	66	11	119	4	41	80	23	148
TOTAL	**17**	**105**	**135**	**37**	**294**	**19**	**119**	**182**	**57**	**377**

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

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

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

	Degree of crash[1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
MURRAY REGION										
Albury	0	31	30	10	71	0	37	38	21	96
Balranald	0	0	3	2	5	0	0	4	3	7
Berrigan	0	3	7	2	12	0	3	7	2	12
Edward River	0	1	6	1	8	0	1	6	1	8
Federation	4	7	10	2	23	5	8	12	4	29
Greater Hume	3	12	8	3	26	3	12	10	6	31
Murray River	0	0	3	7	10	0	0	3	12	15
Snowy Valleys	2	17	14	6	39	3	20	16	12	51
Wentworth	2	0	0	6	8	2	0	0	7	9
TOTAL	**11**	**71**	**81**	**39**	**202**	**13**	**81**	**96**	**68**	**258**

[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	1	5	13	4	23	1	7	16	6	30
Central Darling	0	3	10	3	16	0	4	13	3	20
Unincorporated Area	1	4	5	2	12	1	5	6	4	16
TOTAL	**2**	**12**	**28**	**9**	**51**	**2**	**16**	**35**	**13**	**66**
METROPOLITAN[3]:										
TOTAL	**94**	**2,256**	**2,951**	**2,464**	**7,765**	**101**	**2,460**	**3,768**	**3,204**	**9,533**
COUNTRY[3]: TOTAL	**170**	**1,660**	**2,319**	**922**	**5,071**	**183**	**1,900**	**3,087**	**1,402**	**6,572**
NSW STATE										
TOTAL	**264**	**3,916**	**5,270**	**3,386**	**12,836**	**284**	**4,360**	**6,855**	**4,606**	**16,105**

[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	0	0	0	0	0	0	0	0	0
Lane Cove	0	0	0	1	1	0	0	0	1	1
Ryde	0	0	2	2	4	0	0	2	2	4
Hornsby	1	0	0	0	1	1	0	1	0	2
Parramatta	0	2	0	3	5	0	3	0	3	6
The Hills	0	3	3	0	6	0	4	3	0	7
Sub-total	**1**	**5**	**5**	**6**	**17**	**1**	**7**	**6**	**6**	**20**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)										
Ku-ring-gai	0	1	1	2	4	0	1	1	2	4
Hornsby	1	6	3	3	13	1	6	3	4	14
Central Coast	0	11	14	14	39	0	11	18	15	44
Lake Macquarie	1	8	5	6	20	1	9	5	7	22
Cessnock	0	0	0	0	0	0	0	0	0	0
Newcastle	0	0	1	0	1	0	0	1	0	1
Sub-total	**2**	**26**	**24**	**25**	**77**	**2**	**27**	**28**	**28**	**85**

[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)										
Inner West	0	0	1	0	1	0	0	1	0	1
Canada Bay	0	0	1	0	1	0	0	1	0	1
Strathfield	0	1	1	0	2	0	1	1	0	2
Parramatta	1	5	16	10	32	1	6	26	14	47
Cumberland	0	8	7	9	24	0	8	11	10	29
Blacktown	0	10	11	12	33	0	11	14	13	38
Penrith	0	7	8	5	20	0	7	11	9	27
Blue Mountains	0	0	0	0	0	0	0	0	0	0
Sub-total	**1**	**31**	**45**	**36**	**113**	**1**	**33**	**65**	**46**	**145**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)										
Bayside	0	1	0	0	1	0	1	0	0	1
Georges River	0	0	0	0	0	0	0	0	0	0
Canterbury-Bankstown	0	7	9	14	30	0	7	12	17	36
Liverpool	0	15	18	11	44	0	16	27	14	57
Campbelltown	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**23**	**27**	**25**	**75**	**0**	**24**	**39**	**31**	**94**

[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	9	13	4	26	0	11	17	9	37
Sub-total	**0**	**9**	**13**	**4**	**26**	**0**	**11**	**17**	**9**	**37**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)										
The Hills	0	0	1	0	1	0	0	1	0	1
Blacktown	1	1	4	5	11	1	4	5	6	16
Fairfield	0	5	2	0	7	0	5	7	1	13
Liverpool	0	5	6	1	12	0	5	8	1	14
Sub-total	**1**	**11**	**13**	**6**	**31**	**1**	**14**	**21**	**8**	**44**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)										
Sydney	0	2	1	9	12	0	2	3	9	14
Randwick	0	0	1	0	1	0	0	1	2	3
Sub-total	**0**	**2**	**2**	**9**	**13**	**0**	**2**	**4**	**11**	**17**
CROSS CITY TUNNEL										
Sydney	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
HUNTER EXPRESSWAY (SEAHAMPTON to LOWER BELFORD)										
Lake Macquarie	0	1	3	0	4	0	1	4	0	5
Cessnock	0	4	1	1	6	0	4	3	1	8
Maitland	0	0	1	0	1	0	0	1	0	1
Singleton	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**5**	**5**	**1**	**11**	**0**	**5**	**8**	**1**	**14**
SYDNEY HARBOUR TUNNEL										
Sydney	0	0	0	1	1	0	0	0	1	1
North Sydney	0	0	1	0	1	0	0	1	1	2
Sub-total	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**2**	**3**
FREEWAYS/MOTORWAYS:										
TOTAL	**5**	**112**	**135**	**113**	**365**	**5**	**123**	**189**	**142**	**459**

[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	4	6	1	11	0	4	8	1	13
Inner West	0	6	7	13	26	0	6	10	18	34
Bayside	1	8	12	6	27	1	11	17	10	39
Georges River	0	7	7	9	23	0	7	12	10	29
Sutherland	1	13	21	16	51	1	13	27	21	62
Wollongong	2	13	32	16	63	2	16	50	19	87
Shellharbour	0	6	10	4	20	0	8	14	7	29
Kiama	0	2	8	2	12	0	2	8	4	14
Shoalhaven	4	21	36	6	67	4	23	51	16	94
Eurobodalla	4	6	12	5	27	5	10	25	11	51
Bega Valley	0	6	8	3	17	0	9	10	4	23
Sub-total	**12**	**92**	**159**	**81**	**344**	**13**	**109**	**232**	**121**	**475**

