



# ROAD TRAFFIC CASUALTY CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended  
31 December 2021

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- Centre for Health Record Linkage for conducting the record linkage.
- Aboriginal Health & Medical Research Council for supporting the ongoing data linkage project.
- Independent Hospital Pricing Authority for providing the International Classification of Diseases, 10th Revision, Australian Modification (ICD-10-AM) electronic code lists.
- The State Insurance Regulatory Authority (SIRA) for providing data on Compulsory Third Party insurance and Workers Compensation claims.
- The Lifetime Care and Support Authority for data on Lifetime Care participants.
- ACT Health Directorate for providing access to information in the ACT Admitted Patient Care and ACT Emergency Department Information System data collections.
- The Cause of Death Unit Record File (COD URF) provided by the Australian Coordinating Registry for the COD URF on behalf of the NSW Registry of Births, Deaths and Marriages, NSW Coroner and the National Coronial Information System.
- The Ambulance Service of NSW for providing data from the Computer-Aided Dispatch, electronic Medical Record and Patient Health Care Record systems.
- Forensic and Analytical Science Service, NSW Health for providing alcohol and drug test results.
- Department of Justice & Regulation for and on behalf of the State of Victoria, for access to the National Coronial Information System for the verification of fatality information.
- 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 seventh 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 finalized. 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 finalized and released in October 2021.

### 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 2021

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 organizations: 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 (Computerized 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 analyze 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 Safe System Analytics, 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 organizations 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.



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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 health 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

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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 2021.

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 license holders commencing 3 May 2004. The zero-alcohol limit means learner, provisional P1 and provisional P2 license 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 license 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 license 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.

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### Definitions and explanatory notes

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

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

# Interpreting tables correctly

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

## Convention for table headings

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

### EXAMPLE 1

Suppose you wish to know the number of car drivers aged 17-20 years who were killed. If you looked at Table 21a, saw the word fatal in the heading and assumed that the table was counting persons killed, you would deduce that 19 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 12.

### 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 800. 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 780 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 2021
- Main points for 2021
- 2021 serious injuries (all hospitalisations) and rates
- Serious injury (all hospitalisations) trends

# Summary data for 2021

	Number	Percentage	Compared with 2020	
			Number change	Percentage change
<b>SERIOUS INJURIES</b>				
Serious injuries (matched)	3,607	35.3	-753	-17.3
Serious injuries (unmatched)	6,620	64.7	5	0.1
Serious injuries (all hospitalisations)	<b>10,227</b>	<b>100.0</b>	<b>-748</b>	<b>-6.8</b>
<b>VEHICLES ON REGISTER<sup>1</sup></b>				
	5,856,632		148,587	2.6
Serious injuries (all hospitalisations) per 10,000 vehicles	17.46			-9.2
<b>LICENCE HOLDERS<sup>2</sup></b>				
	5,775,889		86,521	1.5
Serious injuries (all hospitalisations) per 10,000 licence holders	17.71			-8.2
<b>POPULATION OF STATE<sup>3</sup></b>				
	8,093,815		-73,248	-0.9
Serious injuries (all hospitalisations) per 100,000 persons	126.36			-6.0

<sup>1</sup> As at 30 June 2021. Excludes tractors, trailers, caravans, trader plates, plant and equipment. Refer to Table 39.

<sup>2</sup> As at 30 June 2021. Refer to note on Table 38.

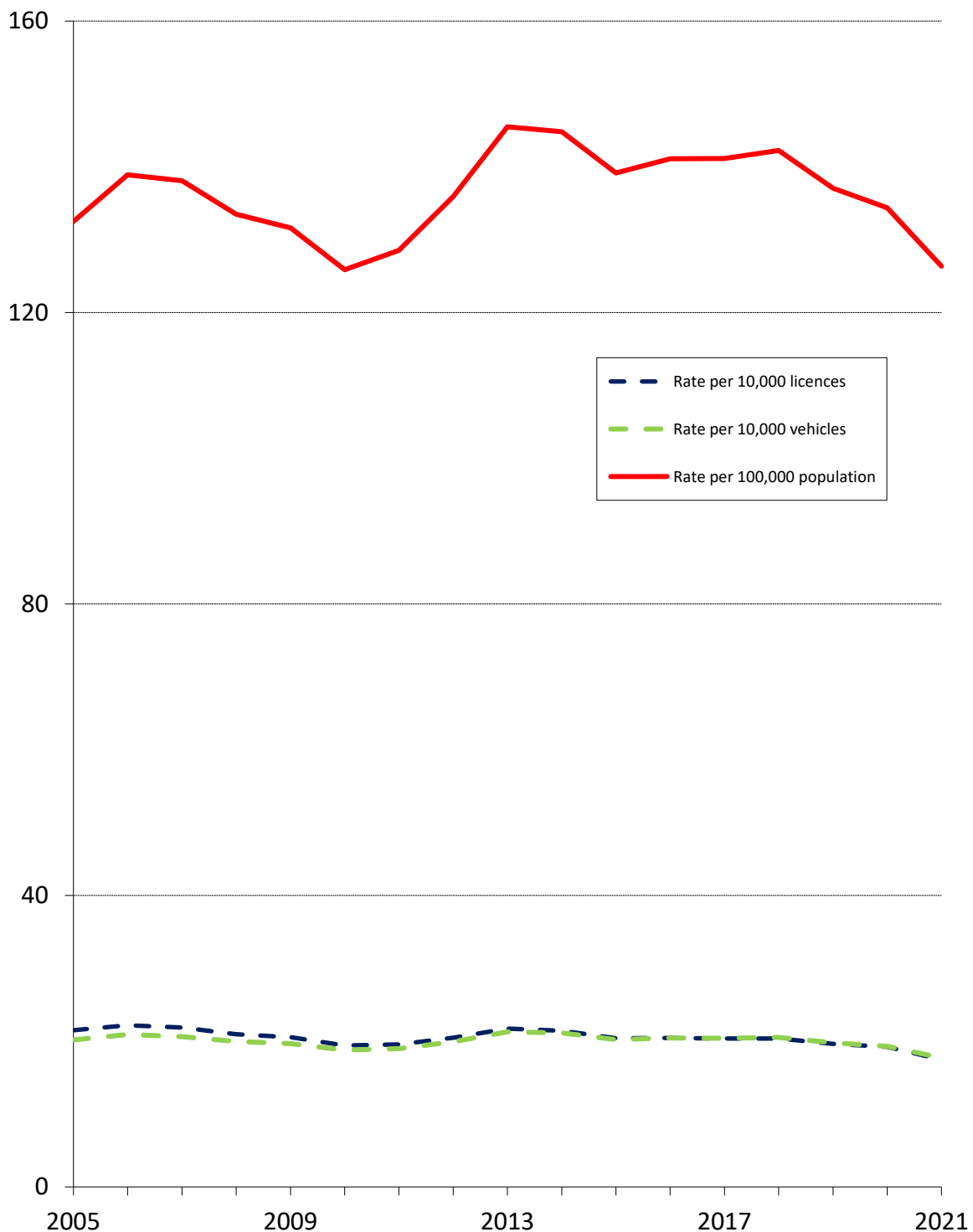
<sup>3</sup> Estimated resident population for 30 June 2021 as published on March 2022. Source - Australian Bureau of Statistics. Refer to Table 37.



# Main points for 2021

- There were 10,227 persons hospitalised from road traffic crashes in 2021, as derived from the data linkage with NSW Health Department admission data. This was 748 fewer hospitalisations (7 per cent) than the previous year and the lowest annual total since 2013.
- The rate of persons hospitalised per 100,000 population was 126.4 in 2021, down from 134.4 the previous year. This was the lowest rate since 2011.
- The estimated cost to the community of all road casualties in NSW for 2021 using the Inclusive Willingness to Pay methodology was \$8.3 billion (expressed in December 2021 values) – hospitalisations accounted for more than half (63 per cent) of this total with \$5.2 billion.
- Compared with 2020, all road user groups to have experienced decreases in hospitalisations in 2021 except pedal cyclists which increased by 22 (1 per cent) and others which increased by 46 (9 per cent).
- There were 3,099 hospitalisations of drivers in 2021, down 413 (12 per cent) on the previous year. Of all road user groups, drivers accounted for the largest proportion of hospitalisations (30 per cent).
- Motorcyclists continue to be the second largest road user group for hospitalisations in 2021, down by 101 (4 per cent) on the previous year. Motorcyclists accounted for 24 per cent of all hospitalisations in 2021.
- Passenger hospitalisations decreased in 2021, down by 180 (15 per cent) and the lowest passenger total since these data were first recorded in 2005. Passengers accounted for 10 per cent of all hospitalisations in 2021.
- Pedal cyclists are the third largest road user group for hospitalisations in 2021 with 2,330, up by 22 (1 per cent) on the previous year. About one in four (23 per cent) of all hospitalisations in 2021 were pedal cyclists.
- Compared with 2020, age groups 60 years and under all decreased with the largest decrease aged 21 to 25 years, down by 184 (16 per cent). Those aged 60 to 79 years experienced increase in hospitalisations in 2021 with the largest increase amongst 70 to 79 years, up 18 (2 per cent).
- 18 per cent of all hospitalisations were aged 17 to 25 years, but this age group represented only 11 per cent of the NSW population.
- Age group 17 to 29 years experienced decreases in hospitalisations in 2021, down 405 (14 per cent) compared with 2020 and lowest total since 2011.
- Since 2005, hospitalisations of children aged under 17 years have decreased by 31 per cent.
- Hospitalisations of persons aged 80 years or more decreased in 2021, down 17 (3 per cent) compared with 2020 and the lowest total for this age group since 2013. Since 2005, hospitalisations of persons aged 80 years or more have increased by 55 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 10,227 hospitalisations in 2021, 35 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 2021 in NSW**



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

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

Year	Road User Class						Total
	Driver	Passenger	Motorcyclist	Pedestrian	Pedal cyclist	Other	
2005 <sup>1</sup>	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
2021	3,099	1,001	2,453	802	2,330	542	10,227

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

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

Year	Age (years)											Total	
	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
<b>2005<sup>1</sup></b>	144	1,288	972	1,045	613	1,431	1,170	809	526	452	387	32	8,869
<b>2006</b>	124	1,298	1,043	1,105	669	1,499	1,171	922	581	502	411	40	9,365
<b>2007</b>	130	1,267	991	968	660	1,510	1,286	974	607	567	445	32	9,437
<b>2008</b>	111	1,173	1,027	958	645	1,434	1,225	988	678	545	457	29	9,270
<b>2009</b>	113	1,089	1,018	936	655	1,406	1,318	1,035	674	503	508	30	9,285
<b>2010</b>	105	936	961	935	629	1,376	1,277	1,038	680	555	486	15	8,993
<b>2011</b>	100	872	987	969	679	1,358	1,348	1,085	785	585	501	9	9,278
<b>2012</b>	104	904	1,031	1,005	720	1,500	1,453	1,220	842	604	535	11	9,929
<b>2013</b>	103	944	1,095	1,113	752	1,572	1,553	1,401	965	645	614	15	10,772
<b>2014</b>	113	828	971	1,094	765	1,691	1,542	1,472	1,034	727	625	12	10,874
<b>2015</b>	95	798	994	1,109	739	1,563	1,502	1,434	1,015	714	620	15	10,598
<b>2016</b>	84	833	979	1,147	771	1,652	1,520	1,491	1,064	755	605	10	10,911
<b>2017</b>	105	791	1,036	1,246	781	1,556	1,558	1,483	1,090	791	654	13	11,104
<b>2018</b>	69	784	1,007	1,119	820	1,700	1,577	1,526	1,137	878	717	16	11,350
<b>2019</b>	80	767	921	1,143	807	1,597	1,559	1,418	1,178	868	731	16	11,085
<b>2020</b>	91	933	1,009	1,154	777	1,574	1,467	1,386	1,154	806	617	7	10,975
<b>2021</b>	73	909	873	970	692	1,427	1,367	1,324	1,157	824	600	11	10,227

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

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

Year	Gender			Total
	Male	Female	Unknown	
2005 <sup>1</sup>	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
2021	6,942	3,284	1	10,227

<sup>1</sup> 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 <sup>1</sup>	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
2021	3,016	2,909	1,860	2,442	10,227

<sup>1</sup> 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 2021
- Main points for 2021
- Historical data
- Fatality and serious injury (matched) rates
- Interstate and international comparisons
- Causes of death

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# Summary data for 2021

	Number	Percentage	Compared with 2020	
			Number change	Percentage change
<b>CRASHES</b>				
Fatal crashes	260	2.2	-4	-1.5
Serious injury crashes	3,265	27.9	-651	-16.6
Moderate injury crashes	5,181	44.3	-89	-1.7
Minor/Other injury crashes	3,001	25.6	-385	-11.4
<b>Total casualty crashes</b>	<b>11,707</b>	<b>100.0</b>	<b>-1,129</b>	<b>-8.8</b>
<b>CASUALTIES</b>				
Killed	275	1.9%	-9	-3.2
Seriously injured	3,607	24.8%	-753	-17.3
Moderately injured	6,686	46.0%	-169	-2.5
Minor/Other injured	3,969	27.3%	-637	-13.8
<b>Total casualties</b>	<b>14,537</b>	<b>100.0</b>	<b>-1,568</b>	<b>-9.7</b>
<b>MOTOR VEHICLES ON REGISTER<sup>1</sup></b>	5,856,632		148,587	2.6
Fatalities per 10,000 vehicles	0.47			-5.6
<b>LICENCE HOLDERS<sup>2</sup></b>	5,775,889		86,521	1.5
Fatalities per 10,000 licence holders	0.48			-4.6
<b>POPULATION OF STATE<sup>3</sup></b>	8,093,815		-73,248	-0.9
Fatalities per 100,000 persons	3.40			-2.3

<sup>1</sup> As at 30 June 2021. Excludes tractors, trailers, caravans, trader plates, plant and equipment. Refer to Table 39

<sup>2</sup> As at 30 June 2021. Refer to note on Table 38.

<sup>3</sup> Estimated resident population for 30 June 2021 as published on March 2022. Source - Australian Bureau of Statistics. Refer to Table 37.

# Main points for 2021

- The number of persons killed per 100,000 population was 3.4. This is the lowest fatality rate since records were first compiled in 1908.
- There were 11,707 casualty road crashes in New South Wales during 2021. Of these, 260 were fatal crashes and 11,447 were injury crashes. There were 275 persons killed and 14,262 injured.
- The estimated cost to the community of these road casualties using the Inclusive Willingness to Pay methodology was \$8.3 billion (expressed in December 2021 values).
- The number of persons killed was down by 9 (3 per cent) on the previous year, the lowest annual fatality total since 1923.
- The number of persons seriously injured in 2021 was down by 1,559 (10 per cent) on the previous year.
- The road user group that experienced a fatality increase compared to 2020 was motorcyclist up by 15 (31 per cent), but this was offset by fatality decreases among other road user groups.
- There were 41 pedestrians killed in 2021 (down 15 per cent), the equal lowest pedestrian fatality total since records began in 1928.
- Compared with the previous year, injuries decreased by 753 (17 per cent) in 2021 and decreases were experienced across all road user groups.
- Country roads accounted for 44 per cent of all casualty crashes, but 69 per cent of fatal crashes.
- At least 18 per cent of motor vehicle occupants killed were not wearing available seat belts.
- Two of the nine pedal cyclists killed and 14 per cent of those injured failed to wear a helmet.
- Almost half (49 per cent) of all pedestrian fatalities were aged 60 years or more, although this age group accounted for only 23 per cent of the population.
- Amongst those crashes in which the alcohol involvement was known, alcohol was a contributing factor in 45 per cent of fatal crashes on Thursday, Friday and Saturday nights, 17 per cent of all fatal crashes and 8 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 39 per cent of fatal crashes and 19 per cent of all casualty crashes.
- Fatigue was assessed as being involved in at least 19 per cent of fatal crashes and 9 per cent of all casualty crashes.
- The number of fatalities in July (18 fatalities), August (16 fatalities) and September (16 fatalities) were the lowest for the respective months total since 1936.
- Thirty-seven (28 per cent) of the 130 local government areas in NSW were fatality free in 2021. These 37 local government areas accounted for 12 per cent of the NSW population and included Hornsby (152,225), Randwick (135,275), Coffs Harbour (78,738), Waverley (69,388) and Woollahra (53,891).
- While there was a 3 per cent decrease in fatalities in 2021, there were several crash characteristics which increased - fatalities aged 60 to 69 years increased by 48 per cent, fatalities in the Orana Region increased by 36 per cent, fatalities in the North Coast Region increased by 21 per cent and fatalities in the Central Western Region increased by 20 per cent.
- However, compared with 2020, some notable decreases occurred in 2021 – motor vehicle passenger fatalities decreased by 28 per cent, fatalities aged 26 to 39 years decreased by 38 per cent and fatalities in the Illawarra Region decreased by 57 per cent.

**Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000-2021**

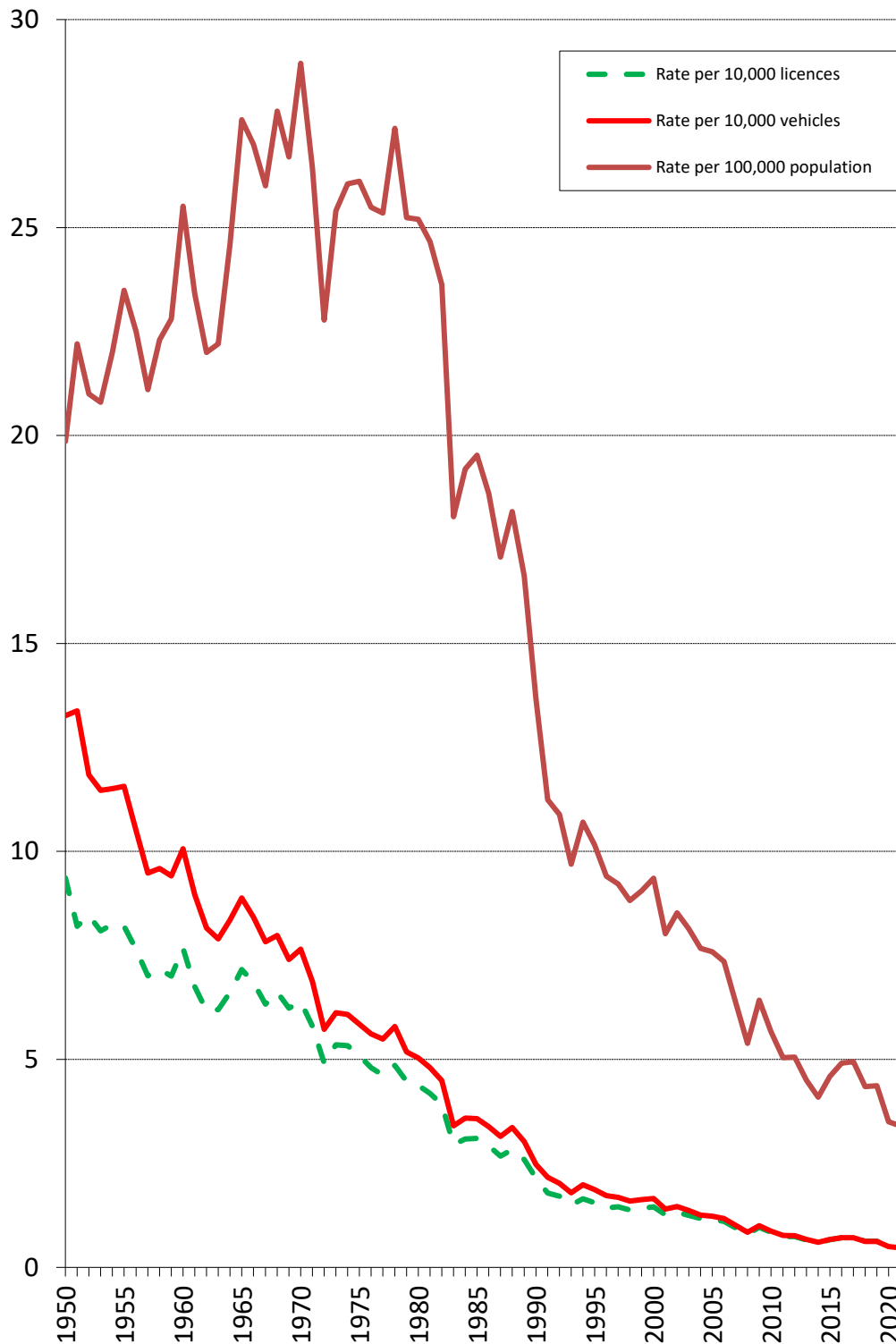
Year	Killed	Injured	Seriously injured	Moderately injured	Minor/Other injured	Total casualties	Fatal crashes	Serious injury crashes	Moderate injury crashes	Minor/Other injury crashes	Total casualty crashes
<b>1950</b>	<b>634</b>	<b>11,096</b>				<b>11,730</b>					
<b>1955</b>	<b>820</b>	<b>16,437</b>				<b>17,257</b>					
<b>1960</b>	<b>978</b>	<b>22,655</b>				<b>23,633</b>	<b>910</b>				
<b>1965</b>	<b>1,151</b>	<b>29,157</b>				<b>30,308</b>	<b>1,026</b>				
<b>1970</b>	<b>1,309</b>	<b>34,886</b>				<b>36,195</b>	<b>1,135</b>				
<b>1975</b>	<b>1,288</b>	<b>38,141</b>				<b>39,429</b>	<b>1,150</b>				
<b>1980</b>	<b>1,303</b>	<b>38,816</b>				<b>40,119</b>	<b>1,152</b>				
<b>1985</b>	<b>1,067</b>	<b>39,336</b>				<b>40,403</b>	<b>954</b>				
<b>1990</b>	<b>797</b>	<b>32,153</b>				<b>32,950</b>	<b>702</b>				
<b>1995</b>	<b>620</b>	<b>25,963</b>				<b>26,583</b>	<b>563</b>				
<b>2000</b>	<b>603</b>	<b>28,812</b>				<b>29,415</b>	<b>543</b>				<b>22,406</b>
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
<b>2005</b>	<b>508</b>	<b>28,496</b>	<b>4,763</b>	<b>12,521</b>	<b>11,212</b>	<b>29,004</b>	<b>459</b>	<b>4,102</b>	<b>9,765</b>	<b>7,833</b>	<b>22,159</b>
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
<b>2010</b>	<b>405</b>	<b>27,607</b>	<b>4,672</b>	<b>13,639</b>	<b>9,296</b>	<b>28,012</b>	<b>365</b>	<b>4,125</b>	<b>10,736</b>	<b>6,399</b>	<b>21,625</b>
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
<b>2015</b>	<b>350</b>	<b>23,216</b>	<b>5,566</b>	<b>9,883</b>	<b>7,767</b>	<b>23,566</b>	<b>326</b>	<b>4,950</b>	<b>7,576</b>	<b>5,465</b>	<b>18,317</b>
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
<b>2020</b>	<b>284</b>	<b>15,821</b>	<b>4,360</b>	<b>6,855</b>	<b>4,606</b>	<b>16,105</b>	<b>264</b>	<b>3,916</b>	<b>5,270</b>	<b>3,386</b>	<b>12,836</b>
<b>2021</b>	<b>275</b>	<b>14,262</b>	<b>3,607</b>	<b>6,686</b>	<b>3,969</b>	<b>14,537</b>	<b>260</b>	<b>3,265</b>	<b>5,181</b>	<b>3,001</b>	<b>11,707</b>

**Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000-2021**

Year	Vehicles on register <sup>1</sup> (‘000)	Licence holders <sup>2</sup> (‘000)	Population <sup>3</sup> (‘000)	Total vehicle kilometres travelled <sup>4</sup> (‘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	8,167	70,850	0.50	0.50	3.5	0.40	7.64	7.66	53.39	6.15
2021	5,857	5,776	8,094	-	0.47	0.48	3.4	-	6.16	6.24	44.56	-

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 2021 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<sup>1</sup> and other countries<sup>2</sup>**

	Killed	Vehicles <sup>3</sup> (‘000)	Population <sup>4</sup> (‘000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
<b>NEW SOUTH WALES</b>	<b>275</b>	<b>5,857</b>	<b>8,094</b>	<b>0.5</b>	<b>3.4</b>
Victoria	232	5,157	6,548	0.4	3.5
Queensland	274	4,304	5,218	0.6	5.3
Western Australia	166	2,315	2,750	0.7	6.0
South Australia	99	1,478	1,803	0.7	5.5
Tasmania	35	516	568	0.7	6.2
Australian Capital Territory	11	318	454	0.3	2.4
Northern Territory	35	163	249	2.1	14.1
<b>AUSTRALIA</b>	<b>1,127</b>	<b>20,108</b>	<b>25,684</b>	<b>0.6</b>	<b>4.4</b>
CANADA	1,746 <sup>(18)</sup>	25,820 <sup>(18)</sup>	38,246 <sup>(18)</sup>	0.7	4.6
DENMARK	130	3,453	5,850 <sup>(18)</sup>	0.4	2.2
FRANCE	2,944	47,817 <sup>(18)</sup>	67,720 <sup>(18)</sup>	0.6	4.3
GERMANY	2,562	58,158 <sup>(18)</sup>	83,129 <sup>(18)</sup>	0.4	3.1
JAPAN	3,205	91,290 <sup>(18)</sup>	125,502 <sup>(18)</sup>	0.4	2.6
NETHERLANDS	582	11,760 <sup>(18)</sup>	17,533 <sup>(18)</sup>	0.5	3.3
NEW ZEALAND	318	4,687	5,113 <sup>(18)</sup>	0.7	6.2
NORWAY	80	4,265	5,408 <sup>(18)</sup>	0.2	1.5
SWEDEN	201	6,750	10,416 <sup>(18)</sup>	0.3	1.9
UNITED KINGDOM	1,608	40,457	67,351 <sup>(18)</sup>	0.4	2.4
UNITED STATES OF AMERICA	42,915	297,644 <sup>(18)</sup>	331,894 <sup>(18)</sup>	1.4	12.9

<sup>1</sup> Australian fatality data for 2021 based on the Bureau of Infrastructure, Transport and Regional Economics:

Statistical Report, Road trauma Australia 2021 statistical summary.

<sup>2</sup> Fatality data are for 2021 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”.

<sup>3</sup> Australian vehicle figures are as at 30 June 2021 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 2021. The 2021 vehicle figures for some other countries are sourced from relevant National Statistical Reporting Authorities.

<sup>4</sup> Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2021 as published at September 2022. The population figures for other countries are based on OECD Stat data for 2021 as extracted at 30 November 2022.

<sup>4</sup> 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.

<sup>18</sup> Data for 2021.

**Table 7: Deaths within NSW, causes of death, sex, age for 2021**

2019	Age (years)										TOTAL <sup>3</sup>
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	70-79	≥ 80	
<b>Males</b>											
Deaths from all causes <sup>1</sup>	247	88	131	186	458	845	1,951	3,823	6,872	14,406	29,008
All accidental deaths <sup>1</sup>	21	33	34	61	100	132	119	109	148	486	1,244
Road deaths <sup>2</sup>	8	22	21	20	24	32	28	26	15	16	212
as % of accidental deaths	38	67	62	33	24	24	24	24	10	3	17
as % of all deaths	3	25	16	11	5	4	1	1	<1	<1	1
<b>Females</b>											
Deaths from all causes <sup>1</sup>	166	44	58	64	233	542	1,199	2,425	4,858	17,352	26,943
All accidental deaths <sup>1</sup>	12	9	12	11	30	50	51	40	82	578	875
Road deaths <sup>2</sup>	4	7	3	4	4	9	4	8	11	9	63
as % of accidental deaths	33	78	25	36	13	18	8	20	13	2	7
as % of all deaths	2	16	5	6	2	2	<1	<1	<1	<1	<1
<b>All persons</b>											
Deaths from all causes <sup>1</sup>	413	132	189	250	691	1,387	3,150	6,248	11,730	31,758	55,951
All accidental deaths <sup>1</sup>	33	42	46	72	130	182	170	149	230	1,064	2,119
Road deaths <sup>2</sup>	12	29	24	24	28	41	32	34	26	25	275
as % of accidental deaths	36	69	52	33	22	23	19	23	11	2	13
as % of all deaths	3	22	13	10	4	3	1	<1	<1	<1	<1

Notes

<sup>1</sup> Underlying Cause of Death Data supplied by Australian Bureau of Statistics. Deaths registered in NSW and cause of death based on ICD Codes

<sup>2</sup> NSW Centre for Road Safety Crash data

<sup>3</sup> Includes deaths where age unknown

**Table 8: Fatalities, year, month**

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



**Table 8: Fatalities, year, month**

Year	Month												TOTAL
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
<b>2000</b>	<b>50</b>	<b>52</b>	<b>48</b>	<b>55</b>	<b>53</b>	<b>48</b>	<b>58</b>	<b>33</b>	<b>50</b>	<b>39</b>	<b>49</b>	<b>68</b>	<b>603</b>
<b>2001</b>	38	39	42	42	56	35	44	51	35	46	46	50	524
<b>2002</b>	39	45	50	46	56	57	35	51	50	45	43	44	561
<b>2003</b>	42	40	49	47	42	32	35	51	40	57	52	52	539
<b>2004</b>	52	44	48	34	39	41	44	43	35	43	47	40	510
<b>2005</b>	35	38	37	45	56	40	50	40	44	40	37	46	508
<b>2006</b>	57	39	54	49	37	43	34	34	33	42	38	36	496
<b>2007</b>	34	30	42	47	31	41	41	30	32	33	37	37	435
<b>2008</b>	28	29	29	26	24	30	34	35	33	39	31	36	374
<b>2009</b>	26	34	39	55	36	34	27	49	42	45	30	36	453
<b>2010</b>	<b>43</b>	<b>34</b>	<b>26</b>	<b>43</b>	<b>37</b>	<b>33</b>	<b>23</b>	<b>27</b>	<b>37</b>	<b>39</b>	<b>38</b>	<b>25</b>	<b>405</b>
<b>2011</b>	28	30	31	25	25	27	29	38	29	23	39	40	364
<b>2012</b>	32	25	33	33	31	34	24	36	30	28	35	28	369
<b>2013</b>	15	33	30	26	24	32	26	33	15	37	34	28	333
<b>2014</b>	34	29	26	20	30	25	19	27	24	26	29	18	307
<b>2015</b>	37	16	24	24	35	25	31	40	26	32	32	28	350
<b>2016</b>	25	32	32	44	31	34	30	36	32	31	25	28	380
<b>2017</b>	30	18	28	31	35	31	40	41	29	28	38	40	389
<b>2018</b>	37	32	24	31	25	21	31	38	34	21	25	28	347
<b>2019</b>	38	28	41	28	20	26	23	31	33	29	27	29	353
<b>2020</b>	<b>23</b>	<b>30</b>	<b>24</b>	<b>23</b>	<b>20</b>	<b>22</b>	<b>24</b>	<b>26</b>	<b>29</b>	<b>17</b>	<b>24</b>	<b>22</b>	<b>284</b>
<b>2021</b>	<b>24</b>	<b>26</b>	<b>20</b>	<b>25</b>	<b>21</b>	<b>29</b>	<b>18</b>	<b>16</b>	<b>16</b>	<b>26</b>	<b>22</b>	<b>32</b>	<b>275</b>

**Table 9: Casualties, year, road user class, degree of casualty<sup>1</sup>**

	Road user class									
	Motor vehicle driver					Motor vehicle passenger				
	K	S	M	O	TI	K	S	M	O	TI
<b>1960</b>	<b>273</b>				<b>7,029</b>	<b>248</b>				<b>8,801</b>
<b>1965</b>	<b>411</b>				<b>11,225</b>	<b>373</b>				<b>11,714</b>
<b>1970</b>	<b>494</b>				<b>13,710</b>	<b>387</b>				<b>12,719</b>
<b>1975</b>	<b>475</b>				<b>14,469</b>	<b>368</b>				<b>13,384</b>
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
<b>1980</b>	<b>487</b>				<b>15,390</b>	<b>359</b>				<b>12,940</b>
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
<b>1985</b>	<b>412</b>				<b>15,861</b>	<b>264</b>				<b>11,779</b>
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
<b>1990</b>	<b>310</b>				<b>14,469</b>	<b>200</b>				<b>9,082</b>
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
<b>1995</b>	<b>281</b>				<b>12,228</b>	<b>139</b>				<b>7,375</b>
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
<b>2000</b>	<b>278</b>				<b>15,270</b>	<b>146</b>				<b>7,308</b>
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
<b>2005</b>	<b>235</b>	<b>2,230</b>	<b>8,235</b>	<b>6,773</b>	<b>17,238</b>	<b>100</b>	<b>890</b>	<b>2,136</b>	<b>2,749</b>	<b>5,775</b>
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
<b>2010</b>	<b>185</b>	<b>2,194</b>	<b>9,463</b>	<b>5,737</b>	<b>17,394</b>	<b>89</b>	<b>690</b>	<b>1,854</b>	<b>2,192</b>	<b>4,736</b>
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
<b>2015</b>	<b>155</b>	<b>2,845</b>	<b>6,933</b>	<b>5,217</b>	<b>14,995</b>	<b>60</b>	<b>782</b>	<b>1,287</b>	<b>1,748</b>	<b>3,817</b>
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
<b>2020</b>	<b>135</b>	<b>2,180</b>	<b>4,737</b>	<b>2,977</b>	<b>9,894</b>	<b>40</b>	<b>522</b>	<b>810</b>	<b>868</b>	<b>2,200</b>
<b>2021</b>	<b>133</b>	<b>1,790</b>	<b>4,539</b>	<b>2,603</b>	<b>8,932</b>	<b>29</b>	<b>437</b>	<b>744</b>	<b>672</b>	<b>1,853</b>

<sup>1</sup> 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<sup>1</sup>**

	Road user class									
	Motorcycle rider					Motorcycle passenger				
	K	S	M	O	TI	K	S	M	O	TI
<b>1960</b>	<b>39</b>				<b>1,409</b>	<b>9</b>				<b>241</b>
<b>1965</b>	<b>28</b>				<b>901</b>	<b>4</b>				<b>95</b>
<b>1970</b>	<b>93</b>				<b>2,967</b>	<b>17</b>				<b>311</b>
<b>1975</b>	<b>142</b>				<b>4,483</b>	<b>19</b>				<b>609</b>
1976	135				4,239	25				551
1977	125				4,055	15				508
1978	137				3,731	10				498
1979	127				3,783	22				506
<b>1980</b>	<b>152</b>				<b>4,366</b>	<b>21</b>				<b>610</b>
1981	146				4,643	26				655
1982	178				4,387	25				631
1983	143				4,817	10				590
1984	135				5,181	18				571
<b>1985</b>	<b>122</b>				<b>5,220</b>	<b>21</b>				<b>573</b>
1986	146				4,364	18				560
1987	119				4,053	19				455
1988	111				3,609	12				388
1989	98				3,064	11				307
<b>1990</b>	<b>84</b>				<b>2,537</b>	<b>6</b>				<b>240</b>
1991	54				2,220	4				212
1992	55				1,936	4				194
1993	41				1,884	5				164
1994	50				1,897	6				193
<b>1995</b>	<b>57</b>				<b>1,848</b>	<b>2</b>				<b>174</b>
1996	52				1,808	6				166
1997	43				1,707	1				142
1998	49				1,879	3				163
1999	51				1,770	4				149
<b>2000</b>	<b>60</b>				<b>1,894</b>	<b>2</b>				<b>138</b>
2001	68				2,007	2				151
2002	51				1,994	4				141
2003	56				1,826	3				110
2004	57				1,963	1				123
<b>2005</b>	<b>61</b>	<b>707</b>	<b>800</b>	<b>488</b>	<b>1,995</b>	<b>3</b>	<b>42</b>	<b>40</b>	<b>41</b>	<b>123</b>
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
<b>2010</b>	<b>57</b>	<b>911</b>	<b>1,007</b>	<b>508</b>	<b>2,426</b>	<b>4</b>	<b>26</b>	<b>38</b>	<b>39</b>	<b>103</b>
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
<b>2015</b>	<b>66</b>	<b>1,011</b>	<b>809</b>	<b>317</b>	<b>2,137</b>	<b>1</b>	<b>26</b>	<b>25</b>	<b>22</b>	<b>73</b>
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
<b>2020</b>	<b>46</b>	<b>914</b>	<b>687</b>	<b>312</b>	<b>1,913</b>	<b>2</b>	<b>28</b>	<b>16</b>	<b>16</b>	<b>60</b>
<b>2021</b>	<b>60</b>	<b>763</b>	<b>752</b>	<b>294</b>	<b>1,809</b>	<b>3</b>	<b>23</b>	<b>23</b>	<b>16</b>	<b>62</b>

<sup>1</sup> 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<sup>1</sup>**

	Road user class									
	Pedestrian					Pedal cyclist <sup>2</sup>				
	K	S	M	O	TI	K	S	M	O	TI
<b>1960</b>	<b>367</b>				<b>4,022</b>	<b>42</b>				<b>1,128</b>
<b>1965</b>	<b>301</b>				<b>4,254</b>	<b>29</b>				<b>942</b>
<b>1970</b>	<b>291</b>				<b>4,346</b>	<b>26</b>				<b>792</b>
<b>1975</b>	<b>257</b>				<b>4,370</b>	<b>22</b>				<b>766</b>
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
<b>1980</b>	<b>252</b>				<b>4,161</b>	<b>31</b>				<b>1,326</b>
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
<b>1985</b>	<b>223</b>				<b>4,210</b>	<b>23</b>				<b>1,682</b>
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
<b>1990</b>	<b>177</b>				<b>3,944</b>	<b>20</b>				<b>1,860</b>
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
<b>1995</b>	<b>130</b>				<b>3,154</b>	<b>11</b>				<b>1,170</b>
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
<b>2000</b>	<b>110</b>				<b>2,979</b>	<b>6</b>				<b>1,218</b>
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
<b>2005</b>	<b>96</b>	<b>631</b>	<b>852</b>	<b>705</b>	<b>2,188</b>	<b>13</b>	<b>263</b>	<b>457</b>	<b>450</b>	<b>1,170</b>
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
<b>2010</b>	<b>59</b>	<b>596</b>	<b>787</b>	<b>487</b>	<b>1,870</b>	<b>11</b>	<b>255</b>	<b>489</b>	<b>333</b>	<b>1,077</b>
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
<b>2015</b>	<b>61</b>	<b>604</b>	<b>498</b>	<b>279</b>	<b>1,381</b>	<b>7</b>	<b>295</b>	<b>328</b>	<b>184</b>	<b>807</b>
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
<b>2020</b>	<b>48</b>	<b>435</b>	<b>295</b>	<b>212</b>	<b>942</b>	<b>13</b>	<b>281</b>	<b>307</b>	<b>220</b>	<b>808</b>
<b>2021</b>	<b>41</b>	<b>348</b>	<b>342</b>	<b>199</b>	<b>889</b>	<b>9</b>	<b>244</b>	<b>282</b>	<b>184</b>	<b>710</b>

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

<sup>2</sup> Includes pedal cycle passengers.