[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	1	6	4	11	0	1	8	5	14
Burwood	0	1	3	1	5	0	1	4	1	6
Strathfield	0	2	7	8	17	0	2	7	11	20
Canterbury-Bankstown	0	17	11	22	50	0	21	17	30	68
Fairfield	0	5	5	7	17	0	5	7	9	21
Liverpool	2	11	20	29	62	2	12	27	37	78
Campbelltown	1	7	9	11	28	1	9	12	15	37
Wollondilly	2	3	4	2	11	2	8	6	2	18
Wingecarribee	1	4	8	1	14	1	4	9	3	17
Goulburn Mulwaree	0	4	3	6	13	0	4	6	10	20
Upper Lachlan	0	1	1	0	2	0	1	1	1	3
Yass Valley	1	1	7	5	14	1	1	8	8	18
Hilltops	0	0	0	2	2	0	0	0	3	3
Cootamundra-Gundagai	2	4	2	2	10	2	4	3	2	11
Wagga Wagga	0	3	0	0	3	0	3	0	1	4
Greater Hume	0	4	2	1	7	0	4	3	1	8
Albury	0	4	1	1	6	0	5	2	1	8
Sub-total	**9**	**72**	**89**	**102**	**272**	**9**	**85**	**120**	**140**	**354**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)										
Goulburn Mulwaree	0	0	2	0	2	0	0	2	0	2
Upper Lachlan	0	0	1	0	1	0	0	1	0	1
Queanbeyan-Palerang Regional	0	0	0	4	4	0	0	0	4	4
Yass Valley	0	0	1	1	2	0	0	1	4	5
Sub-total	**0**	**0**	**4**	**5**	**9**	**0**	**0**	**4**	**8**	**12**
SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI)										
Bega Valley	0	1	2	0	3	0	1	3	0	4
Snowy Monaro Regional	1	1	3	1	6	1	1	4	2	8
Snowy Valleys	1	2	4	3	10	2	3	4	6	15
Cootamundra-Gundagai	0	0	0	0	0	0	0	0	0	0
Sub-total	**2**	**4**	**9**	**4**	**19**	**3**	**5**	**11**	**8**	**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	1	5	4	3	13	1	6	6	5	18
Inner West	1	7	9	18	35	1	7	12	23	43
Canada Bay	0	3	4	2	9	0	4	7	3	14
Burwood	0	1	0	3	4	0	1	0	3	4
Strathfield	0	4	1	7	12	0	4	4	8	16
Cumberland	0	10	18	19	47	0	11	23	23	57
Parramatta	0	2	8	6	16	0	2	9	8	19
Blacktown	1	12	7	14	34	2	14	15	15	46
Penrith	0	12	11	7	30	0	12	15	12	39
Blue Mountains	3	26	32	13	74	3	29	48	15	95
Lithgow	0	5	9	3	17	0	5	9	3	17
Bathurst Regional	0	6	6	2	14	0	6	10	2	18
Sub-total	**6**	**93**	**109**	**97**	**305**	**7**	**101**	**158**	**120**	**386**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
MID WESTERN (SH 6) (BATHURST to HAY)										
Bathurst Regional	0	1	1	1	3	0	1	1	1	3
Blayney	0	1	0	0	1	0	1	0	0	1
Cowra	0	1	2	1	4	0	1	3	1	5
Weddin	0	0	3	0	3	0	0	3	0	3
Bland	0	2	1	0	3	0	2	1	0	3
Carrathool	0	1	0	0	1	0	1	0	0	1
Hay	0	0	0	1	1	0	0	0	1	1
Sub-total	**0**	**6**	**7**	**3**	**16**	**0**	**6**	**8**	**3**	**17**
MITCHELL (SH 7) (BATHURST to BARRINGUN)										
Bathurst Regional	0	0	0	1	1	0	0	0	1	1
Cabonne	0	3	0	1	4	0	3	2	1	6
Orange	0	3	9	3	15	0	8	14	6	28
Dubbo Regional	0	4	15	9	28	0	4	23	11	38
Narromine	0	1	0	0	1	0	2	0	0	2
Warren	0	1	1	0	2	0	1	1	0	2
Bogan	0	1	1	0	2	0	1	2	0	3
Bourke	0	0	1	0	1	0	0	1	2	3
Sub-total	**0**	**13**	**27**	**14**	**54**	**0**	**19**	**43**	**21**	**83**

[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	1	0	1	0	0	1	0	1
Cobar	0	4	1	0	5	0	5	1	0	6
Central Darling	0	0	2	1	3	0	0	3	1	4
Unincorporated	0	3	0	0	3	0	3	1	0	4
Broken Hill	0	1	3	1	5	0	1	4	2	7
Sub-total	**0**	**8**	**7**	**2**	**17**	**0**	**9**	**10**	**3**	**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	3	6	2	11	0	5	9	2	16
Maitland	0	5	11	3	19	0	5	14	7	26
Cessnock	0	0	1	0	1	0	0	1	1	2
Singleton	0	2	8	5	15	0	2	10	6	18
Muswellbrook	0	2	3	0	5	0	2	4	0	6
Upper Hunter	0	6	4	2	12	0	8	8	3	19
Liverpool Plains	0	1	2	0	3	0	1	2	0	3
Tamworth Regional	0	9	10	1	20	0	9	13	2	24
Uralla	0	0	2	0	2	0	0	2	1	3
Armidale Regional	1	1	6	0	8	1	1	10	1	13
Glen Innes Severn	0	5	3	0	8	0	6	7	0	13
Tenterfield	0	1	0	0	1	0	1	0	0	1
Sub-total	**1**	**35**	**56**	**13**	**105**	**1**	**40**	**80**	**23**	**144**

[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	3	1	3	7	0	3	1	3	7
Lane Cove	0	3	1	1	5	0	3	1	1	5
Willoughby	0	8	7	6	21	0	8	12	7	27
Ku-ring-gai	0	14	10	13	37	0	14	13	16	43
Hornsby	0	7	9	8	24	0	7	10	9	26
Central Coast	2	23	38	15	78	2	27	46	25	100
Lake Macquarie	1	13	15	9	38	1	13	20	14	48
Newcastle	0	4	10	5	19	0	4	10	12	26
Port Stephens	0	5	5	5	15	0	5	7	6	18
Mid-Coast	2	14	14	6	36	2	16	19	15	52
Port Macquarie-Hastings	0	6	4	1	11	0	6	8	2	16
Kempsey	0	2	2	0	4	0	2	2	2	6
Nambucca Valley	0	2	5	1	8	0	3	5	1	9
Bellingen	0	2	1	0	3	0	2	2	0	4
Coffs Harbour	1	8	27	5	41	1	9	36	11	57
Clarence Valley	1	10	7	4	22	1	14	23	11	49
Richmond Valley	1	3	4	2	10	2	6	7	2	17
Ballina	0	4	5	0	9	0	10	5	1	16
Byron	0	1	4	2	7	0	1	4	2	7
Tweed	2	5	5	11	23	2	6	6	14	28
Sub-total	**10**	**137**	**174**	**97**	**418**	**11**	**159**	**237**	**154**	**561**