**Table 9: Casualties, year, road user class, degree of casualty<sup>1</sup>**

	Road user class									
	Other <sup>3</sup>					All road users				
	K	S	M	O	TI	K	S	M	O	TI
<b>1960</b>	<b>0</b>				<b>25</b>	<b>978</b>				<b>22,655</b>
<b>1965</b>	<b>5</b>				<b>26</b>	<b>1,151</b>				<b>29,157</b>
<b>1970</b>	<b>1</b>				<b>41</b>	<b>1,309</b>				<b>34,886</b>
<b>1975</b>	<b>5</b>				<b>60</b>	<b>1,288</b>				<b>38,141</b>
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
<b>1980</b>	<b>1</b>				<b>23</b>	<b>1,303</b>				<b>38,816</b>
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
<b>1985</b>	<b>2</b>				<b>11</b>	<b>1,067</b>				<b>39,336</b>
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
<b>1990</b>	<b>0</b>				<b>21</b>	<b>797</b>				<b>32,153</b>
1991	0				31	663				28,085
1992	0				13	649				25,920
1993	1				12	581				26,368
1994	0				15	647				26,160
<b>1995</b>	<b>0</b>				<b>14</b>	<b>620</b>				<b>25,963</b>
1996	0				21	581				26,029
1997	0				8	576				24,454
1998	0				3	556				26,415
1999	0				4	577				26,748
<b>2000</b>	<b>1</b>				<b>5</b>	<b>603</b>				<b>28,812</b>
2001	1				14	524				29,913
2002	0				4	561				28,447
2003	1				1	539				27,208
2004	0				20	510				26,323
<b>2005</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>508</b>	<b>4,763</b>	<b>12,521</b>	<b>11,212</b>	<b>28,496</b>
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
<b>2010</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>405</b>	<b>4,672</b>	<b>13,639</b>	<b>9,296</b>	<b>27,607</b>
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
<b>2015</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>350</b>	<b>5,566</b>	<b>9,883</b>	<b>7,767</b>	<b>23,216</b>
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
<b>2020</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>284</b>	<b>4,360</b>	<b>6,855</b>	<b>4,606</b>	<b>15,821</b>
<b>2021</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>275</b>	<b>3,607</b>	<b>6,686</b>	<b>3,969</b>	<b>14,262</b>

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

<sup>3</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

# Road casualty crashes in 2021

- 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
New Year (1 January to 3 January) (3 days)	0	34	22	11	67	0	37	38	16	91
Australia Day (26 January to 26 January) (1 days)	0	9	9	6	24	0	13	13	7	33
Easter (1 April to 5 April) (5 days)	5	62	76	42	185	7	72	107	58	244
Anzac Day (25 April) (1 day)	2	14	16	9	41	2	15	27	11	55
Queen's Birthday (11 June to 14 June) (4 days)	5	30	42	25	102	5	35	50	34	124
Labour Day (1 October to 4 October) (4 days)	5	35	30	21	91	5	38	33	34	110
Christmas (24 December to 31 December) (8 days)	3	44	105	41	193	3	47	147	68	265
<b>SCHOOL HOLIDAYS</b>										
January (1 January to 28 January) (28 days)	18	291	417	225	951	21	320	553	319	1213
End Term 1 (1 April to 18 April) (18 days)	14	190	292	163	659	16	213	399	222	850
End Term 2 (26 June to 11 July) (16 days)	8	74	223	102	407	8	87	268	134	497
End Term 3 (18 September to 4 October) (17 days)	11	93	165	90	359	13	102	201	123	439
December (18 December to 31 December) (14 days)	14	114	200	96	424	14	124	271	146	555

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

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

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

Time period <sup>1</sup>	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	4	2	2	1	1	2	5	17
02:00 - 03:59	5	0	0	0	0	1	1	7
04:00 - 05:59	2	1	1	5	0	4	3	16
06:00 - 07:59	1	1	6	6	2	0	3	19
08:00 - 09:59	4	5	6	3	2	1	4	25
10:00 - 11:59	5	3	4	3	7	4	4	30
12:00 - 13:59	6	3	5	7	5	9	8	43
14:00 - 15:59	5	6	3	3	5	5	5	32
16:00 - 17:59	1	2	3	2	4	1	2	15
18:00 - 19:59	5	2	2	2	0	4	5	20
20:00 - 21:59	2	1	1	1	8	6	2	21
22:00 – Midnight	1	2	3	3	2	2	2	15
Unknown	0	0	0	0	0	0	0	0
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>41</b>	<b>28</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>39</b>	<b>44</b>	<b>260</b>

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

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

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	14	8	10	11	8	12	14	77
02:00 - 03:59	13	2	6	7	4	16	15	63
04:00 - 05:59	11	14	19	13	18	18	10	103
06:00 - 07:59	18	43	30	39	46	33	24	233
08:00 - 09:59	33	42	47	50	52	42	37	303
10:00 - 11:59	55	55	50	45	36	57	63	361
12:00 - 13:59	81	55	52	60	58	57	71	434
14:00 - 15:59	75	61	69	69	71	90	74	509
16:00 - 17:59	53	80	73	66	65	66	65	468
18:00 - 19:59	50	52	41	42	58	37	59	339
20:00 - 21:59	38	14	28	26	28	40	38	212
22:00 – Midnight	16	18	20	13	19	39	38	163
Unknown	0	0	0	0	0	0	0	0
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>457</b>	<b>444</b>	<b>445</b>	<b>441</b>	<b>463</b>	<b>507</b>	<b>508</b>	<b>3,265</b>



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

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	41	10	11	17	12	17	29	137
02:00 - 03:59	20	11	6	12	12	15	22	98
04:00 - 05:59	16	24	17	23	27	29	17	153
06:00 - 07:59	26	82	63	86	96	71	38	462
08:00 - 09:59	49	79	76	85	76	87	59	511
10:00 - 11:59	75	77	56	82	88	78	107	563
12:00 - 13:59	71	94	70	91	99	93	128	646
14:00 - 15:59	77	104	109	115	133	128	97	763
16:00 - 17:59	82	83	121	113	136	144	77	756
18:00 - 19:59	60	62	62	91	83	84	60	502
20:00 - 21:59	41	48	50	51	57	55	61	363
22:00 – Midnight	23	33	23	25	37	46	40	227
Unknown	0	0	0	0	0	0	0	0
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>581</b>	<b>707</b>	<b>664</b>	<b>791</b>	<b>856</b>	<b>847</b>	<b>735</b>	<b>5,181</b>

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

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	16	4	6	4	2	6	10	48
02:00 - 03:59	6	5	2	3	5	4	4	29
04:00 - 05:59	5	9	9	11	8	10	7	59
06:00 - 07:59	10	45	48	46	34	34	15	232
08:00 - 09:59	13	53	57	71	61	58	36	349
10:00 - 11:59	56	51	46	48	40	42	64	347
12:00 - 13:59	55	50	47	56	50	56	95	409
14:00 - 15:59	46	53	63	77	72	78	70	459
16:00 - 17:59	34	72	78	100	85	79	53	501
18:00 - 19:59	34	37	41	47	50	53	52	314
20:00 - 21:59	14	15	19	26	23	28	28	153
22:00 – Midnight	12	13	12	15	13	19	16	100
Unknown	0	0	0	0	0	0	1	1
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>301</b>	<b>407</b>	<b>428</b>	<b>504</b>	<b>443</b>	<b>467</b>	<b>451</b>	<b>3,001</b>

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

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	75	24	29	33	23	37	58	279
02:00 - 03:59	44	18	14	22	21	36	42	197
04:00 - 05:59	34	48	46	52	53	61	37	331
06:00 - 07:59	55	171	147	177	178	138	80	946
08:00 - 09:59	99	179	186	209	191	188	136	1,188
10:00 - 11:59	191	186	156	178	171	181	238	1,301
12:00 - 13:59	213	202	174	214	212	215	302	1,532
14:00 - 15:59	203	224	244	264	281	301	246	1,763
16:00 - 17:59	170	237	275	281	290	290	197	1,740
18:00 - 19:59	149	153	146	182	191	178	176	1,175
20:00 - 21:59	95	78	98	104	116	129	129	749
22:00 – Midnight	52	66	58	56	71	106	96	505
Unknown	0	0	0	0	0	0	1	1
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>1,380</b>	<b>1,586</b>	<b>1,573</b>	<b>1,772</b>	<b>1,798</b>	<b>1,860</b>	<b>1,738</b>	<b>11,707</b>

**Table 12: Crashes, time period, degree of crash**

Time period <sup>1</sup>	Degree of crash								Total casualty crashes	
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash			
A	35	(2.1%)	417	(25.4%)	755	(46.0%)	436	(26.5%)	1,643	(100.0%)
B	13	(3.9%)	97	(29.2%)	160	(48.2%)	62	(18.7%)	332	(100.0%)
C	69	(2.3%)	802	(27.3%)	1,285	(43.7%)	783	(26.6%)	2,939	(100.0%)
D	15	(2.0%)	191	(25.9%)	316	(42.8%)	216	(29.3%)	738	(100.0%)
E	19	(3.4%)	188	(33.6%)	211	(37.7%)	141	(25.2%)	559	(100.0%)
F	21	(1.2%)	496	(27.2%)	799	(43.9%)	506	(27.8%)	1,822	(100.0%)
G	22	(1.6%)	347	(25.1%)	648	(46.9%)	365	(26.4%)	1,382	(100.0%)
H	19	(1.8%)	352	(33.7%)	422	(40.4%)	252	(24.1%)	1,045	(100.0%)
I	18	(3.3%)	158	(28.8%)	266	(48.5%)	107	(19.5%)	549	(100.0%)
J	29	(4.2%)	217	(31.1%)	319	(45.8%)	132	(18.9%)	697	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	0	(0.0%)	1	(100.0%)	1	(100.0%)
<b>CRASHES:</b>										
<b>TOTAL</b>	<b>260</b>	<b>(2.2%)</b>	<b>3,265</b>	<b>(27.9%)</b>	<b>5,181</b>	<b>(44.3%)</b>	<b>3,001</b>	<b>(25.6%)</b>	<b>11,707</b>	<b>(100.0%)</b>

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

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

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

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

Figure 3a: Fatal crashes, road user movement

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

PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
NEAR SIDE 8	CROSS TRAFFIC 12	HEAD ON (not overtaking) 33	REAR END 12 <small>Vehicles in same lane</small>	U TURN 3	HEAD ON (incl. side swipe) 3	PARKED 1	OFF CARRIAGEWAY TO LEFT 4	OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 6	FELL IN FROM VEHICLE 4
EMERGING 2	RIGHT FAR 0	RIGHT THRU 8	LEFT REAR 0	U TURN INTO FIXED OBJECT/ PKD VEHICLE 0	OUT OF CONTROL 0	DOUBLE PARKED 0	LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 15	OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT/ PKD VEH 28	LOAD OR MISSILE STRUCK VEHICLE 1
FAR SIDE 12	LEFT FAR 0	LEFT THRU 0	RIGHT REAR 1	LEAVING PARKING 0	PULLING OUT 0	ACCIDENT OR BREAK DOWN 4	OFF CARRIAGEWAY TO RIGHT 2	OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 2	STRUCK TRAIN / AEROPLANE 1
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 4	RIGHT NEAR 4	RIGHT/LEFT 0	LANE SIDE SWIPE 2 <small>Vehicles in parallel lanes</small>	ENTERING PARKING 1	OVERTAKE TURNING 0	VEHICLE DOOR 0	RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 26	OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 7	PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 0
WALKING WITH TRAFFIC 2	TWO R TURNING 0	RIGHT/RIGHT 0	LANE CHANGE RIGHT (not overtaking) 2	PARKING VEHICLES ONLY 0	CUTTING IN 0	PERMANENT OBSTRUCTION ON CARRIAGEWAY 1	OUT OF CONTROL ON CARRIAGEWAY 2	OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 2	PARKED VEH RUN AWAY INTO VEHICLE 0
FACING TRAFFIC 0	RIGHT/LEFT FAR 0	LEFT/LEFT 0	LANE CHANGE LEFT 0	REVERSING 0	PULLING OUT REAR END 0	TEMPORARY ROADWORKS 0	OFF END OF ROAD/ 'T' INTERSECTION 1	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 16	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 0
ON FOOTPATH/ MEDIAN 3	LEFT NEAR 0		RIGHT TURN SIDE SWIPE 0	REVERSING INTO FIXED OBJECT/ PKD VEHICLE 1		STRUCK OBJECT ON CARRIAGEWAY 2	OFF CARRIAGEWAY TO LEFT ON LEFT BEND 1		
DRIVEWAY 1	LEFT/RIGHT FAR 0		LEFT TURN SIDE SWIPE 0	EMERGING FROM DRIVEWAY 0		ANIMAL (not ridden) 2	OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 3		
	TWO LEFT TURNING 0			FROM FOOTPATH 2			OUT OF CONTROL ON CARRIAGEWAY 2	OTHER 0	
OTHER PEDESTRIAN 4	OTHER ADJACENT 0	OTHER OPPOSING 0	OTHER SAME DIRECTION 0	OTHER MANOEUVRING 3	OTHER OVERTAKING 0	OTHER ON PATH 2	OTHER STRAIGHT 2	OTHER CURVE 0	UNKNOWN 0

Road traffic casualty crashes in New South Wales 2021



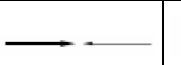
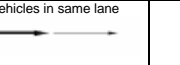
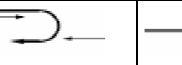
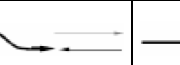
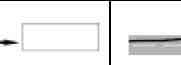

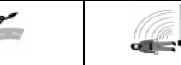

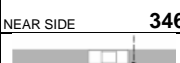
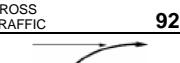
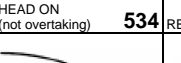
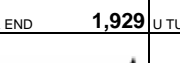
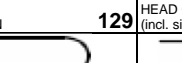
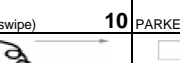
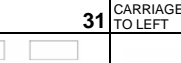
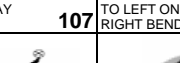
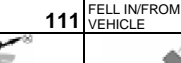

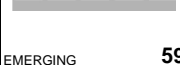
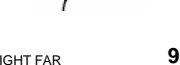
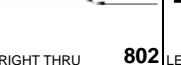


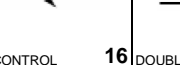
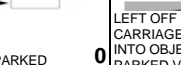
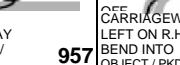







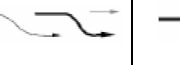


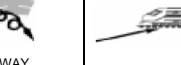

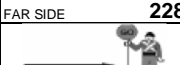
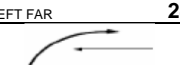
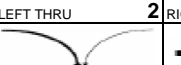
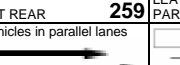
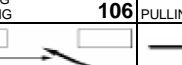
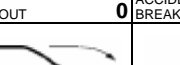

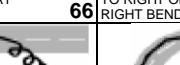
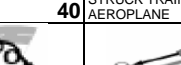

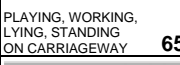
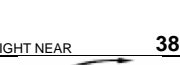
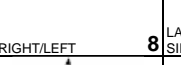
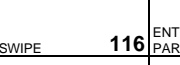
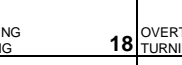
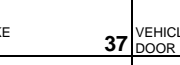
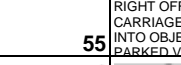

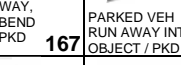





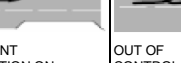

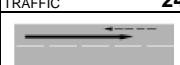

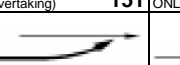
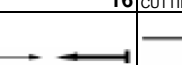

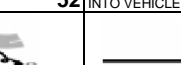
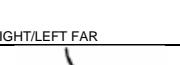
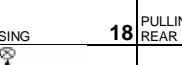
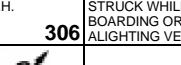




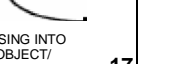

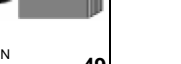
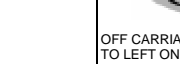
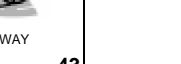

**Figure 3b: Serious injury crashes, road user movement**

(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 <b>128</b>	CROSS TRAFFIC <b>232</b>	HEAD ON (not overtaking) <b>191</b>	Vehicles in same lane REAR END <b>271</b>	U TURN <b>37</b>	HEAD ON (incl. side swipe) <b>2</b>	PARKED <b>13</b>	OFF CARRIAGEWAY TO LEFT <b>43</b>	OFF CARRIAGEWAY TO LEFT ON RIGHT BEND <b>45</b>	FELL IN/FROM VEHICLE <b>16</b>
EMERGING <b>34</b>	RIGHT FAR <b>25</b>	RIGHT THRU <b>263</b>	LEFT REAR <b>9</b>	U TURN INTO FIXED OBJECT / PKD VEHICLE <b>3</b>	OUT OF CONTROL <b>9</b>	DOUBLE PARKED <b>0</b>	LEFT OFF CARRIAGEWAY INTO OBJECT / PARKED VEH. <b>328</b>	OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH. <b>200</b>	LOAD OR MISSILE STRUCK VEHICLE <b>3</b>
FAR SIDE <b>95</b>	LEFT FAR <b>6</b>	LEFT THRU <b>0</b>	RIGHT REAR <b>57</b>	LEAVING PARKING <b>20</b>	PULLING OUT <b>0</b>	ACCIDENT OR BREAK DOWN <b>10</b>	OFF CARRIAGEWAY TO RIGHT <b>13</b>	OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND <b>9</b>	STRUCK TRAIN / AEROPLANE <b>1</b>
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY <b>25</b>	RIGHT NEAR <b>117</b>	RIGHT/LEFT <b>2</b>	Vehicles in parallel lanes LANE SIDE SWIPE <b>26</b>	ENTERING PARKING <b>5</b>	OVERTAKE TURNING <b>11</b>	VEHICLE DOOR <b>15</b>	RIGHT OFF CARRIAGEWAY INTO OBJECT / PARKED VEH. <b>147</b>	OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT <b>52</b>	PARKED VEH RUN AWAY INTO OBJECT / PKD VEH. <b>2</b>
WALKING WITH TRAFFIC <b>8</b>	TWO R TURNING <b>1</b>	RIGHT/RIGHT <b>0</b>	LANE CHANGE RIGHT (not overtaking) <b>39</b>	PARKING VEHICLES ONLY <b>0</b>	CUTTING IN <b>2</b>	PERMANENT OBSTRUCTION ON CARRIAGEWAY <b>4</b>	OUT OF CONTROL ON CARRIAGEWAY <b>113</b>	OFF CARRIAGEWAY TO RIGHT ON LEFT BAND <b>19</b>	PARKED VEH RUN AWAY INTO VEHICLE <b>1</b>
FACING TRAFFIC <b>2</b>	RIGHT/LEFT FAR <b>0</b>	LEFT/LEFT <b>0</b>	LANE CHANGE LEFT <b>42</b>	REVERSING <b>0</b>	PULLING OUT REAR END <b>1</b>	TEMPORARY ROADWORKS <b>3</b>	OFF END OF ROAD / 'T' INTERSECTION <b>10</b>	TO RIGHT ON L.H. BEND INTO OBJECT VEH. <b>121</b>	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE <b>2</b>
ON FOOTPATH/ MEDIAN <b>13</b>	LEFT NEAR <b>18</b>		RIGHT TURN SIDE SWIPE <b>7</b>	REVERSING INTO FIXED OBJECT / PKD VEHICLE <b>5</b>		STRUCK OBJECT ON CARRIAGEWAY <b>21</b>		OFF CARRIAGEWAY TO LEFT ON LEFT BEND <b>13</b>	
DRIVEWAY <b>15</b>	LEFT/RIGHT FAR <b>0</b>		LEFT TURN SIDE SWIPE <b>17</b>	EMERGING FROM DRIVEWAY <b>56</b>		ANIMAL (not ridden) <b>27</b>		OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH. <b>76</b>	
	TWO LEFT TURNING <b>0</b>			FROM FOOTPATH <b>25</b>				OUT OF CONTROL ON CARRIAGEWAY <b>108</b>	
OTHER PEDESTRIAN <b>8</b>	OTHER ADJACENT <b>1</b>	OTHER OPPOSING <b>1</b>	OTHER SAME DIRECTION <b>7</b>	OTHER MANOEUVRING <b>12</b>	OTHER OVERTAKING <b>0</b>	OTHER ON PATH <b>1</b>	OTHER STRAIGHT <b>1</b>	OTHER CURVE <b>0</b>	UNKNOWN <b>0</b>
								?	

**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 346	 CROSS TRAFFIC 928	 HEAD ON (not overtaking) 534	 Vehicles in same lane REAR END 1,929	 U TURN 129	 HEAD ON (incl. side swipe) 10	 PARKED 31	 OFF CARRIAGEWAY TO LEFT 107	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 111	 FELL IN/FROM VEHICLE 50
 EMERGING 59	 RIGHT FAR 98	 RIGHT THRU 802	 LEFT REAR 85	 U TURN INTO FIXED OBJECT PKD VEHICLE 21	 OUT OF CONTROL 16	 DOUBLE PARKED 0	 LEFT OFF CARRIAGEWAY INTO OBJECT/PARKED VEH 957	 OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 555	 LOAD OR MISSILE STRUCK VEHICLE 9
 FAR SIDE 228	 LEFT FAR 24	 LEFT THRU 2	 RIGHT REAR 259	 LEAVING PARKING 106	 PULLING OUT 0	 ACCIDENT OR BREAK DOWN 28	 OFF CARRIAGEWAY TO RIGHT 66	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 40	 STRUCK TRAIN / AEROPLANE 4
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 65	 RIGHT NEAR 386	 RIGHT/LEFT 8	 Vehicles in parallel lanes LANE SIDE SWIPE 116	 ENTERING PARKING 18	 OVERTAKE TURNING 37	 VEHICLE DOOR 55	 RIGHT OFF CARRIAGEWAY INTO OBJECT/PARKED VEH 448	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 167	 PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 12
 WALKING WITH TRAFFIC 24	 TWO R TURNING 13	 RIGHT/RIGHT 4	 LANE CHANGE RIGHT (not overtaking) 151	 PARKING VEHICLES ONLY 16	 CUTTING IN 6	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 10	 OUT OF CONTROL ON CARRIAGEWAY 307	 OFF CARRIAGEWAY TO RIGHT ON LEFT BAND 52	 PARKED VEH RUN AWAY INTO VEHICLE 1
 FACING TRAFFIC 6	 RIGHT/LEFT FAR 3	 LEFT/LEFT 0	 LANE CHANGE LEFT 160	 REVERSING 18	 PULLING OUT REAR END 2	 TEMPORARY ROADWORKS 6	 OFF END OF ROAD/ 'T' INTERSECTION 47	 TO RIGHT ON L.H. BEND INTO OBJECT VEH 306	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 2
 ON FOOTPATH/MEDIAN 41	 LEFT NEAR 93		 RIGHT TURN SIDE SWIPE 39	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 17		 STRUCK ON OBJECT ON CARRIAGEWAY 49		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 43	
 DRIVEWAY 51	 LEFT/RIGHT FAR 0		 LEFT TURN SIDE SWIPE 66	 EMERGING FROM DRIVEWAY 224		 ANIMAL (not ridden) 108		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OB I/PKD VEH 217	
	 TWO LEFT TURNING 1			 FROM FOOTPATH 87				 OUT OF CONTROL ON CARRIAGEWAY 284	
 OTHER PEDESTRIAN 39	 OTHER ADJACENT 45	 OTHER OPPOSING 24	 OTHER SAME DIRECTION 162	 OTHER MANOEUVRING 103	 OTHER OVERTAKING 5	 OTHER ON PATH 4	 OTHER STRAIGHT 14	 OTHER CURVE 7	 UNKNOWN 4

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

Object hit in first impact	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
Bridge/wall	1	11	17	1	30
Fence/post	14	176	297	62	549
Pole	7	111	129	41	288
Embankment	7	66	136	19	228
Tree	45	253	267	83	648
Street furniture	10	49	76	20	155
Drain or culvert	4	34	59	18	115
Building	0	9	25	6	40
Other object	11	105	96	27	239
Stock	1	6	15	6	28
Kangaroo/wallaby	0	15	37	7	59
Other animal	1	6	10	4	21
Unknown	0	0	0	0	0
<b>Sub-total</b>	<b>101</b>	<b>841</b>	<b>1,164</b>	<b>294</b>	<b>2,400</b>
No object hit	159	2,424	4,017	2,707	9,307
<b>CRASHES: TOTAL</b>	<b>260</b>	<b>3,265</b>	<b>5,181</b>	<b>3,001</b>	<b>11,707</b>

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

Vehicle type	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
Car	55	537	900	248	1,740
Light truck	19	191	244	70	524
Heavy rigid truck	3	13	41	5	62
Articulated truck	6	27	37	16	86
Bus	0	1	1	5	7
Other motor vehicle	3	11	3	2	19
Motorcycle	29	380	357	120	886
<b>SINGLE MOTOR VEHICLE CRASHES: TOTAL</b>	<b>115</b>	<b>1,160</b>	<b>1,583</b>	<b>466</b>	<b>3,324</b>

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



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

Type of crash <sup>1</sup>	Degree of crash								Total casualty crashes	
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash			
Car crash	155	(1.7%)	2,298	(25.2%)	4,080	(44.8%)	2,569	(28.2%)	9,102	(100.0%)
Light truck crash	64	(2.3%)	707	(25.0%)	1,314	(46.5%)	740	(26.2%)	2,825	(100.0%)
Heavy truck crash	48	(6.6%)	193	(26.5%)	310	(42.5%)	178	(24.4%)	729	(100.0%)
Heavy rigid truck crash	24	(5.6%)	115	(26.8%)	181	(42.2%)	109	(25.4%)	429	(100.0%)
Articulated truck crash	25	(7.7%)	91	(28.1%)	135	(41.7%)	73	(22.5%)	324	(100.0%)
Bus crash	3	(2.9%)	27	(25.7%)	45	(42.9%)	30	(28.6%)	105	(100.0%)
Heavy bus crash	2	(2.2%)	23	(25.6%)	40	(44.4%)	25	(27.8%)	90	(100.0%)
Emergency vehicle crash	0	(0.0%)	13	(17.8%)	40	(54.8%)	20	(27.4%)	73	(100.0%)
Motorcycle crash	63	(3.3%)	780	(41.3%)	752	(39.8%)	293	(15.5%)	1,888	(100.0%)
Pedal cycle crash	9	(1.3%)	243	(34.1%)	284	(39.8%)	177	(24.8%)	713	(100.0%)
Pedestrian crash	40	(4.5%)	342	(38.2%)	337	(37.7%)	176	(19.7%)	895	(100.0%)
<b>All types of crashes</b>	<b>260</b>	<b>(2.2%)</b>	<b>3,265</b>	<b>(27.9%)</b>	<b>5,181</b>	<b>(44.3%)</b>	<b>3,001</b>	<b>(25.6%)</b>	<b>11,707</b>	<b>(100.0%)</b>

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

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

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

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

Type of crash <sup>1</sup>	Degree of casualty								Total killed & injured	
	Killed		Seriously injured		Moderately injured		Minor/Other injured			
Car crash	166	(1.4%)	2,578	(22.3%)	5,391	(46.6%)	3,424	(29.6%)	11,559	(100.0%)
Light truck crash	67	(1.8%)	818	(22.2%)	1,763	(47.9%)	1,036	(28.1%)	3,684	(100.0%)
Heavy truck crash	52	(5.5%)	216	(22.8%)	451	(47.6%)	228	(24.1%)	947	(100.0%)
Heavy rigid truck crash	26	(4.6%)	131	(23.0%)	267	(46.9%)	145	(25.5%)	569	(100.0%)
Articulated truck crash	27	(6.4%)	100	(23.9%)	197	(47.0%)	95	(22.7%)	419	(100.0%)
Bus crash	3	(2.0%)	29	(19.7%)	73	(49.7%)	42	(28.6%)	147	(100.0%)
Heavy bus crash	2	(1.5%)	25	(19.2%)	66	(50.8%)	37	(28.5%)	130	(100.0%)
Emergency vehicle crash	0	(0.0%)	14	(11.8%)	62	(52.1%)	43	(36.1%)	119	(100.0%)
Motorcycle crash	63	(3.0%)	806	(38.6%)	869	(41.6%)	349	(16.7%)	2,087	(100.0%)
Pedal cycle crash	9	(1.2%)	252	(32.9%)	313	(40.8%)	193	(25.2%)	767	(100.0%)
Pedestrian crash	41	(3.8%)	362	(33.9%)	453	(42.4%)	212	(19.9%)	1,068	(100.0%)
<b>All types of crashes</b>	<b>275</b>	<b>(1.9%)</b>	<b>3,607</b>	<b>(24.8%)</b>	<b>6,686</b>	<b>(46.0%)</b>	<b>3,969</b>	<b>(27.3%)</b>	<b>14,537</b>	<b>(100.0%)</b>

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

<sup>1</sup> 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<sup>1</sup>, vehicle type, degree of crash**

Vehicle type	Degree of crash								Total casualty crashes	
	Fatal crash	<i>Involvement rate</i>	Serious injury crash	<i>Involvement rate</i>	Moderate injury crash	<i>Involvement rate</i>	Minor/Other injury crash	<i>Involvement rate</i>		
Passenger vehicle <sup>2</sup>	187	<i>0.4</i>	3,175	<i>6.9</i>	6,099	<i>13.2</i>	4,088	<i>8.9</i>	13,549	<i>29.4</i>
Rigid truck, van or utility	96	<i>1.0</i>	956	<i>10.1</i>	1,770	<i>18.6</i>	963	<i>10.1</i>	3,785	<i>39.8</i>
Articulated truck <sup>3</sup>	27	<i>11.0</i>	98	<i>40.0</i>	145	<i>59.2</i>	76	<i>31.0</i>	346	<i>141.4</i>
Bus	3	<i>2.2</i>	27	<i>19.9</i>	46	<i>34.0</i>	30	<i>22.2</i>	106	<i>78.3</i>
Motorcycle	63	<i>2.4</i>	800	<i>30.3</i>	767	<i>29.0</i>	296	<i>11.2</i>	1,926	<i>72.8</i>
<b>All motor vehicles on register<sup>4</sup></b>	<b>380</b>	<b><i>0.6</i></b>	<b>5,133</b>	<b><i>8.8</i></b>	<b>8,948</b>	<b><i>15.3</i></b>	<b>5,570</b>	<b><i>9.5</i></b>	<b>20,031</b>	<b><i>34.2</i></b>

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.

<sup>1</sup> 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 2021.

<sup>2</sup> Comprised of sedan, station wagon, hatchback, taxi-cab, passenger van and four wheel drive passenger vehicle.

<sup>3</sup> Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.

<sup>4</sup> Includes other and unknown motor vehicle types.

**Table 17: Crashes, factors, degree of crash**

Factors possibly contributing to crash <sup>1</sup>	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
<b>Controller Disadvantaged<sup>2</sup></b>					
Chronic illness/physical infirmity	2	1	4	2	9
Sudden illness	7	117	169	21	314
Swerving to avoid animal	1	47	86	19	153
Distraction inside vehicle	9	77	135	33	254
Distraction outside vehicle	13	308	372	92	785
<b>Equipment failure/fault</b>					
Brakes	2	7	15	4	28
Steering	0	5	5	2	12
Tyres	6	32	32	10	80
Wheel, axle/suspension	0	6	5	0	11
Lights	2	1	0	0	3
Towing/coupling	0	4	2	1	7
Insecure load	2	8	4	4	18

IMPORTANT: The factor categories in this table are not mutually exclusive and must therefore not be added together. For example, a crash in which one driver suffered sudden illness and another vehicle's brakes failed would be counted once in each of the relevant categories.

<sup>1</sup> Data under-reported due to difficulty in collection.

<sup>2</sup> Motor vehicle controllers only.

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

Degree of crash	Alcohol involved	Time Period <sup>1</sup>										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
<b>Fatal</b>	Yes	3	3	4	1	2	6	4	3	6	13	0	45
	No	29	10	57	13	15	13	17	15	12	15	0	196
	Unknown	3	0	8	1	2	2	1	1	0	1	0	19
	<b>Sub-total</b>	<b>35</b>	<b>13</b>	<b>69</b>	<b>15</b>	<b>19</b>	<b>21</b>	<b>22</b>	<b>19</b>	<b>18</b>	<b>29</b>	<b>0</b>	<b>260</b>
<b>Serious injury</b>	Yes	13	17	17	2	2	41	23	39	30	71	0	255
	No	280	58	522	126	129	290	223	206	84	101	0	2,019
	Unknown	124	22	263	63	57	165	101	107	44	45	0	991
	<b>Sub-total</b>	<b>417</b>	<b>97</b>	<b>802</b>	<b>191</b>	<b>188</b>	<b>496</b>	<b>347</b>	<b>352</b>	<b>158</b>	<b>217</b>	<b>0</b>	<b>3,265</b>
<b>Moderate injury</b>	Yes	22	24	21	6	3	46	40	35	43	93	0	333
	No	382	77	661	161	109	345	302	199	137	115	0	2,488
	Unknown	351	59	603	149	99	408	306	188	86	111	0	2,360
	<b>Sub-total</b>	<b>755</b>	<b>160</b>	<b>1,285</b>	<b>316</b>	<b>211</b>	<b>799</b>	<b>648</b>	<b>422</b>	<b>266</b>	<b>319</b>	<b>0</b>	<b>5,181</b>
<b>Minor/Other injury</b>	Yes	4	2	5	0	0	11	6	17	10	19	0	74
	No	66	17	122	35	38	59	43	38	25	20	0	463
	Unknown	366	43	656	181	103	436	316	197	72	93	1	2,464
	<b>Sub-total</b>	<b>436</b>	<b>62</b>	<b>783</b>	<b>216</b>	<b>141</b>	<b>506</b>	<b>365</b>	<b>252</b>	<b>107</b>	<b>132</b>	<b>1</b>	<b>3,001</b>
<b>Total casualty crashes</b>	Yes	42	46	47	9	7	104	73	94	89	196	0	707
	No	757	162	1,362	335	291	707	585	458	258	251	0	5,166
	Unknown	844	124	1,530	394	261	1,011	724	493	202	250	1	5,834
	<b>TOTAL</b>	<b>1,643</b>	<b>332</b>	<b>2,939</b>	<b>738</b>	<b>559</b>	<b>1,822</b>	<b>1,382</b>	<b>1,045</b>	<b>549</b>	<b>697</b>	<b>1</b>	<b>11,707</b>

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.

<sup>1</sup> Time periods A to J are as defined on page 43. In the case of a fatal crash reported with an unknown time, a time period is estimated.

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

Degree of crash	Alcohol involved	Urbanisation						Total
		Metropolitan <sup>1</sup>			Country <sup>2</sup>			
		Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	
<b>Fatal</b>	Yes	8	0	1	13	23	0	45
	No	59	7	2	56	72	0	196
	Unknown	4	0	0	4	11	0	19
	<b>Sub-total</b>	<b>71</b>	<b>7</b>	<b>3</b>	<b>73</b>	<b>106</b>	<b>0</b>	<b>260</b>
<b>Serious injury</b>	Yes	73	24	6	108	44	0	255
	No	915	103	50	594	357	0	2,019
	Unknown	588	32	37	235	98	1	991
	<b>Sub-total</b>	<b>1,576</b>	<b>159</b>	<b>93</b>	<b>937</b>	<b>499</b>	<b>1</b>	<b>3,265</b>
<b>Moderate injury</b>	Yes	114	17	12	145	45	0	333
	No	1,017	122	74	851	424	0	2,488
	Unknown	1,230	132	69	670	259	0	2,360
	<b>Sub-total</b>	<b>2,361</b>	<b>271</b>	<b>155</b>	<b>1,666</b>	<b>728</b>	<b>0</b>	<b>5,181</b>
<b>Minor/Other injury</b>	Yes	30	3	1	27	12	1	74
	No	235	23	12	106	86	1	463
	Unknown	1,739	105	78	394	148	0	2,464
	<b>Sub-total</b>	<b>2,004</b>	<b>131</b>	<b>91</b>	<b>527</b>	<b>246</b>	<b>2</b>	<b>3,001</b>
<b>Total casualty crashes</b>	Yes	225	44	20	293	124	1	707
	No	2,226	255	138	1,607	939	1	5,166
	Unknown	3,561	269	184	1,303	516	1	5,834
	<b>TOTAL</b>	<b>6,012</b>	<b>568</b>	<b>342</b>	<b>3,203</b>	<b>1,579</b>	<b>3</b>	<b>11,707</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes
	FC	SC	MC	OC	
Yes	45	255	333	74	707
No	196	2,019	2,488	463	5,166
Unknown	19	991	2,360	2,464	5,834
<b>Crashes: Total</b>	<b>260</b>	<b>3,265</b>	<b>5,181</b>	<b>3,001</b>	<b>11,707</b>

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

Speeding involved in crash	Degree of crash <sup>1</sup>				Total casualty crashes
	FC	SC	MC	OC	
Yes	104	800	1,004	288	2,196
No or unknown	156	2,465	4,177	2,713	9,511
<b>Crashes: Total</b>	<b>260</b>	<b>3,265</b>	<b>5,181</b>	<b>3,001</b>	<b>11,707</b>

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

Fatigue involved in crash	Degree of crash <sup>1</sup>				Total casualty crashes
	FC	SC	MC	OC	
Yes	46	395	499	140	1,080
No or unknown	214	2,870	4,682	2,861	10,627
<b>Crashes: Total</b>	<b>260</b>	<b>3,265</b>	<b>5,181</b>	<b>3,001</b>	<b>11,707</b>

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

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

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

Road user class	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Car driver	M	0	2	12	12	9	14	21	12	16	16	10	1	125
	F	0	0	7	2	3	5	8	8	8	8	5	0	54
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>14</b>	<b>12</b>	<b>19</b>	<b>29</b>	<b>20</b>	<b>24</b>	<b>24</b>	<b>15</b>	<b>1</b>	<b>179</b>
Light truck driver	M	0	0	7	7	7	9	14	5	5	2	0	1	57
	F	0	0	0	0	0	2	0	1	0	0	0	0	3
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>60</b>
Heavy rigid truck driver	M	0	0	0	1	2	6	6	5	2	1	0	0	23
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>23</b>
Articulated truck driver	M	0	0	0	0	2	3	6	6	5	2	0	0	24
	F	0	0	0	0	0	0	2	0	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>26</b>
Bus driver	M	0	0	0	0	0	0	0	1	1	0	0	0	2
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Motorcycle rider	M	0	1	8	5	7	9	10	11	9	3	0	0	63
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>63</b>
Other motor vehicle driver	M	0	0	0	0	0	0	0	1	1	0	1	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>25</b>	<b>27</b>	<b>41</b>	<b>57</b>	<b>41</b>	<b>39</b>	<b>24</b>	<b>11</b>	<b>2</b>	<b>297</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>60</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>27</b>	<b>30</b>	<b>48</b>	<b>67</b>	<b>51</b>	<b>47</b>	<b>32</b>	<b>16</b>	<b>3</b>	<b>358</b>

<sup>1</sup> Unknown sex included.