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

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

Table 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	0	16	5	2	23	0	20	11	3	34
Walcha	2	5	0	0	7	2	5	1	1	9
Tamworth Regional	0	4	5	1	10	0	4	8	2	14
Gunnedah	0	2	1	1	4	0	2	4	1	7
Warrumbungle	0	0	0	0	0	0	0	0	0	0
Gilgandra	0	0	0	0	0	0	0	0	0	0
Warren	0	0	1	0	1	0	0	1	0	1
Sub-total	**2**	**27**	**12**	**4**	**45**	**2**	**31**	**25**	**7**	**65**
GWYDIR (SH 12) (SOUTH GRAFTON to WALGETT)										
Clarence Valley	0	4	7	2	13	0	4	10	2	16
Glen Innes Severn	1	2	3	0	6	1	2	4	4	11
Inverell	1	2	8	1	12	1	3	9	2	15
Gwydir	0	0	2	0	2	0	0	2	0	2
Moree Plains	0	0	4	0	4	0	0	7	0	7
Walgett	0	0	0	0	0	0	0	0	0	0
Sub-total	**2**	**8**	**24**	**3**	**37**	**2**	**9**	**32**	**8**	**51**

[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	1	3	0	2	6	1	3	2	3	9
Fairfield	0	5	12	12	29	0	5	15	16	36
Cumberland	2	5	5	6	18	2	7	9	7	25
Parramatta	0	9	20	18	47	0	9	22	24	55
The Hills	0	3	2	3	8	0	3	2	3	8
Hornsby	0	6	7	13	26	0	7	9	19	35
Sub-total	**3**	**31**	**46**	**54**	**134**	**3**	**34**	**59**	**72**	**168**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)										
Wagga Wagga	1	6	12	1	20	2	6	16	3	27
Narrandera	0	0	1	1	2	0	0	1	2	3
Murrumbidgee	0	1	0	0	1	0	1	0	0	1
Hay	0	1	1	0	2	0	2	1	0	3
Murray River	0	0	0	1	1	0	0	0	4	4
Balranald	0	0	1	2	3	0	0	1	3	4
Wentworth	0	0	0	0	0	0	0	0	0	0
Sub-total	**1**	**8**	**15**	**5**	**29**	**2**	**9**	**19**	**12**	**42**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)										
Yass Valley	0	0	2	3	5	0	0	2	4	6
Sub-total	**0**	**0**	**2**	**3**	**5**	**0**	**0**	**2**	**4**	**6**
BRUXNER (SH 16) (Pacific Hwy near BALLINA to New England Hwy, TENTERFIELD)										
Ballina	0	4	5	3	12	0	7	5	6	18
Lismore	1	10	8	1	20	1	13	12	2	28
Richmond Valley	0	2	3	0	5	0	2	4	0	6
Kyogle	0	2	3	0	5	0	2	3	1	6
Tenterfield	1	2	2	0	5	1	2	2	1	6
Sub-total	**2**	**20**	**21**	**4**	**47**	**2**	**26**	**26**	**10**	**64**

[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	1	0	1	0	0	1	0	1
Murrumbidgee	0	0	0	0	0	0	0	0	0	0
Federation	0	0	0	0	0	0	0	0	0	0
Narrandera	1	0	0	1	2	1	1	0	1	3
Coolamon	0	1	0	0	1	0	1	0	0	1
Bland	1	2	1	0	4	1	2	3	1	7
Weddin	0	0	0	0	0	0	0	0	0	0
Forbes	0	1	2	1	4	0	1	4	2	7
Parkes	1	2	2	1	6	1	3	7	1	12
Narromine	0	1	1	0	2	0	1	1	0	2
Dubbo Regional	0	3	6	0	9	0	3	7	1	11
Gilgandra	0	2	2	1	5	0	3	2	2	7
Warrumbungle	0	1	3	1	5	0	1	4	1	6
Narrabri	0	1	8	0	9	0	1	8	1	10
Moree Plains	0	1	6	2	9	0	1	8	2	11
Sub-total	**3**	**15**	**32**	**7**	**57**	**3**	**18**	**45**	**12**	**78**

[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	1	2	3	0	6	1	2	4	1	8
Mid-Western Regional	0	6	11	2	19	0	6	19	6	31
Warrumbungle	1	0	0	0	1	2	2	1	0	5
Gilgandra	0	1	0	0	1	0	1	0	0	1
Coonamble	0	1	0	0	1	0	1	0	0	1
Walgett	0	1	1	0	2	0	1	2	0	3
Brewarrina	0	0	0	0	0	0	0	0	0	0
Sub-total	**2**	**11**	**15**	**2**	**30**	**3**	**13**	**26**	**7**	**49**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)										
Snowy Monaro Regional	1	1	7	3	12	1	1	8	5	15
Sub-total	**1**	**1**	**7**	**3**	**12**	**1**	**1**	**8**	**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**
RIVERINA (SH 20) (HUME WEIR to DENILIQUIN)										
Albury	0	6	5	0	11	0	8	7	0	15
Greater Hume	0	0	0	1	1	0	0	0	3	3
Federation	1	2	2	1	6	2	3	3	1	9
Berrigan	0	1	1	0	2	0	1	1	0	2
Edward River	0	0	0	0	0	0	0	0	0	0
Sub-total	**1**	**9**	**8**	**2**	**20**	**2**	**12**	**11**	**4**	**29**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)										
Murray River	0	0	0	2	2	0	0	0	2	2
Edward River	0	0	2	1	3	0	0	2	1	3
Hay	1	2	0	0	3	1	2	0	1	4
Carrathool	0	0	0	0	0	0	0	0	0	0
Central Darling	0	0	0	1	1	0	0	0	1	1
Sub-total	**1**	**2**	**2**	**4**	**9**	**1**	**2**	**2**	**5**	**10**

[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	1	0	0	4	5	1	0	0	5	6
Unincorporated	0	0	2	0	2	0	0	2	0	2
Broken Hill	0	1	1	1	3	0	1	1	1	3
Sub-total	**1**	**1**	**3**	**5**	**10**	**1**	**1**	**3**	**6**	**11**
WINDALE-SANDGATE (SH 23) (WINDALE to SANDGATE)										
Lake Macquarie	0	0	2	0	2	0	0	2	0	2
Newcastle	1	0	12	2	15	1	1	13	5	20
Sub-total	**1**	**0**	**14**	**2**	**17**	**1**	**1**	**15**	**5**	**22**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)										
Shellharbour	0	9	5	1	15	0	9	7	2	18
Wingecarribee	0	3	4	3	10	0	4	7	4	15
Sub-total	**0**	**12**	**9**	**4**	**25**	**0**	**13**	**14**	**6**	**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	1	2	3	0	6	1	2	3	6	12
Muswellbrook	1	1	1	0	3	1	1	1	0	3
Upper Hunter	0	2	3	1	6	0	3	3	1	7
Warrumbungle	1	0	2	1	4	2	3	4	1	10
Dubbo Regional	1	0	5	1	7	1	1	6	1	9
Sub-total	**4**	**5**	**14**	**3**	**26**	**5**	**10**	**17**	**9**	**41**
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	0	0	0	0	0	0	0	0	0
Gunnedah	0	4	3	0	7	0	5	6	1	12
Narrabri	0	3	4	1	8	0	3	5	1	9
Walgett	0	1	1	0	2	0	1	1	0	2
Brewarrina	0	1	0	0	1	0	1	0	0	1
Bourke	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**9**	**8**	**1**	**18**	**0**	**10**	**12**	**2**	**24**