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

Road user class	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Car driver	M	0	11	181	182	112	277	247	207	171	135	90	20	1,633
	F	0	8	144	162	112	268	203	164	131	104	65	8	1,369
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>19</b>	<b>325</b>	<b>344</b>	<b>224</b>	<b>545</b>	<b>450</b>	<b>371</b>	<b>302</b>	<b>239</b>	<b>155</b>	<b>49</b>	<b>3,023</b>
Light truck driver	M	0	4	67	95	48	116	119	89	68	21	10	8	645
	F	0	1	7	12	10	14	14	8	15	1	2	1	85
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>107</b>	<b>58</b>	<b>130</b>	<b>133</b>	<b>97</b>	<b>83</b>	<b>22</b>	<b>12</b>	<b>12</b>	<b>733</b>
Heavy rigid truck driver	M	0	0	1	9	11	27	20	24	13	2	0	2	109
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>11</b>	<b>28</b>	<b>20</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>110</b>
Articulated truck driver	M	0	0	0	8	7	23	20	16	19	1	0	1	95
	F	0	0	0	0	0	0	0	1	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>23</b>	<b>20</b>	<b>17</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>98</b>
Bus driver	M	0	0	0	0	0	4	4	9	6	0	0	0	23
	F	0	0	0	0	0	0	1	0	1	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>26</b>
Motorcycle rider	M	0	17	97	103	67	131	98	106	87	20	2	4	732
	F	0	2	9	7	8	10	18	10	1	0	0	0	65
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>19</b>	<b>106</b>	<b>110</b>	<b>75</b>	<b>141</b>	<b>116</b>	<b>116</b>	<b>88</b>	<b>20</b>	<b>2</b>	<b>5</b>	<b>798</b>
Other motor vehicle driver	M	0	1	2	1	2	2	3	3	7	3	3	5	32
	F	0	0	0	0	0	1	0	1	3	1	0	4	10
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>40</b>	<b>73</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>33</b>	<b>348</b>	<b>398</b>	<b>247</b>	<b>580</b>	<b>511</b>	<b>454</b>	<b>371</b>	<b>182</b>	<b>105</b>	<b>40</b>	<b>3,269</b>
	<b>F</b>	<b>0</b>	<b>11</b>	<b>160</b>	<b>181</b>	<b>130</b>	<b>294</b>	<b>236</b>	<b>184</b>	<b>151</b>	<b>106</b>	<b>67</b>	<b>13</b>	<b>1,533</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>44</b>	<b>508</b>	<b>579</b>	<b>377</b>	<b>874</b>	<b>747</b>	<b>638</b>	<b>522</b>	<b>288</b>	<b>172</b>	<b>112</b>	<b>4,861</b>

<sup>1</sup> Unknown sex included.

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

Road user class	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Car driver	M	0	10	289	362	326	541	476	367	292	173	111	85	3,032
	F	0	7	271	326	259	542	435	354	237	152	67	51	2,701
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>17</b>	<b>560</b>	<b>688</b>	<b>585</b>	<b>1,083</b>	<b>911</b>	<b>721</b>	<b>529</b>	<b>325</b>	<b>178</b>	<b>210</b>	<b>5,807</b>
Light truck driver	M	0	2	130	148	128	243	204	149	87	52	8	30	1,181
	F	0	1	17	22	21	48	25	26	13	3	1	1	178
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>147</b>	<b>170</b>	<b>149</b>	<b>291</b>	<b>229</b>	<b>175</b>	<b>100</b>	<b>55</b>	<b>9</b>	<b>44</b>	<b>1,372</b>
Heavy rigid truck driver	M	0	0	0	8	18	52	30	34	20	6	0	5	173
	F	0	0	0	1	1	3	0	0	0	0	0	0	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>19</b>	<b>55</b>	<b>30</b>	<b>34</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>180</b>
Articulated truck driver	M	0	0	0	7	9	29	33	36	18	2	1	2	137
	F	0	0	0	0	0	1	0	0	1	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>30</b>	<b>33</b>	<b>36</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>145</b>
Bus driver	M	0	0	0	0	2	3	12	12	7	1	0	2	39
	F	0	0	0	0	0	1	0	4	0	0	0	0	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>12</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>45</b>
Motorcycle rider	M	0	11	87	102	87	118	94	104	51	20	3	3	680
	F	0	0	5	9	10	12	18	21	5	0	0	0	80
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>111</b>	<b>97</b>	<b>130</b>	<b>112</b>	<b>125</b>	<b>56</b>	<b>20</b>	<b>3</b>	<b>7</b>	<b>764</b>
Other motor vehicle driver	M	0	1	2	1	3	4	4	3	1	3	1	11	34
	F	0	0	0	0	0	0	0	0	2	1	0	5	8
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>89</b>	<b>115</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>24</b>	<b>508</b>	<b>628</b>	<b>573</b>	<b>990</b>	<b>853</b>	<b>705</b>	<b>476</b>	<b>257</b>	<b>124</b>	<b>138</b>	<b>5,276</b>
	<b>F</b>	<b>0</b>	<b>8</b>	<b>293</b>	<b>358</b>	<b>291</b>	<b>607</b>	<b>478</b>	<b>405</b>	<b>258</b>	<b>156</b>	<b>68</b>	<b>57</b>	<b>2,979</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>32</b>	<b>801</b>	<b>986</b>	<b>864</b>	<b>1,597</b>	<b>1,331</b>	<b>1,110</b>	<b>734</b>	<b>413</b>	<b>192</b>	<b>368</b>	<b>8,428</b>

<sup>1</sup> Unknown sex included.

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

Road user class	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Car driver	M	0	9	137	225	186	457	336	279	191	111	47	170	2,148
	F	0	2	137	187	155	381	322	284	148	64	26	94	1,800
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>11</b>	<b>274</b>	<b>412</b>	<b>341</b>	<b>839</b>	<b>660</b>	<b>563</b>	<b>339</b>	<b>175</b>	<b>73</b>	<b>333</b>	<b>4,020</b>
Light truck driver	M	0	0	55	86	76	134	112	84	52	17	5	59	680
	F	0	0	5	11	10	16	20	12	3	2	0	2	81
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>97</b>	<b>86</b>	<b>153</b>	<b>132</b>	<b>96</b>	<b>55</b>	<b>19</b>	<b>5</b>	<b>79</b>	<b>782</b>
Heavy rigid truck driver	M	0	0	2	8	11	27	18	18	7	1	0	12	104
	F	0	0	0	0	0	2	0	0	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>11</b>	<b>29</b>	<b>18</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>109</b>
Articulated truck driver	M	0	0	0	5	0	13	13	16	12	1	0	9	69
	F	0	0	0	1	1	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>
Bus driver	M	0	0	1	0	0	1	6	5	6	1	1	4	25
	F	0	0	0	0	0	0	0	2	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>29</b>
Motorcycle rider	M	0	8	18	38	29	51	42	31	26	4	1	7	255
	F	0	0	3	4	4	11	7	4	2	0	0	1	36
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>8</b>	<b>21</b>	<b>42</b>	<b>33</b>	<b>62</b>	<b>49</b>	<b>35</b>	<b>28</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>295</b>
Other motor vehicle driver	M	0	0	0	0	0	2	3	3	1	0	1	16	26
	F	0	0	2	1	0	1	2	1	1	1	1	3	13
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>93</b>	<b>113</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>17</b>	<b>213</b>	<b>362</b>	<b>302</b>	<b>685</b>	<b>530</b>	<b>436</b>	<b>295</b>	<b>135</b>	<b>55</b>	<b>277</b>	<b>3,307</b>
	<b>F</b>	<b>0</b>	<b>2</b>	<b>147</b>	<b>204</b>	<b>170</b>	<b>411</b>	<b>351</b>	<b>303</b>	<b>154</b>	<b>67</b>	<b>27</b>	<b>100</b>	<b>1,936</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>19</b>	<b>360</b>	<b>566</b>	<b>472</b>	<b>1,100</b>	<b>883</b>	<b>739</b>	<b>449</b>	<b>202</b>	<b>82</b>	<b>549</b>	<b>5,421</b>

<sup>1</sup> Unknown sex included.

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

Road user class	Sex	Age (years)											Unknown	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	32	619	781	633	1,289	1,080	865	670	435	258	276	<b>6,938</b>
	F	0	17	559	677	529	1,196	968	810	524	328	163	153	<b>5,924</b>
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>49</b>	<b>1,178</b>	<b>1,458</b>	<b>1,162</b>	<b>2,486</b>	<b>2,050</b>	<b>1,675</b>	<b>1,194</b>	<b>763</b>	<b>421</b>	<b>593</b>	<b>13,029</b>
Light truck driver	M	0	6	259	336	259	502	449	327	212	92	23	98	<b>2,563</b>
	F	0	2	29	45	41	80	59	47	31	6	3	4	<b>347</b>
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>8</b>	<b>288</b>	<b>381</b>	<b>300</b>	<b>585</b>	<b>508</b>	<b>374</b>	<b>243</b>	<b>98</b>	<b>26</b>	<b>136</b>	<b>2,947</b>
Heavy rigid truck driver	M	0	0	3	26	42	112	74	81	42	10	0	19	<b>409</b>
	F	0	0	0	1	1	6	0	0	0	0	0	0	<b>8</b>
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>43</b>	<b>118</b>	<b>74</b>	<b>81</b>	<b>42</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>422</b>
Articulated truck driver	M	0	0	0	20	18	68	72	74	54	6	1	12	<b>325</b>
	F	0	0	0	1	1	1	2	1	1	0	0	0	<b>7</b>
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>19</b>	<b>69</b>	<b>74</b>	<b>75</b>	<b>55</b>	<b>6</b>	<b>1</b>	<b>22</b>	<b>342</b>
Bus driver	M	0	0	1	0	2	8	22	27	20	2	1	6	<b>89</b>
	F	0	0	0	0	0	1	1	7	1	0	0	0	<b>10</b>
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>23</b>	<b>34</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>103</b>
Motorcycle rider	M	0	37	210	248	190	309	244	252	173	47	6	14	<b>1,730</b>
	F	0	2	17	20	22	33	43	35	8	0	0	1	<b>181</b>
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>39</b>	<b>227</b>	<b>268</b>	<b>212</b>	<b>342</b>	<b>287</b>	<b>287</b>	<b>181</b>	<b>47</b>	<b>6</b>	<b>24</b>	<b>1,920</b>
Other motor vehicle driver	M	0	2	4	2	5	8	10	10	10	6	6	32	<b>95</b>
	F	0	0	2	1	0	2	2	2	6	3	1	12	<b>31</b>
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>223</b>	<b>305</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>77</b>	<b>1,096</b>	<b>1,413</b>	<b>1,149</b>	<b>2,296</b>	<b>1,951</b>	<b>1,636</b>	<b>1,181</b>	<b>598</b>	<b>295</b>	<b>457</b>	<b>12,149</b>
	<b>F</b>	<b>0</b>	<b>21</b>	<b>607</b>	<b>745</b>	<b>594</b>	<b>1,319</b>	<b>1,075</b>	<b>902</b>	<b>571</b>	<b>337</b>	<b>167</b>	<b>170</b>	<b>6,508</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>98</b>	<b>1,703</b>	<b>2,158</b>	<b>1,743</b>	<b>3,619</b>	<b>3,028</b>	<b>2,538</b>	<b>1,752</b>	<b>935</b>	<b>462</b>	<b>1,032</b>	<b>19,068</b>

<sup>1</sup> 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 <sup>1</sup>				Total casualty crashes
		FC	SC	MC	OC	
Car driver	Learner	2	35	56	21	114
	Provisional <sup>3</sup>	19	389	720	344	1,472
	Standard	118	1,939	3,717	2,428	8,202
	Unlicensed <sup>2</sup>	12	132	211	90	445
	Unknown	28	528	1,103	1,137	2,796
	<b>Sub-total</b>		<b>179</b>	<b>3,023</b>	<b>5,807</b>	<b>4,020</b>
Light truck driver	Learner	0	4	5	1	10
	Provisional <sup>3</sup>	9	85	149	66	309
	Standard	36	490	934	479	1,939
	Unlicensed <sup>2</sup>	4	25	55	40	124
	Unknown	11	129	229	196	565
	<b>Sub-total</b>		<b>60</b>	<b>733</b>	<b>1,372</b>	<b>782</b>
Heavy rigid truck driver	Provisional <sup>4</sup>	0	1	2	0	3
	Standard	20	91	147	79	337
	Unlicensed <sup>2</sup>	1	2	1	5	9
	Unknown	2	16	30	25	73
<b>Sub-total</b>		<b>23</b>	<b>110</b>	<b>180</b>	<b>109</b>	<b>422</b>
Articulated truck driver	Standard	16	64	107	40	227
	Unlicensed <sup>2</sup>	3	0	3	0	6
	Unknown	7	34	35	33	109
<b>Sub-total</b>		<b>26</b>	<b>98</b>	<b>145</b>	<b>73</b>	<b>342</b>
Bus driver	Learner	0	0	0	0	0
	Provisional <sup>3</sup>	0	0	0	1	1
	Standard	3	23	40	20	86
	Unlicensed <sup>2</sup>	0	0	0	0	0
	Unknown	0	3	5	8	16
	<b>Sub-total</b>		<b>3</b>	<b>26</b>	<b>45</b>	<b>29</b>
Motorcycle rider	Learner	6	102	124	22	254
	Provisional <sup>3</sup>	4	57	77	20	158
	Standard	22	402	351	130	905
	Unlicensed <sup>2</sup>	16	98	64	24	202
	Unknown	15	139	148	99	401
	<b>Sub-total</b>		<b>63</b>	<b>798</b>	<b>764</b>	<b>295</b>
Other motor vehicle driver	Learner	0	0	0	0	0
	Provisional <sup>3</sup>	0	0	2	2	4
	Standard	2	10	10	12	34
	Unlicensed <sup>2</sup>	0	4	3	1	8
	Unknown	2	59	100	98	259
	<b>Sub-total</b>		<b>4</b>	<b>73</b>	<b>115</b>	<b>113</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>TOTAL</b>	<b>358</b>	<b>4,861</b>	<b>8,428</b>	<b>5,421</b>	<b>19,068</b>

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

<sup>2</sup> Includes persons driving whilst disqualified or suspended. <sup>3</sup> Includes P1 and P2 licence types <sup>4</sup> P2 licence type

**Table 23a: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age  
DEGREE OF CRASH: FATAL**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Legal	M	0	3	19	16	21	33	45	30	36	20	10	1	234
	F	0	0	6	2	3	7	10	10	6	7	5	0	56
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>18</b>	<b>24</b>	<b>40</b>	<b>55</b>	<b>40</b>	<b>42</b>	<b>27</b>	<b>15</b>	<b>1</b>	<b>290</b>
.001 – .019 <sup>3</sup>	M	0	0	1	1	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
.020 – .049 <sup>4</sup>	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
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
.050 – .079	M	0	0	2	0	0	1	0	0	0	1	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
.080 – .149	M	0	0	1	1	2	3	3	1	1	0	0	0	12
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
≥ .150	M	0	0	2	4	4	3	7	5	1	0	0	0	26
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
Unknown	M	0	0	1	3	0	1	2	5	1	3	1	1	18
	F	0	0	1	0	0	0	0	0	2	1	0	0	4
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>23</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>25</b>	<b>27</b>	<b>41</b>	<b>57</b>	<b>41</b>	<b>39</b>	<b>24</b>	<b>11</b>	<b>2</b>	<b>297</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>60</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>27</b>	<b>30</b>	<b>48</b>	<b>67</b>	<b>51</b>	<b>47</b>	<b>32</b>	<b>16</b>	<b>3</b>	<b>358</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 23b: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age  
DEGREE OF CRASH: SERIOUS INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Legal	M	0	14	242	264	166	368	363	321	289	129	71	8	2,235
	F	0	6	106	126	93	203	154	131	111	71	46	0	1,047
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>20</b>	<b>348</b>	<b>390</b>	<b>259</b>	<b>571</b>	<b>517</b>	<b>452</b>	<b>400</b>	<b>200</b>	<b>117</b>	<b>9</b>	<b>3,283</b>
.001 – .019 <sup>3</sup>	M	0	0	2	2	0	0	0	0	0	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
.020 – .049 <sup>4</sup>	M	0	0	3	0	0	1	0	0	0	0	0	0	4
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
.050 – .079	M	0	0	5	7	4	6	5	4	1	0	0	0	32
	F	0	1	1	1	1	1	2	0	0	0	0	0	7
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
.080 – .149	M	0	1	10	19	7	17	17	9	2	2	1	0	85
	F	0	0	6	1	4	3	2	3	0	0	1	0	20
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>20</b>	<b>11</b>	<b>20</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>105</b>
≥ .150	M	0	0	5	9	8	20	20	6	5	2	1	0	76
	F	0	0	2	7	0	7	5	3	3	0	0	0	27
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>16</b>	<b>8</b>	<b>27</b>	<b>25</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>103</b>
Unknown	M	0	18	81	97	62	168	106	114	74	49	32	32	833
	F	0	4	45	46	32	79	73	47	37	35	20	13	431
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>22</b>	<b>126</b>	<b>143</b>	<b>94</b>	<b>247</b>	<b>179</b>	<b>161</b>	<b>111</b>	<b>84</b>	<b>52</b>	<b>103</b>	<b>1,322</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>33</b>	<b>348</b>	<b>398</b>	<b>247</b>	<b>580</b>	<b>511</b>	<b>454</b>	<b>371</b>	<b>182</b>	<b>105</b>	<b>40</b>	<b>3,269</b>
	<b>F</b>	<b>0</b>	<b>11</b>	<b>160</b>	<b>181</b>	<b>130</b>	<b>294</b>	<b>236</b>	<b>184</b>	<b>151</b>	<b>106</b>	<b>67</b>	<b>13</b>	<b>1,533</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>44</b>	<b>508</b>	<b>579</b>	<b>377</b>	<b>874</b>	<b>747</b>	<b>638</b>	<b>522</b>	<b>288</b>	<b>172</b>	<b>112</b>	<b>4,861</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 23c: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age  
DEGREE OF CRASH: MODERATE INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Legal	M	0	14	293	338	305	532	462	431	269	156	73	9	2,882
	F	0	4	166	198	144	313	245	216	143	96	38	6	1,569
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>18</b>	<b>459</b>	<b>536</b>	<b>449</b>	<b>845</b>	<b>707</b>	<b>647</b>	<b>412</b>	<b>252</b>	<b>111</b>	<b>15</b>	<b>4,451</b>
.001 – .019 <sup>3</sup>	M	0	0	2	0	1	0	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
.020 – .049 <sup>4</sup>	M	0	0	2	0	0	0	0	0	0	0	0	0	2
	F	0	0	1	1	0	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
.050 – .079	M	0	0	5	5	6	6	5	5	1	0	0	0	33
	F	0	0	2	2	0	3	1	0	0	1	0	0	9
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>42</b>
.080 – .149	M	0	0	17	15	18	16	10	5	2	1	1	0	85
	F	0	1	1	6	4	4	4	2	0	1	0	0	23
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>21</b>	<b>22</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>108</b>
≥ .150	M	0	0	8	18	13	40	24	10	5	6	0	0	124
	F	0	0	2	8	7	15	11	7	3	0	0	0	53
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>26</b>	<b>20</b>	<b>55</b>	<b>35</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>177</b>
Unknown	M	0	10	181	252	230	396	352	254	199	94	50	129	2,147
	F	0	3	121	143	136	272	217	180	112	58	30	51	1,323
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>13</b>	<b>302</b>	<b>395</b>	<b>366</b>	<b>668</b>	<b>569</b>	<b>434</b>	<b>311</b>	<b>152</b>	<b>80</b>	<b>353</b>	<b>3,643</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>24</b>	<b>508</b>	<b>628</b>	<b>573</b>	<b>990</b>	<b>853</b>	<b>705</b>	<b>476</b>	<b>257</b>	<b>124</b>	<b>138</b>	<b>5,276</b>
	<b>F</b>	<b>0</b>	<b>8</b>	<b>293</b>	<b>358</b>	<b>291</b>	<b>607</b>	<b>478</b>	<b>405</b>	<b>258</b>	<b>156</b>	<b>68</b>	<b>57</b>	<b>2,979</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>32</b>	<b>801</b>	<b>986</b>	<b>864</b>	<b>1,597</b>	<b>1,331</b>	<b>1,110</b>	<b>734</b>	<b>413</b>	<b>192</b>	<b>368</b>	<b>8,428</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.