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

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
CENTRAL COAST (SH 30) (SOMERSBY to DOYALSON)										
Central Coast	2	16	35	15	68	2	18	49	20	89
Sub-total	**2**	**16**	**35**	**15**	**68**	**2**	**18**	**49**	**20**	**89**
GOLD COAST (SH 31) (Pacific Hwy near TWEED HEADS to Queensland border at COOLANGATTA)										
Tweed	0	0	1	0	1	0	0	1	0	1
Sub-total	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
STATE HIGHWAYS:										
TOTAL	**66**	**635**	**910**	**539**	**2,150**	**74**	**741**	**1,270**	**795**	**2,880**

[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 2020

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

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

Road user class	Degree of casualty				
	Killed	Seriously injured	Moderately injured	Minor/Other injured	**Total killed & injured**
CONTROLLER					
Driver					
Car	91	1,778	3,843	2,579	8,291
Light truck	31	315	727	329	1,402
Heavy rigid truck	3	28	73	25	129
Articulated truck	6	39	60	28	133
Bus	1	0	16	4	21
Other motor vehicle	3	20	18	12	53
Sub-total	**135**	**2,180**	**4,737**	**2,977**	**10,029**
Motorcycle rider	**46**	**914**	**687**	**312**	**1,959**
Pedal cycle rider	**13**	**279**	**305**	**219**	**816**
Other/Unknown	**0**	**0**	**3**	**0**	**3**
CONTROLLER					
Sub-total	**194**	**3,373**	**5,732**	**3,508**	**12,807**
PASSENGER					
Car	33	442	662	707	1,844
Light truck	7	62	109	88	266
Heavy rigid truck	0	5	6	4	15
Articulated truck	0	3	3	1	7
Bus	0	9	25	64	98
Other motor vehicle	0	1	5	4	10
Sub-total	**40**	**522**	**810**	**868**	**2,240**
Motorcycle	**2**	**28**	**16**	**16**	**62**
Pedal cycle	**0**	**2**	**2**	**1**	**5**
Other/Unknown	**0**	**0**	**0**	**1**	**1**
PASSENGER					
Sub-total	**42**	**552**	**828**	**886**	**2,308**
PEDESTRIAN					
Sub-total	**48**	**435**	**295**	**212**	**990**
CASUALTIES: TOTAL	**284**	**4,360**	**6,855**	**4,606**	**16,105**

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	0	6	5	4	14	9	5	4	7	4	0	58
	F	0	0	3	3	7	4	3	1	2	7	3	0	33
	Sub-total[1]	**0**	**0**	**9**	**8**	**11**	**18**	**12**	**6**	**6**	**14**	**7**	**0**	**91**
Car passenger	M	1	2	5	4	0	1	1	0	0	1	1	0	16
	F	1	1	1	2	1	6	0	2	1	0	2	0	17
	Sub-total[1]	**2**	**3**	**6**	**6**	**1**	**7**	**1**	**2**	**1**	**1**	**3**	**0**	**33**
Other motor vehicle driver	M	0	0	5	4	5	7	3	8	1	4	4	0	41
	F	0	0	1	0	0	0	1	0	1	0	0	0	3
	Sub-total[1]	**0**	**0**	**6**	**4**	**5**	**7**	**4**	**8**	**2**	**4**	**4**	**0**	**44**
Other motor vehicle passenger	M	0	0	1	0	1	0	0	1	0	0	1	0	4
		0	0	0	1	0	1	0	0	1	0	0	0	3
	Sub-total[1]	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**1**	**1**	**0**	**1**	**0**	**7**
Motorcycle rider	M	0	1	3	3	5	7	6	9	3	4	1	0	42
	F	0	0	1	0	1	0	1	1	0	0	0	0	4
	Sub-total[1]	**0**	**1**	**4**	**3**	**6**	**7**	**7**	**10**	**3**	**4**	**1**	**0**	**46**
Motorcycle passenger	M	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	1	0	0	0	1	0	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
Pedal cycle rider/passenger	M	0	1	0	0	1	2	4	2	2	0	0	0	12
	F	0	0	0	0	0	0	0	0	0	1	0	0	1
	Sub-total[1]	**0**	**1**	**0**	**0**	**1**	**2**	**4**	**2**	**2**	**1**	**0**	**0**	**13**
Pedestrian	M	0	2	1	1	1	6	3	4	6	3	5	0	32
F	F	0	6	1	1	0	2	1	0	2	3	0	0	16
	Sub-total[1]	**0**	**8**	**2**	**2**	**1**	**8**	**4**	**4**	**8**	**6**	**5**	**0**	**48**
CASUALTIES[2]:	**M**	**1**	**6**	**21**	**17**	**17**	**37**	**26**	**29**	**16**	**19**	**16**	**0**	**205**
	F	**1**	**7**	**8**	**7**	**9**	**13**	**7**	**4**	**7**	**11**	**5**	**0**	**79**
	TOTAL[1]	**2**	**13**	**29**	**24**	**26**	**50**	**33**	**33**	**23**	**30**	**21**	**0**	**284**

[1] Unknown sex included.

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

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

		Age (years)												
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Car driver	M	0	2	105	113	73	141	106	108	105	93	99	2	947
	F	0	1	86	97	71	120	118	113	70	92	63	0	831
	Sub-total[1]	**0**	**3**	**191**	**210**	**144**	**261**	**224**	**221**	**175**	**185**	**162**	**2**	**1,778**
Car passenger	M	6	36	47	24	16	16	16	9	2	4	8	0	184
	F	9	40	39	19	10	21	23	25	27	18	25	2	258
	Sub-total[1]	**15**	**76**	**86**	**43**	**26**	**37**	**39**	**34**	**29**	**22**	**33**	**2**	**442**
Other motor vehicle driver	M	0	2	36	46	34	56	54	47	53	15	7	1	351
	F	0	1	6	8	8	6	9	7	6	0	0	0	51
	Sub-total[1]	**0**	**3**	**42**	**54**	**42**	**62**	**63**	**54**	**59**	**15**	**7**	**1**	**402**
Other motor vehicle passenger	M	0	4	11	3	4	6	3	3	2	2	1	0	39
	F	2	5	4	5	2	8	3	1	7	2	2	0	41
	Sub-total[1]	**2**	**9**	**15**	**8**	**6**	**14**	**6**	**4**	**9**	**4**	**3**	**0**	**80**
Motorcycle rider	M	0	22	91	128	77	147	141	137	85	20	1	0	849
	F	0	1	7	12	5	14	10	13	2	1	0	0	65
	Sub-total[1]	**0**	**23**	**98**	**140**	**82**	**161**	**151**	**150**	**87**	**21**	**1**	**0**	**914**
Motorcycle passenger	M	0	6	0	2	0	0	1	0	0	0	0	0	9
		0	1	2	5	2	3	4	1	1	0	0	0	19
	Sub-total[1]	**0**	**7**	**2**	**7**	**2**	**3**	**5**	**1**	**1**	**0**	**0**	**0**	**28**
Pedal cycle rider/passenger	M	0	25	12	16	11	25	40	40	30	14	4	2	219
	F	1	4	1	8	3	14	12	11	7	1	0	0	62
	Sub-total[1]	**1**	**29**	**13**	**24**	**14**	**39**	**52**	**51**	**37**	**15**	**4**	**2**	**281**
Pedestrian	M	10	45	11	12	16	21	20	32	29	21	19	0	236
	F	4	26	12	13	9	21	19	25	19	28	23	0	199
	Sub-total[1]	**14**	**71**	**23**	**25**	**25**	**42**	**39**	**57**	**48**	**49**	**42**	**0**	**435**
CASUALTIES[2]:	**M**	**16**	**142**	**313**	**344**	**231**	**412**	**381**	**376**	**306**	**169**	**139**	**5**	**2,834**
	F	**16**	**79**	**157**	**167**	**110**	**207**	**198**	**196**	**139**	**142**	**113**	**2**	**1,526**
	TOTAL[1]	**32**	**221**	**470**	**511**	**341**	**619**	**579**	**572**	**445**	**311**	**252**	**7**	**4,360**