**Table 23d: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age  
DEGREE OF CRASH: MINOR/OTHER INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Legal	M	0	6	50	52	46	113	78	88	57	22	9	3	524
	F	0	0	30	26	21	52	49	41	26	14	8	0	267
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>78</b>	<b>67</b>	<b>165</b>	<b>127</b>	<b>129</b>	<b>83</b>	<b>36</b>	<b>17</b>	<b>5</b>	<b>793</b>
.001 – .019 <sup>3</sup>	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
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
.020 – .049 <sup>4</sup>	M	0	1	1	0	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
.050 – .079	M	0	0	2	1	0	2	2	0	2	0	0	1	10
	F	0	0	0	1	0	0	0	0	1	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
.080 – .149	M	0	0	2	6	4	5	4	1	1	0	0	0	23
	F	0	0	0	1	0	3	1	1	0	0	0	0	6
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
≥ .150	M	0	0	2	0	3	10	4	1	0	0	0	1	21
	F	0	0	1	1	0	2	2	3	0	0	0	0	9
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30</b>
Unknown	M	0	10	155	303	249	555	442	346	235	113	46	272	2,726
	F	0	2	116	175	149	354	299	258	127	53	19	100	1,652
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>12</b>	<b>271</b>	<b>478</b>	<b>398</b>	<b>913</b>	<b>743</b>	<b>604</b>	<b>362</b>	<b>166</b>	<b>65</b>	<b>542</b>	<b>4,554</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>17</b>	<b>213</b>	<b>362</b>	<b>302</b>	<b>685</b>	<b>530</b>	<b>436</b>	<b>295</b>	<b>135</b>	<b>55</b>	<b>277</b>	<b>3,307</b>
	<b>F</b>	<b>0</b>	<b>2</b>	<b>147</b>	<b>204</b>	<b>170</b>	<b>411</b>	<b>351</b>	<b>303</b>	<b>154</b>	<b>67</b>	<b>27</b>	<b>100</b>	<b>1,936</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>19</b>	<b>360</b>	<b>566</b>	<b>472</b>	<b>1,100</b>	<b>883</b>	<b>739</b>	<b>449</b>	<b>202</b>	<b>82</b>	<b>549</b>	<b>5,421</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 23e: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age  
DEGREE OF CRASH: ALL CASUALTY CRASHES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Legal	M	0	37	604	670	538	1,046	948	870	651	327	163	21	5,875
	F	0	10	308	352	261	575	458	398	286	188	97	6	2,939
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>47</b>	<b>912</b>	<b>1,022</b>	<b>799</b>	<b>1,621</b>	<b>1,406</b>	<b>1,268</b>	<b>937</b>	<b>515</b>	<b>260</b>	<b>30</b>	<b>8,817</b>
.001 – .019 <sup>3</sup>	M	0	0	6	3	1	0	0	0	0	0	0	0	10
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
.020 – .049 <sup>4</sup>	M	0	1	7	0	0	1	0	0	0	0	0	0	9
	F	0	0	1	1	0	1	0	0	0	0	0	0	3
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
.050 – .079	M	0	0	14	13	10	15	12	9	4	1	0	1	79
	F	0	1	3	4	1	4	3	0	1	1	0	0	18
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>19</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>97</b>
.080 – .149	M	0	1	30	41	31	41	34	16	6	3	2	0	205
	F	0	1	7	8	8	10	7	6	0	1	1	0	49
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>49</b>	<b>39</b>	<b>51</b>	<b>41</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>254</b>
≥ .150	M	0	0	17	31	28	73	55	22	11	8	1	1	247
	F	0	0	5	16	7	24	18	13	6	0	0	0	89
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>35</b>	<b>97</b>	<b>73</b>	<b>35</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>336</b>
Unknown	M	0	38	418	655	541	1,120	902	719	509	259	129	434	5,724
	F	0	9	283	364	317	705	589	485	278	147	69	164	3,410
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>47</b>	<b>701</b>	<b>1,019</b>	<b>858</b>	<b>1,829</b>	<b>1,493</b>	<b>1,204</b>	<b>787</b>	<b>406</b>	<b>198</b>	<b>1,000</b>	<b>9,542</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>77</b>	<b>1,096</b>	<b>1,413</b>	<b>1,149</b>	<b>2,296</b>	<b>1,951</b>	<b>1,636</b>	<b>1,181</b>	<b>598</b>	<b>295</b>	<b>457</b>	<b>12,149</b>
	<b>F</b>	<b>0</b>	<b>21</b>	<b>607</b>	<b>745</b>	<b>594</b>	<b>1,319</b>	<b>1,075</b>	<b>902</b>	<b>571</b>	<b>337</b>	<b>167</b>	<b>170</b>	<b>6,508</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>98</b>	<b>1,703</b>	<b>2,158</b>	<b>1,743</b>	<b>3,619</b>	<b>3,028</b>	<b>2,538</b>	<b>1,752</b>	<b>935</b>	<b>462</b>	<b>1,032</b>	<b>19,068</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Degree of crash	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Fatal	M	0	1	17	9	8	16	19	9	8	3	4	0	94
	F	0	0	3	1	0	2	0	1	1	1	1	0	10
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>19</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>104</b>
Serious injury	M	0	9	91	92	55	122	94	76	49	19	14	4	625
	F	0	3	29	26	15	32	19	20	11	9	12	2	178
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>12</b>	<b>120</b>	<b>118</b>	<b>70</b>	<b>154</b>	<b>113</b>	<b>96</b>	<b>60</b>	<b>28</b>	<b>26</b>	<b>9</b>	<b>806</b>
Moderate injury	M	0	5	125	106	83	137	107	74	55	21	8	9	730
	F	0	2	41	44	45	51	46	23	15	11	6	1	285
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>166</b>	<b>150</b>	<b>128</b>	<b>188</b>	<b>153</b>	<b>97</b>	<b>70</b>	<b>32</b>	<b>14</b>	<b>20</b>	<b>1,025</b>
Minor/Other injury	M	0	6	32	30	18	42	34	22	22	6	4	10	226
	F	0	0	6	7	8	14	6	7	3	3	4	3	61
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>37</b>	<b>26</b>	<b>56</b>	<b>40</b>	<b>29</b>	<b>25</b>	<b>9</b>	<b>8</b>	<b>21</b>	<b>295</b>
<b>SPEEDING</b>														
<b>MOTOR VEHICLE</b>	<b>M</b>	<b>0</b>	<b>21</b>	<b>265</b>	<b>237</b>	<b>164</b>	<b>317</b>	<b>254</b>	<b>181</b>	<b>134</b>	<b>49</b>	<b>30</b>	<b>23</b>	<b>1,675</b>
<b>CONTROLLERS:</b>	<b>F</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>78</b>	<b>68</b>	<b>99</b>	<b>71</b>	<b>51</b>	<b>30</b>	<b>24</b>	<b>23</b>	<b>6</b>	<b>534</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>26</b>	<b>344</b>	<b>315</b>	<b>232</b>	<b>416</b>	<b>325</b>	<b>232</b>	<b>164</b>	<b>73</b>	<b>53</b>	<b>50</b>	<b>2,230</b>

<sup>1</sup> 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**

Degree of crash	Sex	Age (years)											Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		Unknown
Fatal	M	0	1	8	3	3	4	2	3	5	2	2	0	33
	F	0	0	3	1	1	0	3	1	0	3	1	0	13
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>46</b>
Serious injury	M	0	6	38	43	18	58	46	28	24	11	18	1	291
	F	0	0	9	10	7	21	13	13	10	10	8	2	103
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>53</b>	<b>25</b>	<b>79</b>	<b>59</b>	<b>41</b>	<b>34</b>	<b>21</b>	<b>26</b>	<b>4</b>	<b>395</b>
Moderate injury	M	0	1	41	47	49	68	46	39	24	15	10	1	341
	F	0	0	17	25	23	32	19	13	11	8	8	0	156
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>72</b>	<b>72</b>	<b>100</b>	<b>65</b>	<b>52</b>	<b>35</b>	<b>23</b>	<b>18</b>	<b>4</b>	<b>500</b>
Minor/Other injury	M	0	1	11	8	8	17	20	14	11	4	4	5	103
	F	0	1	6	5	3	3	2	4	3	1	2	0	30
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>13</b>	<b>11</b>	<b>20</b>	<b>22</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>12</b>	<b>140</b>
<b>FATIGUED MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>9</b>	<b>98</b>	<b>101</b>	<b>78</b>	<b>147</b>	<b>114</b>	<b>84</b>	<b>64</b>	<b>32</b>	<b>34</b>	<b>7</b>	<b>768</b>
	<b>F</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>41</b>	<b>34</b>	<b>56</b>	<b>37</b>	<b>31</b>	<b>24</b>	<b>22</b>	<b>19</b>	<b>2</b>	<b>302</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>10</b>	<b>133</b>	<b>142</b>	<b>112</b>	<b>203</b>	<b>151</b>	<b>115</b>	<b>88</b>	<b>54</b>	<b>53</b>	<b>20</b>	<b>1,081</b>

<sup>1</sup> 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	
<b>INTERSECTION</b>					
Cross	21	413	849	567	1,850
'T'	35	719	1,211	810	2,775
'Y'	0	3	8	5	16
Multiple	0	4	1	8	13
Roundabout	2	179	308	189	678
<b>Sub-total</b>	<b>58</b>	<b>1,318</b>	<b>2,377</b>	<b>1,579</b>	<b>5,332</b>
<b>NON-INTERSECTION</b>					
One-way	1	14	23	14	52
2-way undivided	165	1,479	2,017	896	4,557
Dual carriageway (non-freeway)	26	311	548	364	1,249
Dual carriageway (freeway)	6	117	175	121	419
Other limited access	0	4	5	5	14
Other	4	21	35	22	82
Unknown	0	1	1	0	2
<b>Sub-total</b>	<b>202</b>	<b>1,947</b>	<b>2,804</b>	<b>1,422</b>	<b>6,375</b>
<b>CRASHES: TOTAL</b>	<b>260</b>	<b>3,265</b>	<b>5,181</b>	<b>3,001</b>	<b>11,707</b>

**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	59	98	51	215
Causeway	0	1	5	2	8
Railway crossing	1	1	6	2	10
Entrance/driveway	7	207	304	182	700
Hazardous road surface	21	159	155	39	374
Roadworks/detour/diversion	1	51	75	6	133
Previous crash	5	8	7	3	23

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 <sup>1</sup> /speed limit	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
<b>METROPOLITAN</b>					
30 km/h or less	0	18	25	17	60
40 km/h	2	113	169	118	402
50 km/h	26	696	990	687	2,399
60 km/h	27	600	968	861	2,456
70 km/h	15	181	303	291	790
80 km/h	7	125	192	152	476
90 km/h	0	25	33	38	96
100 km/h	2	38	63	43	146
110 km/h	2	32	44	19	97
Unknown	0	0	0	0	0
<b>Sub-total</b>	<b>81</b>	<b>1,828</b>	<b>2,787</b>	<b>2,226</b>	<b>6,922</b>
<b>COUNTRY</b>					
30 km/h or less	0	3	4	0	7
40 km/h	1	22	53	13	89
50 km/h	25	376	754	211	1,366
60 km/h	13	202	391	161	767
70 km/h	5	62	91	30	188
80 km/h	29	272	373	112	786
90 km/h	2	29	34	16	81
100 km/h	83	361	542	163	1,149
110 km/h	21	109	152	67	349
Unknown	0	1	0	2	3
<b>Sub-total</b>	<b>179</b>	<b>1,437</b>	<b>2,394</b>	<b>775</b>	<b>4,785</b>
<b>CRASHES: TOTAL</b>	<b>260</b>	<b>3,265</b>	<b>5,181</b>	<b>3,001</b>	<b>11,707</b>

<sup>1</sup> '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	
<b>STRAIGHT</b>					
Wet	29	352	630	369	1,380
Dry	123	1,986	3,311	2,080	7,500
Snow or ice	0	2	5	0	7
Unknown	0	18	16	11	45
<b>Sub-total</b>	<b>152</b>	<b>2,358</b>	<b>3,962</b>	<b>2,460</b>	<b>8,932</b>
<b>CURVE</b>					
Wet	15	209	312	122	658
Dry	93	689	891	414	2,087
Snow or ice	0	1	10	1	12
Unknown	0	8	6	4	18
<b>Sub-total</b>	<b>108</b>	<b>907</b>	<b>1,219</b>	<b>541</b>	<b>2,775</b>
<b>TOTAL CRASHES<sup>1</sup></b>					
Wet	44	561	942	491	2,038
Dry	216	2,675	4,202	2,494	9,587
Snow or ice	0	3	15	1	19
Unknown	0	26	22	15	63
<b>CRASHES: TOTAL</b>	<b>260</b>	<b>3,265</b>	<b>5,181</b>	<b>3,001</b>	<b>11,707</b>

<sup>1</sup> Includes cases of unknown alignment.

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

Local Government Area	Degree of crash <sup>1</sup>					Degree of casualty <sup>2</sup>				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
<b>SYDNEY REGION</b>										
<b>Sydney Metropolitan Area</b>										
Bayside	3	71	114	74	262	3	75	140	91	309
Blacktown	6	110	185	146	447	6	123	232	184	545
Burwood	0	13	23	19	55	0	13	24	20	57
Camden	3	36	34	12	85	3	40	47	22	112
Campbelltown	5	65	87	47	204	5	72	112	68	257
Canada Bay	1	21	41	49	112	1	24	46	59	130
Canterbury-Bankstown	6	163	225	204	598	6	175	292	257	730
Cumberland	6	90	135	152	383	6	96	186	187	475
Fairfield	4	79	133	84	300	4	83	180	100	367
Georges River	3	43	69	50	165	3	47	93	59	202
Hornsby	0	59	61	41	161	0	65	90	53	208
Hunters Hill	0	5	5	5	15	0	5	6	6	17
Inner West	2	73	116	95	286	2	73	143	110	328
Ku-ring-gai	2	37	35	37	111	2	39	39	46	126
Lane Cove	0	16	13	11	40	0	19	17	12	48
Liverpool	5	71	153	109	338	5	78	203	145	431
Mosman	0	10	8	14	32	0	11	11	15	37
North Sydney	1	22	29	30	82	1	23	36	31	91
Northern Beaches	4	49	48	157	258	4	54	49	180	287

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

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



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

Local Government Area	Degree of crash <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>SYDNEY REGION (cont.)</b>										
Parramatta	3	67	137	138	345	3	71	167	174	415
Penrith	5	60	150	56	271	5	70	199	85	359
Randwick	0	53	70	61	184	0	55	80	72	207
Ryde	1	52	52	61	166	1	56	70	72	199
Strathfield	0	24	27	31	82	0	24	35	34	93
Sutherland	2	77	99	66	244	2	82	129	85	298
Sydney	3	76	165	110	354	3	77	179	136	395
The Hills	4	63	72	60	199	4	66	97	71	238
Waverley	0	26	34	20	80	0	27	38	23	88
Willoughby	2	23	22	40	87	2	26	28	49	105
Woollahra	0	22	19	25	66	0	22	24	29	75
<b>Sydney Metropolitan</b>										
<b>Area Sub-total</b>	<b>71</b>	<b>1,576</b>	<b>2,361</b>	<b>2,004</b>	<b>6,012</b>	<b>71</b>	<b>1,691</b>	<b>2,992</b>	<b>2,475</b>	<b>7,229</b>

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

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

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

Local Government Area	Degree of crash <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>SYDNEY REGION (cont.)</b>										
<b>Outer Sydney Area</b>										
Blue Mountains	2	26	68	10	106	2	29	88	20	139
Central Coast	9	164	241	103	517	11	180	308	152	651
Hawkesbury	1	30	60	22	113	1	32	73	36	142
Wollondilly	6	31	38	7	82	6	38	60	17	121
<b>Outer Sydney Area Sub-total</b>	<b>18</b>	<b>251</b>	<b>407</b>	<b>142</b>	<b>818</b>	<b>20</b>	<b>279</b>	<b>529</b>	<b>225</b>	<b>1,053</b>
<b>METROPOLITAN TOTAL</b>	<b>89</b>	<b>1,827</b>	<b>2,768</b>	<b>2,146</b>	<b>6,830</b>	<b>91</b>	<b>1,970</b>	<b>3,521</b>	<b>2,700</b>	<b>8,282</b>

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

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

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

Local Government Area	Degree of crash <sup>1</sup>					Degree of casualty <sup>2</sup>				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
<b>HUNTER REGION</b>										
Cessnock	5	49	68	21	143	5	56	91	35	187
Dungog	1	6	2	2	11	1	7	2	2	12
Lake Macquarie	6	95	134	68	303	6	103	182	87	378
Maitland	1	26	48	15	90	1	28	68	21	118
Mid-Coast	7	78	92	31	208	7	93	136	43	279
Muswellbrook	2	13	23	3	41	4	14	29	5	52
Newcastle	1	64	137	63	265	1	72	164	82	319
Port Stephens	4	37	37	9	87	4	45	55	13	117
Singleton	3	16	22	6	47	3	19	28	12	62
Upper Hunter	2	10	18	4	34	2	14	24	5	45
<b>TOTAL</b>	<b>32</b>	<b>394</b>	<b>581</b>	<b>222</b>	<b>1,229</b>	<b>34</b>	<b>451</b>	<b>779</b>	<b>305</b>	<b>1,569</b>
<b>ILLAWARRA REGION</b>										
Kiama	0	10	10	2	22	0	10	10	4	24
Shellharbour	1	25	44	23	93	1	27	54	31	113
Shoalhaven	3	54	99	20	176	5	58	118	36	217
Wingecarribee	1	27	44	18	90	1	32	59	23	115
Wollongong	2	68	111	68	249	2	72	132	88	294
<b>TOTAL</b>	<b>7</b>	<b>184</b>	<b>308</b>	<b>131</b>	<b>630</b>	<b>9</b>	<b>199</b>	<b>373</b>	<b>182</b>	<b>763</b>

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

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

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

Local Government Area	Degree of crash <sup>1</sup>					Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	
<b>NORTH COAST REGION</b>										
Ballina	4	17	25	11	57	4	19	33	13	69
Bellingen	1	14	13	3	31	1	20	21	4	46
Byron	0	18	44	16	78	0	20	56	22	98
Clarence Valley	6	26	58	15	105	6	27	79	22	134
Coffs Harbour	0	42	52	25	119	0	48	83	33	164
Kempsey	4	17	31	8	60	4	18	42	9	73
Kyogle	3	11	13	3	30	3	13	17	3	36
Lismore	3	41	26	9	79	3	48	35	14	100
Lord Howe Island	0	1	0	2	3	0	1	0	2	3
Nambucca Valley	0	7	16	7	30	0	7	18	10	35
Port Macquarie-Hastings	8	46	64	15	133	9	52	78	31	170
Richmond Valley	3	18	24	9	54	3	18	32	15	68
Tweed	1	45	76	43	165	1	47	92	59	199
<b>TOTAL</b>	<b>33</b>	<b>303</b>	<b>442</b>	<b>166</b>	<b>944</b>	<b>34</b>	<b>338</b>	<b>586</b>	<b>237</b>	<b>1,195</b>