[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	5	237	237	184	342	258	192	160	124	76	5	1,820
	F	0	5	244	284	182	393	304	256	176	105	71	3	2,023
	Sub-total[1]	**0**	**10**	**481**	**521**	**366**	**735**	**562**	**448**	**336**	**229**	**147**	**8**	**3,843**
Car passenger	M	16	49	49	31	19	26	11	9	6	7	4	2	229
	F	8	79	60	59	37	45	46	33	31	19	13	2	432
	Sub-total[1]	**24**	**128**	**109**	**90**	**56**	**72**	**57**	**42**	**37**	**26**	**17**	**4**	**662**
Other motor vehicle driver	M	0	1	77	102	76	167	135	98	84	22	4	2	768
	F	0	2	14	13	14	21	23	22	9	3	1	0	122
	Sub-total[1]	**0**	**3**	**91**	**115**	**90**	**188**	**158**	**120**	**93**	**25**	**5**	**6**	**894**
Other motor vehicle passenger	M	1	14	15	7	5	12	10	5	5	1	2	1	78
	F	0	16	12	3	8	10	5	7	6	2	1	0	70
	Sub-total[1]	**1**	**30**	**27**	**10**	**13**	**22**	**15**	**12**	**11**	**3**	**3**	**1**	**148**
Motorcycle rider	M	0	8	71	101	89	119	80	102	44	10	1	2	627
	F	0	1	6	10	7	14	8	13	1	0	0	0	60
	Sub-total[1]	**0**	**9**	**77**	**111**	**96**	**133**	**88**	**115**	**45**	**10**	**1**	**2**	**687**
Motorcycle passenger	M	0	1	1	0	2	1	0	0	0	0	0	0	5
		0	1	0	2	0	2	2	3	0	1	0	0	11
	Sub-total[1]	**0**	**2**	**1**	**2**	**2**	**3**	**2**	**3**	**0**	**1**	**0**	**0**	**16**
Pedal cycle rider/passenger	M	0	31	16	25	19	47	39	36	20	12	1	1	247
	F	0	1	4	6	10	16	8	7	4	4	0	0	60
	Sub-total[1]	**0**	**32**	**20**	**31**	**29**	**63**	**47**	**43**	**24**	**16**	**1**	**1**	**307**
Pedestrian	M	4	24	12	17	14	14	16	15	15	12	6	1	150
	F	0	16	14	18	5	21	13	21	22	11	3	1	145
	Sub-total[1]	**4**	**40**	**26**	**35**	**19**	**35**	**29**	**36**	**37**	**23**	**9**	**2**	**295**
CASUALTIES[2]:	**M**	**21**	**133**	**478**	**520**	**408**	**728**	**549**	**457**	**334**	**188**	**94**	**14**	**3,924**
	F	**8**	**121**	**354**	**395**	**263**	**524**	**409**	**363**	**249**	**145**	**89**	**6**	**2,926**
	TOTAL[1]	**29**	**254**	**832**	**915**	**671**	**1,253**	**958**	**820**	**583**	**333**	**183**	**24**	**6,855**

[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	5	74	117	107	280	185	172	111	52	22	16	1,141
	F	0	7	89	142	148	306	273	270	123	43	14	19	1,434
	Sub-total[1]	**0**	**12**	**163**	**259**	**255**	**586**	**458**	**442**	**234**	**95**	**36**	**39**	**2,579**
Car passenger	M	11	35	24	30	22	27	11	11	6	7	8	32	224
	F	12	46	29	24	27	48	39	44	38	20	11	88	426
	Sub-total[1]	**23**	**82**	**53**	**54**	**49**	**75**	**50**	**55**	**44**	**27**	**19**	**176**	**707**
Other motor vehicle driver	M	0	0	17	50	43	78	56	56	32	8	4	7	351
	F	0	0	3	3	4	18	7	5	5	1	0	0	46
	Sub-total[1]	**0**	**0**	**20**	**53**	**47**	**96**	**63**	**61**	**37**	**9**	**4**	**8**	**398**
Other motor vehicle passenger	M	0	33	6	6	4	9	10	2	2	1	1	11	85
	F	2	21	1	5	3	2	10	9	5	1	2	8	69
	Sub-total[1]	**2**	**54**	**7**	**11**	**7**	**11**	**20**	**11**	**7**	**2**	**3**	**26**	**161**
Motorcycle rider	M	0	5	23	49	39	45	48	42	24	3	1	5	284
	F	0	0	3	2	6	11	1	2	1	0	0	2	28
	Sub-total[1]	**0**	**5**	**26**	**51**	**45**	**56**	**49**	**44**	**25**	**3**	**1**	**7**	**312**
Motorcycle passenger	M	0	1	1	0	1	1	0	0	0	0	0	2	6
	F	0	1	1	2	1	0	2	0	1	0	0	1	9
	Sub-total[1]	**0**	**2**	**2**	**2**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**4**	**16**
Pedal cycle rider/passenger	M	0	19	10	20	11	27	27	26	16	6	2	8	172
	F	0	4	2	6	10	10	5	5	1	1	0	4	48
	Sub-total[1]	**0**	**23**	**12**	**26**	**21**	**37**	**32**	**31**	**17**	**7**	**2**	**12**	**220**
Pedestrian	M	2	13	9	11	11	19	19	12	7	8	5	7	123
	F	1	9	5	6	7	13	13	9	5	9	6	6	89
	Sub-total[1]	**3**	**22**	**14**	**17**	**18**	**32**	**32**	**21**	**12**	**17**	**11**	**13**	**212**
CASUALTIES[2]:	**M**	**13**	**111**	**164**	**283**	**238**	**486**	**356**	**321**	**198**	**85**	**43**	**88**	**2,386**
	F	**15**	**89**	**133**	**190**	**206**	**408**	**350**	**344**	**179**	**75**	**33**	**128**	**2,150**
	TOTAL[1]	**28**	**201**	**297**	**473**	**444**	**894**	**706**	**665**	**377**	**160**	**76**	**285**	**4,606**

[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	12	422	472	368	777	558	477	380	276	201	23	3,966
	F	0	13	422	526	408	823	698	640	371	247	151	22	4,321
	Sub-total[1]	**0**	**25**	**844**	**998**	**776**	**1,600**	**1,256**	**1,117**	**751**	**523**	**352**	**49**	**8,291**
Car passenger	M	34	122	125	89	57	70	39	29	14	19	21	34	653
	F	30	166	129	104	75	120	108	104	97	57	51	92	1,133
	Sub-total[1]	**64**	**289**	**254**	**193**	**132**	**191**	**147**	**133**	**111**	**76**	**72**	**182**	**1,844**
Other motor vehicle driver	M	0	3	135	202	158	308	248	209	170	49	19	10	1,511
	F	0	3	24	24	26	45	40	34	21	4	1	0	222
	Sub-total[1]	**0**	**6**	**159**	**226**	**184**	**353**	**288**	**243**	**191**	**53**	**20**	**15**	**1,738**
Other motor vehicle passenger	M	1	51	33	16	14	27	23	11	9	4	5	12	206
	F	4	42	17	14	13	21	18	17	19	5	5	8	183
	Sub-total[1]	**5**	**93**	**50**	**30**	**27**	**48**	**41**	**28**	**28**	**9**	**10**	**27**	**396**
Motorcycle rider	M	0	36	188	281	210	318	275	290	156	37	4	7	1,802
	F	0	2	17	24	19	39	20	29	4	1	0	2	157
	Sub-total[1]	**0**	**38**	**205**	**305**	**229**	**357**	**295**	**319**	**160**	**38**	**4**	**9**	**1,959**
Motorcycle passenger	M	0	8	2	2	3	2	1	0	0	0	0	2	20
	F	0	3	4	9	3	5	9	4	2	1	0	1	41
	Sub-total[1]	**0**	**11**	**6**	**11**	**6**	**7**	**10**	**4**	**2**	**1**	**0**	**4**	**62**
Pedal cycle rider/passenger	M	0	76	38	61	42	101	110	104	68	32	7	11	650
	F	1	9	7	20	23	40	25	23	12	7	0	4	171
	Sub-total[1]	**1**	**85**	**45**	**81**	**65**	**141**	**135**	**127**	**80**	**39**	**7**	**15**	**821**
Pedestrian	M	16	84	33	41	42	60	58	63	57	44	35	8	541
	F	5	57	32	38	21	57	46	55	48	51	32	7	449
	Sub-total[1]	**21**	**141**	**65**	**79**	**63**	**117**	**104**	**118**	**105**	**95**	**67**	**15**	**990**
CASUALTIES[2]:	**M**	**51**	**392**	**976**	**1,164**	**894**	**1,663**	**1,312**	**1,183**	**854**	**461**	**292**	**107**	**9,349**
	F	**40**	**296**	**652**	**759**	**588**	**1,152**	**964**	**907**	**574**	**373**	**240**	**136**	**6,681**
	TOTAL[1]	**91**	**689**	**1,628**	**1,923**	**1,482**	**2,816**	**2,276**	**2,090**	**1,428**	**834**	**532**	**316**	**16,105**

[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	81	1,868	4,149	2,657	8,755
Fitted but not worn	24	57	41	30	152
No restraint fitted	1	4	7	3	15
Unknown	29	251	540	287	1,107
Sub-total	**135**	**2,180**	**4,737**	**2,977**	**10,029**
Passenger					
Adult belt worn	22	355	563	499	1,439
Child restraint worn	2	31	34	34	101
Fitted but not worn	4	24	24	19	71
No restraint fitted	0	25	37	65	127
Unknown	12	87	152	251	502
Sub-total	**40**	**522**	**810**	**868**	**2,240**
Motorcycle rider/passenger					
Open face (jet) helmet worn	9	108	88	43	248
Full face helmet worn	37	734	522	240	1,533
No helmet worn	2	32	13	7	54
Unknown	0	68	80	38	186
Sub-total	**48**	**942**	**703**	**328**	**2,021**
Pedal cycle rider/passenger					
Helmet worn	9	224	240	162	635
No helmet worn	4	23	21	18	66
Unknown	0	34	46	40	120
Sub-total	**13**	**281**	**307**	**220**	**821**
Other/unknown	**0**	**0**	**3**	**1**	**4**
All road vehicle casualties					
Device worn	**160**	**3,320**	**5,596**	**3,635**	**12,711**
Device not worn	**35**	**165**	**144**	**142**	**486**
Unknown	**41**	**440**	**818**	**616**	**1,915**
ROAD VEHICLE CASUALTIES: TOTAL[2]	**236**	**3,925**	**6,560**	**4,394**	**15,115**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Legal	M	0	1	11	9	9	14	9	14	7	14	9	0	97
	F	0	0	5	2	8	3	4	2	3	5	1	0	33
	Sub-total[2]	**0**	**1**	**16**	**11**	**17**	**17**	**13**	**16**	**10**	**19**	**10**	**0**	**130**
.001 – .019[3]	M	0	0	0	0	1	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.020 – .049[4]	M	0	0	0	0	0	1	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	1	1	0	1	0	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**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**4**
.080 – .149	M	0	0	0	2	0	1	5	0	0	0	0	0	8
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**2**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**8**
≥ .150	M	0	0	2	0	4	7	4	6	0	0	0	0	23
	F	0	0	0	1	0	1	1	0	0	0	0	0	3
	Sub-total[2]	**0**	**0**	**2**	**1**	**4**	**8**	**5**	**6**	**0**	**0**	**0**	**0**	**26**
Unknown	M	0	0	0	0	0	4	0	1	1	1	0	0	7
	F	0	0	0	0	0	0	0	0	0	2	2	0	4
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**1**	**3**	**2**	**0**	**11**
MOTOR VEHICLE	**M**	**0**	**1**	**14**	**12**	**14**	**28**	**18**	**22**	**8**	**15**	**9**	**0**	**141**
CONTROLLER	**F**	**0**	**0**	**5**	**3**	**8**	**4**	**5**	**2**	**3**	**7**	**3**	**0**	**40**
CASUALTIES:	**TOTAL[2]**	**0**	**1**	**19**	**15**	**22**	**32**	**23**	**24**	**11**	**22**	**12**	**0**	**181**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80	u/k	**Total**
Legal	M	0	15	150	200	127	225	195	192	173	98	74	0	1,449
	F	0	3	75	81	53	87	82	88	53	60	39	0	621
	Sub-total[2]	**0**	**18**	**225**	**281**	**180**	**312**	**277**	**280**	**226**	**158**	**113**	**0**	**2,070**
.001 – .019[3]	M	0	0	1	0	0	0	0	0	0	0	0	0	1
		0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.020 – .049[4]	M	0	0	2	0	0	0	0	0	0	0	0	0	2
		0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.050 – .079	M	0	0	2	4	1	4	7	3	4	0	1	0	26
	F	0	0	0	2	1	2	0	1	0	1	0	0	7
	Sub-total[2]	**0**	**0**	**2**	**6**	**2**	**6**	**7**	**4**	**4**	**1**	**1**	**0**	**33**
F .080 – .149	M	0	0	11	14	6	15	11	8	3	1	0	1	70
	F	0	0	1	7	3	5	3	2	0	2	0	0	23
	Sub-total[2]	**0**	**0**	**12**	**21**	**9**	**20**	**14**	**10**	**3**	**3**	**0**	**1**	**93**
F ≥ .150	M	0	0	4	12	17	16	9	13	4	1	0	0	76
	F	0	0	0	2	3	4	10	6	0	0	0	0	25
	Sub-total[2]	**0**	**0**	**4**	**14**	**20**	**20**	**19**	**19**	**4**	**1**	**0**	**0**	**101**
Unknown	M	0	11	62	57	33	84	79	76	59	28	32	2	523
	F	0	0	23	25	24	42	42	36	25	30	24	0	271
	Sub-total[2]	**0**	**11**	**85**	**82**	**57**	**126**	**121**	**112**	**84**	**58**	**56**	**2**	**794**
MOTOR VEHICLE	**M**	**0**	**26**	**232**	**287**	**184**	**344**	**301**	**292**	**243**	**128**	**107**	**3**	**2,147**
CONTROLLER	**F**	**0**	**3**	**99**	**117**	**84**	**140**	**137**	**133**	**78**	**93**	**63**	**0**	**947**
CASUALTIES:	**TOTAL[2]**	**0**	**29**	**331**	**404**	**268**	**484**	**438**	**425**	**321**	**221**	**170**	**3**	**3,094**