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

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

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

Local Government Area	Degree of crash <sup>1</sup>					Degree of casualty <sup>2</sup>				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
<b>NEW ENGLAND REGION</b>										
Armidale Regional	1	11	24	3	39	1	11	27	7	46
Glen Innes Severn	0	5	11	1	17	0	5	14	8	27
Gunnedah	0	11	9	0	20	0	11	12	5	28
Gwydir	0	4	8	3	15	0	4	9	4	17
Inverell	3	9	26	5	43	3	9	32	7	51
Liverpool Plains	1	4	8	1	14	1	6	9	3	19
Moree Plains	0	6	12	7	25	0	6	19	12	37
Narrabri	3	7	13	3	26	3	12	21	4	40
Tamworth Regional	4	55	63	8	130	4	67	97	15	183
Tenterfield	1	2	11	6	20	1	3	16	7	27
Uralla	2	3	4	0	9	2	6	8	1	17
Walcha	1	4	2	1	8	1	4	2	1	8
<b>TOTAL</b>	<b>16</b>	<b>121</b>	<b>191</b>	<b>38</b>	<b>366</b>	<b>16</b>	<b>144</b>	<b>266</b>	<b>74</b>	<b>500</b>

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

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

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

Local Government Area	Degree of crash <sup>1</sup>					Degree of casualty <sup>2</sup>				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
<b>ORANA REGION</b>										
Bogan	1	4	3	2	10	1	8	5	4	18
Bourke	0	4	6	0	10	0	5	6	1	12
Brewarrina	0	0	2	0	2	0	0	2	0	2
Cobar	1	4	7	1	13	1	4	11	2	18
Coonamble	0	1	3	1	5	0	1	3	2	6
Dubbo Regional	5	34	60	14	113	7	39	84	29	159
Gilgandra	1	5	2	1	9	1	5	4	2	12
Mid-Western Regional	3	15	37	5	60	3	16	46	11	76
Narromine	1	4	8	0	13	1	7	10	1	19
Walgett	0	8	8	2	18	0	10	11	6	27
Warren	1	2	9	0	12	1	2	9	0	12
Warrumbungle	4	11	7	1	23	4	12	10	2	28
<b>TOTAL</b>	<b>17</b>	<b>92</b>	<b>152</b>	<b>27</b>	<b>288</b>	<b>19</b>	<b>109</b>	<b>201</b>	<b>60</b>	<b>389</b>

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

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

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

Local Government Area	Degree of crash <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>CENTRAL WESTERN REGION</b>										
Bathurst Regional	2	26	48	12	88	2	28	61	14	105
Bland	1	3	9	1	14	1	3	12	1	17
Blayney	0	3	4	4	11	0	4	5	5	14
Cabonne	0	10	21	3	34	0	10	24	3	37
Cowra	3	4	12	2	21	5	7	17	6	35
Forbes	2	6	14	1	23	2	7	22	3	34
Lachlan	2	4	8	3	17	2	6	8	5	21
Lithgow	1	13	40	8	62	2	15	50	11	78
Oberon	0	7	11	1	19	0	8	17	1	26
Orange	1	20	40	9	70	1	23	52	11	87
Parkes	0	4	19	1	24	0	5	26	1	32
Weddin	2	5	6	0	13	3	5	6	1	15
<b>TOTAL</b>	<b>14</b>	<b>105</b>	<b>232</b>	<b>45</b>	<b>396</b>	<b>18</b>	<b>121</b>	<b>300</b>	<b>62</b>	<b>501</b>

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

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

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

Local Government Area	Degree of crash <sup>1</sup>					Degree of casualty <sup>2</sup>				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
<b>SOUTH-EASTERN REGION</b>										
Bega Valley	2	27	27	5	61	2	28	37	16	83
Eurobodalla	3	16	46	16	81	3	23	58	24	108
Goulburn Mulwaree	4	12	38	21	75	4	12	48	24	88
Hilltops	0	11	25	8	44	0	11	34	14	59
Queanbeyan-Palerang Regional	4	1	43	30	78	4	1	51	50	106
Snowy Monaro Regional	4	4	33	15	56	4	5	38	23	70
Upper Lachlan	3	5	18	12	38	3	5	20	20	48
Yass Valley	0	0	18	22	40	0	0	21	38	59
<b>TOTAL</b>	<b>20</b>	<b>76</b>	<b>248</b>	<b>129</b>	<b>473</b>	<b>20</b>	<b>85</b>	<b>307</b>	<b>209</b>	<b>621</b>

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

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



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

Local Government Area	Degree of crash <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>RIVERINA REGION</b>										
Carrathool	2	7	9	0	18	2	10	9	1	22
Coolamon	2	2	3	1	8	2	2	5	1	10
Cootamundra-Gundagai	0	6	15	2	23	0	8	26	6	40
Griffith	1	15	27	5	48	1	15	31	5	52
Hay	0	1	4	1	6	0	1	4	2	7
Junee	0	4	7	0	11	0	6	10	0	16
Leeton	0	6	10	3	19	0	6	14	5	25
Lockhart	1	1	4	1	7	2	1	4	1	8
Murrumbidgee	0	4	3	1	8	0	4	5	2	11
Narrandera	1	2	5	1	9	1	3	9	3	16
Temora	1	4	7	2	14	1	4	8	4	17
Wagga Wagga	10	27	51	24	112	11	31	72	30	144
<b>TOTAL</b>	<b>18</b>	<b>79</b>	<b>145</b>	<b>41</b>	<b>283</b>	<b>20</b>	<b>91</b>	<b>197</b>	<b>60</b>	<b>368</b>

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

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

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

Local Government Area	Degree of crash <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>MURRAY REGION</b>										
Albury	2	23	33	14	72	2	25	46	18	91
Balranald	1	0	1	1	3	1	0	1	1	3
Berrigan	0	3	2	1	6	0	4	4	1	9
Edward River	0	2	4	1	7	0	2	4	4	10
Federation	2	2	11	2	17	2	2	12	4	20
Greater Hume	1	22	7	4	34	1	31	14	4	50
Murray River	2	1	3	11	17	2	1	4	13	20
Snowy Valleys	3	17	27	9	56	3	17	37	13	70
Wentworth	1	1	2	8	12	1	1	2	10	14
<b>TOTAL</b>	<b>12</b>	<b>71</b>	<b>90</b>	<b>51</b>	<b>224</b>	<b>12</b>	<b>83</b>	<b>124</b>	<b>68</b>	<b>287</b>

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

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

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

Local Government Area	Degree of crash <sup>1</sup>					Degree of casualty <sup>2</sup>				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
<b>FAR WESTERN REGION</b>										
Broken Hill	0	5	15	2	22	0	6	19	5	30
Central Darling	0	4	1	0	5	0	5	1	2	8
Unincorporated Area	2	4	8	3	17	2	5	12	5	24
<b>TOTAL</b>	<b>2</b>	<b>13</b>	<b>24</b>	<b>5</b>	<b>44</b>	<b>2</b>	<b>16</b>	<b>32</b>	<b>12</b>	<b>62</b>
<b>METROPOLITAN<sup>3</sup>:</b>										
<b>TOTAL</b>	<b>89</b>	<b>1,827</b>	<b>2,768</b>	<b>2,146</b>	<b>6,830</b>	<b>91</b>	<b>1,970</b>	<b>3,521</b>	<b>2,700</b>	<b>8,282</b>
<b>COUNTRY<sup>3</sup>: TOTAL</b>	<b>171</b>	<b>1,438</b>	<b>2,413</b>	<b>855</b>	<b>4,877</b>	<b>184</b>	<b>1,637</b>	<b>3,165</b>	<b>1,269</b>	<b>6,255</b>
<b>NSW STATE</b>										
<b>TOTAL</b>	<b>260</b>	<b>3,265</b>	<b>5,181</b>	<b>3,001</b>	<b>11,707</b>	<b>275</b>	<b>3,607</b>	<b>6,686</b>	<b>3,969</b>	<b>14,537</b>

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

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

<sup>3</sup> '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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>FREEWAYS AND MOTORWAYS</b>										
<b>M2 MOTORWAY includes LANE COVE TUNNEL (ARTARMON to BAULKHAM HILLS)</b>										
Willoughby	0	1	0	0	1	0	1	0	0	1
Lane Cove	0	0	0	0	0	0	0	0	0	0
Ryde	0	0	3	1	4	0	0	3	2	5
Hornsby	0	3	1	1	5	0	3	1	1	5
Parramatta	0	1	0	3	4	0	1	0	3	4
The Hills	0	0	3	2	5	0	0	3	2	5
<b>Sub-total</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>20</b>
<b>SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)</b>										
Ku-ring-gai	0	0	0	3	3	0	0	0	3	3
Hornsby	0	12	12	6	30	0	13	22	6	41
Central Coast	0	20	17	13	50	0	22	20	19	61
Lake Macquarie	2	6	10	3	21	2	6	16	6	30
Cessnock	0	0	0	0	0	0	0	0	0	0
Newcastle	0	1	1	1	3	0	1	1	1	3
<b>Sub-total</b>	<b>2</b>	<b>39</b>	<b>40</b>	<b>26</b>	<b>107</b>	<b>2</b>	<b>42</b>	<b>59</b>	<b>35</b>	<b>138</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>M4 MOTORWAY (HABERFIELD to LAPSTONE)</b>										
Inner West	0	0	0	0	0	0	0	0	0	0
Canada Bay	0	0	0	0	0	0	0	0	0	0
Strathfield	0	0	0	0	0	0	0	0	0	0
Parramatta	0	5	12	16	33	0	5	14	16	35
Cumberland	0	3	9	12	24	0	3	12	16	31
Blacktown	0	9	10	4	23	0	10	12	5	27
Penrith	0	6	9	4	19	0	6	9	4	19
Blue Mountains	0	1	0	0	1	0	1	1	0	2
<b>Sub-total</b>	<b>0</b>	<b>24</b>	<b>40</b>	<b>36</b>	<b>100</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>41</b>	<b>114</b>
<b>M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)</b>										
Bayside	0	2	3	2	7	0	2	3	2	7
Georges River	0	0	0	0	0	0	0	0	0	0
Canterbury-Bankstown	1	9	15	14	39	1	9	24	17	51
Liverpool	0	4	16	6	26	0	4	20	8	32
Campbelltown	0	1	0	0	1	0	1	0	0	1
<b>Sub-total</b>	<b>1</b>	<b>16</b>	<b>34</b>	<b>22</b>	<b>73</b>	<b>1</b>	<b>16</b>	<b>47</b>	<b>27</b>	<b>91</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS &amp; NTH WOLLONGONG to YALLAH)</b>										
Sutherland	0	0	0	0	0	0	0	0	0	0
Wollongong	1	7	8	5	21	1	10	8	6	25
<b>Sub-total</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>21</b>	<b>1</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>25</b>
<b>M7 WESTLINK (BAULKHAM HILLS to PRESTONS)</b>										
The Hills	0	0	0	1	1	0	0	0	1	1
Blacktown	1	7	7	7	22	1	9	14	10	34
Fairfield	0	0	1	1	2	0	0	1	1	2
Liverpool	1	1	5	3	10	1	1	6	3	11
<b>Sub-total</b>	<b>2</b>	<b>8</b>	<b>13</b>	<b>12</b>	<b>35</b>	<b>2</b>	<b>10</b>	<b>21</b>	<b>15</b>	<b>48</b>

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

<sup>2</sup> 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 <sup>1</sup>					Degree of casualty <sup>2</sup>				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
<b>EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)</b>										
Sydney	0	0	3	3	6	0	0	3	4	7
Randwick	0	0	0	1	1	0	0	0	1	1
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>8</b>
<b>CROSS CITY TUNNEL</b>										
Sydney	0	0	1	1	2	0	0	1	1	2
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>HUNTER EXPRESSWAY (SEAHAMPTON to LOWER BELFORD)</b>										
Lake Macquarie	0	1	1	0	2	0	1	3	0	4
Cessnock	0	2	5	2	9	0	2	5	2	9
Maitland	0	0	0	0	0	0	0	0	0	0
Singleton	0	0	1	0	1	0	0	1	0	1
<b>Sub-total</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>14</b>
<b>SYDNEY HARBOUR TUNNEL</b>										
Sydney	0	2	2	0	4	0	2	2	0	4
North Sydney	0	0	1	1	2	0	0	1	1	2
<b>Sub-total</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>6</b>
<b>FREEWAYS/MOTORWAYS:</b>										
<b>TOTAL</b>	<b>6</b>	<b>104</b>	<b>156</b>	<b>116</b>	<b>382</b>	<b>6</b>	<b>113</b>	<b>206</b>	<b>141</b>	<b>466</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>STATE HIGHWAYS</b>										
<b>PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)</b>										
Sydney	0	4	5	5	14	0	4	6	5	15
Inner West	0	7	3	4	14	0	7	4	4	15
Bayside	0	12	10	3	25	0	12	12	6	30
Georges River	0	6	5	4	15	0	8	8	5	21
Sutherland	0	8	13	8	29	0	8	15	13	36
Wollongong	0	12	14	13	39	0	12	15	16	43
Shellharbour	0	3	8	3	14	0	5	9	4	18
Kiama	0	3	4	1	8	0	3	4	1	8
Shoalhaven	2	18	42	9	71	4	19	50	19	92
Eurobodalla	2	6	12	5	25	2	12	15	10	39
Bega Valley	0	9	10	2	21	0	10	12	7	29
<b>Sub-total</b>	<b>4</b>	<b>88</b>	<b>126</b>	<b>57</b>	<b>275</b>	<b>6</b>	<b>100</b>	<b>150</b>	<b>90</b>	<b>346</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>HUME (SH 2) (ASHFIELD to ALBURY)</b>										
Inner West	0	3	4	2	9	0	3	5	4	12
Burwood	0	0	4	0	4	0	0	4	1	5
Strathfield	0	2	1	6	9	0	2	4	6	12
Canterbury-Bankstown	2	13	21	16	52	2	15	25	22	64
Fairfield	0	1	4	7	12	0	1	4	8	13
Liverpool	1	9	25	17	52	1	9	33	30	73
Campbelltown	0	5	11	4	20	0	5	16	10	31
Wollondilly	2	6	7	2	17	2	7	14	3	26
Wingecarribee	0	8	5	3	16	0	8	14	4	26
Goulburn Mulwaree	0	3	5	6	14	0	3	8	6	17
Upper Lachlan	3	0	5	2	10	3	0	6	7	16
Yass Valley	0	0	6	4	10	0	0	8	10	18
Hilltops	0	0	0	0	0	0	0	0	0	0
Cootamundra-Gundagai	0	1	5	1	7	0	1	7	2	10
Wagga Wagga	1	3	1	4	9	1	3	4	4	12
Greater Hume	0	6	2	3	11	0	9	4	3	16
Albury	0	6	2	0	8	0	6	8	1	15
<b>Sub-total</b>	<b>9</b>	<b>66</b>	<b>108</b>	<b>77</b>	<b>260</b>	<b>9</b>	<b>72</b>	<b>164</b>	<b>121</b>	<b>366</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)</b>										
Goulburn Mulwaree	0	1	3	2	6	0	1	3	3	7
Upper Lachlan	0	0	1	0	1	0	0	1	0	1
Queanbeyan-Palerang Regional	0	0	0	2	2	0	0	0	3	3
Yass Valley	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>11</b>
<b>SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI)</b>										
Bega Valley	0	5	2	0	7	0	5	3	0	8
Snowy Monaro Regional	1	1	8	2	12	1	2	10	3	16
Snowy Valleys	2	4	9	2	17	2	4	10	4	20
Cootamundra-Gundagai	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>3</b>	<b>10</b>	<b>19</b>	<b>4</b>	<b>36</b>	<b>3</b>	<b>11</b>	<b>23</b>	<b>7</b>	<b>44</b>

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

<sup>2</sup> 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 <sup>1</sup>					Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	
<b>GREAT WESTERN (SH 5) (SYDNEY to BATHURST)</b>										
Sydney	0	5	6	5	16	0	5	7	8	20
Inner West	0	7	17	7	31	0	7	19	11	37
Canada Bay	0	1	3	6	10	0	1	4	7	12
Burwood	0	1	1	3	5	0	1	1	3	5
Strathfield	0	1	5	5	11	0	1	6	6	13
Cumberland	1	10	19	21	51	1	12	26	24	63
Parramatta	0	2	14	8	24	0	2	18	10	30
Blacktown	0	4	11	15	30	0	4	14	18	36
Penrith	0	7	9	14	30	0	9	13	17	39
Blue Mountains	1	14	38	6	59	1	14	51	15	81
Lithgow	1	1	14	0	16	2	1	17	1	21
Bathurst Regional	1	5	10	2	18	1	5	14	2	22
<b>Sub-total</b>	<b>4</b>	<b>58</b>	<b>147</b>	<b>92</b>	<b>301</b>	<b>5</b>	<b>62</b>	<b>190</b>	<b>122</b>	<b>379</b>