[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	9	237	260	205	358	292	230	177	96	52	1	1,917
	F	0	4	158	172	105	244	185	165	98	59	40	1	1,231
	Sub-total[2]	**0**	**13**	**395**	**432**	**310**	**602**	**477**	**395**	**275**	**155**	**92**	**2**	**3,148**
.001 – .019[3]	M	0	0	2	0	0	1	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	0	3	1	1	2	0	0	0	0	0	0	7
	F	0	0	1	0	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**4**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
.050 – .079	M	0	0	2	7	2	6	5	0	0	0	0	0	22
	F	0	0	3	1	1	1	1	0	0	1	0	0	8
	Sub-total[2]	**0**	**0**	**5**	**8**	**3**	**7**	**6**	**0**	**0**	**1**	**0**	**0**	**30**
.080 – .149	M	0	0	13	20	13	14	7	10	4	3	0	0	84
	F	0	1	2	6	5	3	5	2	2	0	0	0	26
	Sub-total[2]	**0**	**1**	**15**	**26**	**18**	**17**	**12**	**12**	**6**	**3**	**0**	**0**	**110**
≥ .150	M	0	1	7	18	11	39	22	13	7	2	0	0	120
	F	0	1	2	11	5	19	7	3	4	1	0	0	53
	Sub-total[2]	**0**	**2**	**9**	**29**	**16**	**58**	**29**	**16**	**11**	**3**	**0**	**0**	**173**
Unknown	M	0	4	121	134	117	208	147	139	100	55	29	8	1,062
	F	0	2	98	117	87	161	137	121	82	47	32	2	886
	Sub-total[2]	**0**	**6**	**219**	**251**	**204**	**369**	**284**	**260**	**182**	**102**	**61**	**14**	**1,952**
MOTOR VEHICLE	**M**	**0**	**14**	**385**	**440**	**349**	**628**	**473**	**392**	**288**	**156**	**81**	**9**	**3,215**
CONTROLLER	**F**	**0**	**8**	**264**	**307**	**203**	**428**	**335**	**291**	**186**	**108**	**72**	**3**	**2,205**
CASUALTIES:	**TOTAL[2]**	**0**	**22**	**649**	**747**	**552**	**1,056**	**808**	**683**	**474**	**264**	**153**	**16**	**5,424**

[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	6	43	67	59	97	75	65	65	22	9	6	514
	F	0	4	33	32	29	78	65	53	21	20	11	5	351
	Sub-total[2]	**0**	**10**	**76**	**99**	**88**	**175**	**140**	**118**	**86**	**42**	**20**	**11**	**865**
.001 – .019[3]	M	0	0	0	1	0	0	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**	**1**	**0**	**0**	**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	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	2	3	2	1	1	0	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**	**3**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**10**
.080 – .149	M	0	0	6	8	3	8	3	2	0	1	0	0	31
	F	0	0	0	6	1	0	1	0	0	0	0	0	8
	Sub-total[2]	**0**	**0**	**6**	**14**	**4**	**8**	**4**	**2**	**0**	**1**	**0**	**0**	**39**
≥ .150	M	0	0	4	8	4	10	2	4	1	0	0	0	33
	F	0	0	0	1	3	1	2	0	0	0	0	0	7
	Sub-total[2]	**0**	**0**	**4**	**9**	**7**	**11**	**4**	**4**	**1**	**0**	**0**	**0**	**40**
Unknown	M	0	4	59	129	121	287	208	199	101	40	18	22	1,188
	F	0	3	61	107	125	256	213	223	108	24	3	16	1,139
	Sub-total[2]	**0**	**7**	**120**	**236**	**246**	**543**	**421**	**422**	**209**	**64**	**21**	**43**	**2,332**
MOTOR VEHICLE	**M**	**0**	**10**	**114**	**216**	**189**	**403**	**289**	**270**	**167**	**63**	**27**	**28**	**1,776**
CONTROLLER	**F**	**0**	**7**	**95**	**147**	**158**	**335**	**281**	**277**	**129**	**44**	**14**	**21**	**1,508**
CASUALTIES:	**TOTAL[2]**	**0**	**17**	**209**	**363**	**347**	**738**	**570**	**547**	**296**	**107**	**41**	**54**	**3,289**

[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	31	441	536	400	694	571	501	422	230	144	7	3,977
	F	0	11	271	287	195	412	336	308	175	144	91	6	2,236
	Sub-total[2]	**0**	**42**	**712**	**823**	**595**	**1,106**	**907**	**809**	**597**	**374**	**235**	**13**	**6,213**
.001 – .019[3]	M	0	0	3	1	1	1	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**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
.020 – .049[4]	M	0	0	5	1	1	3	0	0	0	0	0	0	10
	F	0	0	1	1	0	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**6**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
.050 – .079	M	0	0	7	15	5	12	13	4	4	0	1	0	61
	F	0	0	3	3	2	3	1	2	0	2	0	0	16
	Sub-total[2]	**0**	**0**	**10**	**18**	**7**	**15**	**14**	**6**	**4**	**2**	**1**	**0**	**77**
.080 – .149	M	0	0	30	44	22	38	26	20	7	5	0	1	193
	F	0	1	3	19	9	8	9	4	2	2	0	0	57
	Sub-total[2]	**0**	**1**	**33**	**63**	**31**	**46**	**35**	**24**	**9**	**7**	**0**	**1**	**250**
≥ .150	M	0	1	17	38	36	72	37	36	12	3	0	0	252
	F	0	1	2	15	11	25	20	9	4	1	0	0	88
	Sub-total[2]	**0**	**2**	**19**	**53**	**47**	**97**	**57**	**45**	**16**	**4**	**0**	**0**	**340**
Unknown	M	0	19	242	320	271	583	434	415	261	124	79	32	2,780
	F	0	5	182	249	236	459	392	380	215	103	61	18	2,300
	Sub-total[2]	**0**	**24**	**424**	**569**	**507**	**1,042**	**826**	**795**	**476**	**227**	**140**	**59**	**5,089**
MOTOR VEHICLE	**M**	**0**	**51**	**745**	**955**	**736**	**1,403**	**1,081**	**976**	**706**	**362**	**224**	**40**	**7,279**
CONTROLLER	**F**	**0**	**18**	**463**	**574**	**453**	**907**	**758**	**703**	**396**	**252**	**152**	**24**	**4,700**
CASUALTIES:	**TOTAL[2]**	**0**	**69**	**1,208**	**1,529**	**1,189**	**2,310**	**1,839**	**1,679**	**1,102**	**614**	**376**	**73**	**11,988**

[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	67	1	0	1	3	14	5	91
Light truck driver	14	0	0	2	4	10	1	31
Heavy rigid truck driver	2	0	0	0	0	0	1	3
Articulated truck driver	4	0	0	0	0	0	2	6
Bus driver	1	0	0	0	0	0	0	1
Motorcycle rider	40	0	1	1	1	2	1	46
Other motor vehicle driver	2	0	0	0	0	0	1	3
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**130**	**1**	**1**	**4**	**8**	**26**	**11**	**181**

[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	1,178	1	2	20	61	69	447	1,778
Light truck driver	224	0	0	4	11	15	61	315
Heavy rigid truck driver	21	0	0	0	0	0	7	28
Articulated truck driver	31	0	0	0	0	0	8	39
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	608	0	0	8	20	16	262	914
Other motor vehicle driver	8	0	0	1	1	1	9	20
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**2,070**	**1**	**2**	**33**	**93**	**101**	**794**	**3,094**

[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	2,187	1	7	20	73	136	1,419	3,843
Light truck driver	432	1	0	7	29	28	230	727
Heavy rigid truck driver	60	0	0	0	0	0	13	73
Articulated truck driver	50	0	0	0	0	0	10	60
Bus driver	14	0	0	0	0	0	2	16
Motorcycle rider	400	1	1	2	8	7	268	687
Other motor vehicle driver	5	0	0	1	0	2	10	18
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**3,148**	**3**	**8**	**30**	**110**	**173**	**1,952**	**5,424**

[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	623	1	1	5	30	27	1,892	2,579
Light truck driver	91	0	0	4	7	11	216	329
Heavy rigid truck driver	16	0	0	0	0	0	9	25
Articulated truck driver	18	0	0	0	0	0	10	28
Bus driver	2	0	0	0	0	0	2	4
Motorcycle rider	114	1	0	1	2	2	192	312
Other motor vehicle driver	1	0	0	0	0	0	11	12
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**865**	**2**	**1**	**10**	**39**	**40**	**2,332**	**3,289**

[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	4,055	4	10	46	167	246	3,763	8,291
Light truck driver	761	1	0	17	51	64	508	1,402
Heavy rigid truck driver	99	0	0	0	0	0	30	129
Articulated truck driver	103	0	0	0	0	0	30	133
Bus driver	17	0	0	0	0	0	4	21
Motorcycle rider	1,162	2	2	12	31	27	723	1,959
Other motor vehicle driver	16	0	0	2	1	3	31	53
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**6,213**	**7**	**12**	**77**	**250**	**340**	**5,089**	**11,988**

[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	54	303	422	181	960
No	203	2,776	3,604	1,250	7,833
Unknown	27	1,281	2,829	3,175	7,312
CASUALTIES: Total	**284**	**4,360**	**6,855**	**4,606**	**16,105**

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	130	1,142	1,390	555	3,217
No or unknown	154	3,218	5,465	4,051	12,888
CASUALTIES: Total	**284**	**4,360**	**6,855**	**4,606**	**16,105**

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	35	515	598	255	1,403
No or unknown	249	3,845	6,257	4,351	14,702
CASUALTIES: Total	**284**	**4,360**	**6,855**	**4,606**	**16,105**

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	254,196	239,911	494,107
5 – 16	615,673	582,490	1,198,163
17 – 20	200,403	186,723	387,126
21 – 25	286,280	269,696	555,976
26 – 29	245,768	242,584	488,352
30 – 39	592,439	601,734	1,194,173
40 – 49	515,628	524,144	1,039,772
50 – 59	478,113	501,910	980,023
60 – 69	419,209	446,677	865,886
70 – 79	295,783	313,077	608,860
≥ 80	148,258	206,367	354,625
NEW SOUTH WALES RESIDENTS:			
TOTAL	**4,051,750**	**4,115,313**	**8,167,063**

Source – Australian Bureau of Statistics Australian Demographic Statistics.

[1] Preliminary estimated resident population for 30 June 2020 as published in September 2021.

Table 38: Licence holders* as at 30 June 2020, age, sex

	All licence holders		
Age (years)	Male	Female	**TOTAL[1]**
≤ 16	29,233	28,491	57,724
17 – 20	161,997	156,948	318,945
21 – 25	217,676	208,575	426,251
26 – 29	198,540	191,347	389,887
30 – 39	546,798	536,435	1,083,233
40 – 49	508,977	498,133	1,007,121
50 – 59	474,120	458,517	932,712
60 – 69	404,702	384,192	788,949
70 – 79	267,615	240,058	507,695
≥ 80	98,748	78,099	176,851
LICENCE HOLDERS:			
TOTAL[2]	**2,908,406**	**2,780,795**	**5,689,368**

Source – Transport for NSW, Licensing Table 2.2.3 Licence holders by age by gender, as at 30 June 2020.

* 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 2020, vehicle type

Vehicle type	Vehicles on register
MOTOR VEHICLES	
Passenger vehicle[1]	4,515,081
Rigid truck, van or utility	904,384
Articulated truck	22,723
Bus	13,215
Motorcycle	252,642
Sub-total	**5,708,045**
OTHER VEHICLES	
Plant	4,494
Trailer	1,016,378
Sub-total	**1,020,872**
VEHICLES ON REGISTER: TOTAL	**6,728,917**

Source – Transport for NSW Registration Table 1.1.1 Registered vehicles by vehicle type, as at 30 June 2020.

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.