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

<sup>2</sup> 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 <sup>1</sup>					Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	
<b>MID WESTERN (SH 6) (BATHURST to HAY)</b>										
Bathurst Regional	0	2	1	0	3	0	2	1	0	3
Blayney	0	2	2	1	5	0	2	3	2	7
Cowra	1	1	5	0	7	3	2	8	0	13
Weddin	0	2	1	0	3	0	2	1	0	3
Bland	0	1	2	0	3	0	1	2	0	3
Carrathool	1	1	1	0	3	1	2	1	0	4
Hay	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>2</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>24</b>	<b>4</b>	<b>11</b>	<b>16</b>	<b>2</b>	<b>33</b>
<b>MITCHELL (SH 7) (BATHURST to BARRINGUN)</b>										
Bathurst Regional	0	0	3	0	3	0	0	4	0	4
Cabonne	0	0	4	1	5	0	0	5	1	6
Orange	1	3	11	1	16	1	6	16	2	25
Dubbo Regional	1	9	14	4	28	2	10	21	11	44
Narromine	0	2	1	0	3	0	2	2	0	4
Warren	0	0	1	0	1	0	0	1	0	1
Bogan	1	3	2	1	7	1	7	4	2	14
Bourke	0	0	2	0	2	0	0	2	0	2
<b>Sub-total</b>	<b>3</b>	<b>17</b>	<b>38</b>	<b>7</b>	<b>65</b>	<b>4</b>	<b>25</b>	<b>55</b>	<b>16</b>	<b>100</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>BARRIER (SH 8) (NYNGAN to South Australian border near COCKBURN)</b>										
Bogan	0	1	0	0	1	0	1	0	1	2
Cobar	1	1	1	0	3	1	1	3	0	5
Central Darling	0	0	0	0	0	0	0	0	0	0
Unincorporated	2	2	2	1	7	2	3	5	3	13
Broken Hill	0	1	3	0	4	0	1	3	0	4
<b>Sub-total</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>11</b>	<b>4</b>	<b>24</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>NEW ENGLAND (SH 9) (HEXHAM to Queensland border at WALLANGARRA)</b>										
Newcastle	0	4	12	3	19	0	5	16	4	25
Maitland	1	5	17	4	27	1	5	25	7	38
Cessnock	0	2	3	1	6	0	2	5	1	8
Singleton	0	2	8	3	13	0	2	10	4	16
Muswellbrook	0	3	9	2	14	0	3	12	2	17
Upper Hunter	0	4	9	0	13	0	5	12	1	18
Liverpool Plains	0	1	3	1	5	0	1	3	2	6
Tamworth Regional	1	9	10	2	22	1	11	17	4	33
Uralla	0	2	1	0	3	0	2	5	1	8
Armidale Regional	0	2	3	1	6	0	2	3	2	7
Glen Innes Severn	0	3	1	0	4	0	3	1	1	5
Tenterfield	1	0	3	0	4	1	1	7	1	10
<b>Sub-total</b>	<b>3</b>	<b>37</b>	<b>79</b>	<b>17</b>	<b>136</b>	<b>3</b>	<b>42</b>	<b>116</b>	<b>30</b>	<b>191</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>PACIFIC (SH 10) (NORTH SYDNEY to TWEED HEADS)</b>										
North Sydney	0	0	2	2	4	0	0	2	2	4
Lane Cove	0	1	2	2	5	0	2	4	2	8
Willoughby	0	6	4	7	17	0	6	4	8	18
Ku-ring-gai	0	11	6	11	28	0	12	7	12	31
Hornsby	0	10	13	1	24	0	11	18	5	34
Central Coast	1	18	26	12	57	1	18	39	19	77
Lake Macquarie	0	10	15	6	31	0	12	20	7	39
Newcastle	0	5	10	2	17	0	7	12	5	24
Port Stephens	0	4	10	5	19	0	4	12	6	22
Mid-Coast	2	14	12	6	34	2	21	21	9	53
Port Macquarie-Hastings	2	5	9	0	16	3	6	12	2	23
Kempsey	1	0	3	0	4	1	1	3	0	5
Nambucca Valley	0	1	8	0	9	0	1	9	1	11
Bellingen	1	1	2	0	4	1	1	2	0	4
Coffs Harbour	0	13	23	12	48	0	14	34	16	64
Clarence Valley	0	5	11	5	21	0	6	18	6	30
Richmond Valley	0	1	1	0	2	0	1	2	1	4
Ballina	0	4	4	1	9	0	5	5	1	11
Byron	0	0	7	0	7	0	0	8	0	8
Tweed	1	2	12	10	25	1	2	14	14	31
<b>Sub-total</b>	<b>8</b>	<b>111</b>	<b>180</b>	<b>82</b>	<b>381</b>	<b>9</b>	<b>130</b>	<b>246</b>	<b>116</b>	<b>501</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)</b>										
Port Macquarie-Hastings	4	7	11	4	26	4	8	15	7	34
Walcha	0	1	0	1	2	0	1	0	1	2
Tamworth Regional	0	3	6	1	10	0	3	10	1	14
Gunnedah	0	4	2	0	6	0	4	2	2	8
Warrumbungle	0	0	0	0	0	0	0	0	0	0
Gilgandra	0	1	0	0	1	0	1	0	0	1
Warren	0	1	1	0	2	0	1	1	0	2
<b>Sub-total</b>	<b>4</b>	<b>17</b>	<b>20</b>	<b>6</b>	<b>47</b>	<b>4</b>	<b>18</b>	<b>28</b>	<b>11</b>	<b>61</b>
<b>GWYDIR (SH 12) (SOUTH GRAFTON to WALGETT)</b>										
Clarence Valley	0	1	3	1	5	0	1	6	3	10
Glen Innes Severn	0	1	6	0	7	0	1	6	2	9
Inverell	0	3	10	0	13	0	3	13	2	18
Gwydir	0	1	1	0	2	0	1	2	0	3
Moree Plains	0	1	3	0	4	0	1	5	0	6
Walgett	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>7</b>	<b>23</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>7</b>	<b>32</b>	<b>7</b>	<b>46</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)</b>										
Liverpool	0	0	1	0	1	0	0	1	0	1
Fairfield	1	6	8	6	21	1	6	13	6	26
Cumberland	1	3	2	4	10	1	3	6	5	15
Parramatta	1	4	11	19	35	1	4	13	21	39
The Hills	1	1	2	0	4	1	1	4	0	6
Hornsby	0	5	5	9	19	0	6	8	11	25
<b>Sub-total</b>	<b>4</b>	<b>19</b>	<b>29</b>	<b>38</b>	<b>90</b>	<b>4</b>	<b>20</b>	<b>45</b>	<b>43</b>	<b>112</b>
<b>STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)</b>										
Wagga Wagga	2	5	12	6	25	2	6	19	7	34
Narrandera	0	0	1	0	1	0	0	2	0	2
Murrumbidgee	0	2	1	1	4	0	2	1	1	4
Hay	0	0	0	1	1	0	0	0	1	1
Murray River	0	0	0	1	1	0	0	0	1	1
Balranald	1	0	1	0	2	1	0	1	0	2
Wentworth	0	0	0	3	3	0	0	0	4	4
<b>Sub-total</b>	<b>3</b>	<b>7</b>	<b>15</b>	<b>12</b>	<b>37</b>	<b>3</b>	<b>8</b>	<b>23</b>	<b>14</b>	<b>48</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)</b>										
Yass Valley	0	0	1	3	4	0	0	2	9	11
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>11</b>
<b>BRUXNER (SH 16) (Pacific Hwy near BALLINA to New England Hwy, TENTERFIELD)</b>										
Ballina	1	1	3	3	8	1	2	7	3	13
Lismore	1	9	7	5	22	1	12	10	5	28
Richmond Valley	0	4	6	1	11	0	4	7	3	14
Kyogle	0	0	1	0	1	0	0	1	0	1
Tenterfield	0	0	5	1	6	0	0	6	1	7
<b>Sub-total</b>	<b>2</b>	<b>14</b>	<b>22</b>	<b>10</b>	<b>48</b>	<b>2</b>	<b>18</b>	<b>31</b>	<b>12</b>	<b>63</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>NEWELL (SH 17) (TOCUMWAL to Queensland border at GOONDIWINDI)</b>										
Berrigan	0	0	0	0	0	0	0	0	0	0
Murrumbidgee	0	0	1	0	1	0	0	3	0	3
Federation	1	0	1	0	2	1	0	2	0	3
Narrandera	0	0	0	1	1	0	0	0	3	3
Coolamon	0	1	1	1	3	0	1	2	1	4
Bland	0	0	3	0	3	0	0	4	0	4
Weddin	1	1	2	0	4	1	1	2	0	4
Forbes	1	2	5	0	8	1	2	8	1	12
Parkes	0	0	8	0	8	0	0	13	0	13
Narromine	0	0	3	0	3	0	0	3	0	3
Dubbo Regional	0	2	7	1	10	0	3	13	3	19
Gilgandra	1	3	0	1	5	1	3	2	1	7
Warrumbungle	0	3	1	1	5	0	3	1	1	5
Narrabri	1	0	3	2	6	1	1	5	2	9
Moree Plains	0	0	1	5	6	0	0	1	7	8
<b>Sub-total</b>	<b>5</b>	<b>12</b>	<b>36</b>	<b>12</b>	<b>65</b>	<b>5</b>	<b>14</b>	<b>59</b>	<b>19</b>	<b>97</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>CASTLEREAGH (SH 18) (MARRANGAROO to Queensland border near HEBEL)</b>										
Lithgow	0	1	4	0	5	0	1	4	0	5
Mid-Western Regional	0	1	17	1	19	0	1	19	2	22
Warrumbungle	1	0	0	0	1	1	0	0	0	1
Gilgandra	0	0	1	0	1	0	0	1	1	2
Coonamble	0	1	1	1	3	0	1	1	1	3
Walgett	0	1	0	0	1	0	1	0	0	1
Brewarrina	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>1</b>	<b>4</b>	<b>23</b>	<b>2</b>	<b>30</b>	<b>1</b>	<b>4</b>	<b>25</b>	<b>4</b>	<b>34</b>
<b>MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)</b>										
Snowy Monaro Regional	2	0	6	5	13	2	0	7	11	20
<b>Sub-total</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>20</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>RIVERINA (SH 20) (HUME WEIR to DENILQUIN)</b>										
Albury	0	3	4	4	11	0	3	6	4	13
Greater Hume	0	4	1	0	5	0	7	2	0	9
Federation	0	0	1	0	1	0	0	1	0	1
Berrigan	0	2	1	0	3	0	3	3	0	6
Edward River	0	0	2	1	3	0	0	2	4	6
<b>Sub-total</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>23</b>	<b>0</b>	<b>13</b>	<b>14</b>	<b>8</b>	<b>35</b>
<b>COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)</b>										
Murray River	0	0	2	3	5	0	0	2	3	5
Edward River	0	0	1	0	1	0	0	1	0	1
Hay	0	1	0	0	1	0	1	0	0	1
Carrathool	0	0	0	0	0	0	0	0	0	0
Central Darling	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>7</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Queensland border at WARRI GATE)</b>										
Wentworth	1	1	0	3	5	1	1	0	4	6
Unincorporated	0	0	2	1	3	0	0	2	1	3
Broken Hill	0	0	1	2	3	0	0	1	3	4
<b>Sub-total</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>13</b>
<b>WINDALE-SANDGATE (SH 23) (WINDALE to SANDGATE)</b>										
Lake Macquarie	0	2	1	1	4	0	2	1	1	4
Newcastle	0	0	8	3	11	0	0	9	4	13
<b>Sub-total</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>17</b>
<b>ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)</b>										
Shellharbour	0	4	6	3	13	0	4	8	3	15
Wingecarribee	0	1	5	3	9	0	1	6	3	10
<b>Sub-total</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>6</b>	<b>25</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>GOLDEN (SH 27) (SINGLETON to DUBBO)</b>										
Singleton	0	3	0	0	3	0	4	0	0	4
Muswellbrook	0	0	1	0	1	0	0	1	0	1
Upper Hunter	1	2	3	0	6	1	3	4	0	8
Warrumbungle	2	0	2	0	4	2	0	3	0	5
Dubbo Regional	1	4	8	1	14	1	4	9	2	16
<b>Sub-total</b>	<b>4</b>	<b>9</b>	<b>14</b>	<b>1</b>	<b>28</b>	<b>4</b>	<b>11</b>	<b>17</b>	<b>2</b>	<b>34</b>
<b>CARNARVON (SH 28) (MOREE to MUNGINDI)</b>										
Moree Plains	0	1	1	0	2	0	1	1	0	2
<b>Sub-total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>KAMILAROI (SH 29) (WILLOW TREE to BOURKE)</b>										
Liverpool Plains	1	0	2	0	3	1	0	3	1	5
Gunnedah	0	0	1	0	1	0	0	1	0	1
Narrabri	0	3	6	0	9	0	4	10	0	14
Walgett	0	0	0	0	0	0	0	0	0	0
Brewarrina	0	0	1	0	1	0	0	1	0	1
Bourke	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>1</b>	<b>21</b>

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

<sup>2</sup> 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 <sup>1</sup>				Total casualty crashes	Degree of casualty <sup>2</sup>				Total killed & injured
	FC	SC	MC	OC		K	S	M	O	
<b>CENTRAL COAST (SH 30) (SOMERSBY to DOYALSON)</b>										
Central Coast	1	18	29	16	64	1	21	36	20	78
<b>Sub-total</b>	<b>1</b>	<b>18</b>	<b>29</b>	<b>16</b>	<b>64</b>	<b>1</b>	<b>21</b>	<b>36</b>	<b>20</b>	<b>78</b>
<b>GOLD COAST (SH 31) (Pacific Hwy near TWEED HEADS to Queensland border at COOLANGATTA)</b>										
Tweed	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>STATE HIGHWAYS:</b>										
<b>TOTAL</b>	<b>67</b>	<b>531</b>	<b>983</b>	<b>472</b>	<b>2,053</b>	<b>74</b>	<b>608</b>	<b>1,340</b>	<b>697</b>	<b>2,719</b>

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

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



# Casualties in 2021

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

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

Road user class	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
<b>CONTROLLER</b>					
<b>Driver</b>					
Car	94	1,392	3,632	2,236	7,354
Light truck	23	313	707	311	1,354
Heavy rigid truck	3	23	93	19	138
Articulated truck	10	42	78	26	156
Bus	0	1	15	4	20
Other motor vehicle	3	19	14	7	43
<b>Sub-total</b>	<b>133</b>	<b>1,790</b>	<b>4,539</b>	<b>2,603</b>	<b>9,065</b>
<b>Motorcycle rider</b>	<b>60</b>	<b>763</b>	<b>752</b>	<b>294</b>	<b>1,869</b>
<b>Pedal cycle rider</b>	<b>9</b>	<b>242</b>	<b>282</b>	<b>182</b>	<b>715</b>
<b>Other/Unknown</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>
<b>CONTROLLER</b>					
<b>Sub-total</b>	<b>202</b>	<b>2,797</b>	<b>5,575</b>	<b>3,079</b>	<b>11,653</b>
<b>PASSENGER</b>					
Car	21	346	613	568	1,548
Light truck	5	82	109	83	279
Heavy rigid truck	2	3	8	6	19
Articulated truck	1	0	0	1	2
Bus	0	5	12	12	29
Other motor vehicle	0	1	2	2	5
<b>Sub-total</b>	<b>29</b>	<b>437</b>	<b>744</b>	<b>672</b>	<b>1,882</b>
<b>Motorcycle</b>	<b>3</b>	<b>23</b>	<b>23</b>	<b>16</b>	<b>65</b>
<b>Pedal cycle</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>
<b>Other/Unknown</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>
<b>PASSENGER</b>					
<b>Sub-total</b>	<b>32</b>	<b>462</b>	<b>769</b>	<b>691</b>	<b>1,954</b>
<b>PEDESTRIAN</b>					
<b>Sub-total</b>	<b>41</b>	<b>348</b>	<b>342</b>	<b>199</b>	<b>930</b>
<b>CASUALTIES: TOTAL</b>	<b>275</b>	<b>3,607</b>	<b>6,686</b>	<b>3,969</b>	<b>14,537</b>

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	2	7	9	5	7	11	4	6	7	7	0	65
	F	0	0	5	1	2	3	3	3	4	5	3	0	29
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>14</b>	<b>7</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>94</b>
Car passenger	M	1	3	0	0	1	1	1	0	0	0	0	0	7
	F	0	1	1	0	0	1	2	1	2	3	3	0	14
	<b>Sub-total<sup>1</sup></b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>
Other motor vehicle driver	M	0	0	5	3	2	6	8	5	5	2	1	0	37
	F	0	0	0	0	0	0	2	0	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>39</b>
Other motor vehicle passenger	M	0	1	0	3	1	0	0	1	0	1	0	0	7
	F	0	1	0	0	0	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
Motorcycle rider	M	0	1	7	5	7	8	10	10	9	3	0	0	60
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>60</b>
Motorcycle passenger	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	1	0	1	0	1	0	0	0	0	0	3
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Pedal cycle rider/passenger	M	0	0	0	0	0	0	1	4	1	2	1	0	9
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>
Pedestrian	M	1	3	2	2	0	2	1	4	5	0	7	0	27
	F	0	3	0	2	0	0	1	0	2	3	3	0	14
	<b>Sub-total<sup>1</sup></b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>41</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>2</b>	<b>10</b>	<b>21</b>	<b>22</b>	<b>16</b>	<b>24</b>	<b>32</b>	<b>28</b>	<b>26</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>212</b>
	<b>F</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>63</b>
	<b>TOTAL<sup>1</sup></b>	<b>2</b>	<b>15</b>	<b>28</b>	<b>25</b>	<b>19</b>	<b>28</b>	<b>41</b>	<b>32</b>	<b>34</b>	<b>26</b>	<b>25</b>	<b>0</b>	<b>275</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	4	68	72	51	105	93	81	76	84	60	1	695
	F	0	3	68	86	48	119	81	85	80	73	53	0	696
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>136</b>	<b>158</b>	<b>99</b>	<b>224</b>	<b>174</b>	<b>166</b>	<b>156</b>	<b>157</b>	<b>113</b>	<b>2</b>	<b>1,392</b>
Car passenger	M	10	26	21	14	7	23	10	6	8	10	5	1	141
	F	6	25	31	24	13	17	16	17	24	16	14	2	205
	<b>Sub-total<sup>1</sup></b>	<b>16</b>	<b>51</b>	<b>52</b>	<b>38</b>	<b>20</b>	<b>40</b>	<b>26</b>	<b>23</b>	<b>32</b>	<b>26</b>	<b>19</b>	<b>3</b>	<b>346</b>
Other motor vehicle driver	M	0	3	27	49	22	61	62	44	46	14	12	1	341
	F	0	1	3	11	7	7	8	6	10	2	1	1	57
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>4</b>	<b>30</b>	<b>60</b>	<b>29</b>	<b>68</b>	<b>70</b>	<b>50</b>	<b>56</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>398</b>
Other motor vehicle passenger	M	0	13	7	7	5	5	7	4	1	1	1	0	51
	F	0	7	7	2	3	5	3	3	7	1	1	1	40
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>91</b>
Motorcycle rider	M	0	15	95	100	65	124	94	106	81	19	2	2	703
	F	0	2	9	5	7	10	16	10	1	0	0	0	60
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>17</b>	<b>104</b>	<b>105</b>	<b>72</b>	<b>134</b>	<b>110</b>	<b>116</b>	<b>82</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>763</b>
Motorcycle passenger	M	0	3	2	0	1	0	1	1	0	0	1	0	9
	F	0	1	2	3	1	1	0	3	3	0	0	0	14
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>23</b>
Pedal cycle rider/passenger	M	0	29	7	8	3	33	38	35	29	18	5	1	206
	F	0	3	0	1	2	7	5	11	6	2	1	0	38
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>32</b>	<b>7</b>	<b>9</b>	<b>5</b>	<b>40</b>	<b>43</b>	<b>46</b>	<b>35</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>244</b>
Pedestrian	M	8	41	17	10	15	18	19	20	12	20	17	0	197
	F	2	21	6	8	10	15	15	18	19	28	9	0	151
	<b>Sub-total<sup>1</sup></b>	<b>10</b>	<b>62</b>	<b>23</b>	<b>18</b>	<b>25</b>	<b>33</b>	<b>34</b>	<b>38</b>	<b>31</b>	<b>48</b>	<b>26</b>	<b>0</b>	<b>348</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>18</b>	<b>135</b>	<b>244</b>	<b>260</b>	<b>170</b>	<b>369</b>	<b>324</b>	<b>297</b>	<b>253</b>	<b>166</b>	<b>103</b>	<b>6</b>	<b>2,345</b>
	<b>F</b>	<b>8</b>	<b>63</b>	<b>126</b>	<b>140</b>	<b>91</b>	<b>181</b>	<b>144</b>	<b>153</b>	<b>150</b>	<b>122</b>	<b>79</b>	<b>4</b>	<b>1,261</b>
	<b>TOTAL<sup>1</sup></b>	<b>26</b>	<b>198</b>	<b>370</b>	<b>400</b>	<b>261</b>	<b>550</b>	<b>468</b>	<b>450</b>	<b>403</b>	<b>288</b>	<b>182</b>	<b>11</b>	<b>3,607</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	11	197	187	190	314	264	208	168	107	82	6	1,734
	F	0	7	212	225	195	377	301	246	164	112	52	6	1,897
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>18</b>	<b>409</b>	<b>412</b>	<b>385</b>	<b>691</b>	<b>565</b>	<b>454</b>	<b>332</b>	<b>219</b>	<b>134</b>	<b>13</b>	<b>3,632</b>
Car passenger	M	12	54	27	36	24	29	19	11	7	6	6	1	232
	F	14	63	51	33	33	38	30	34	35	21	21	5	378
	<b>Sub-total<sup>1</sup></b>	<b>26</b>	<b>117</b>	<b>79</b>	<b>69</b>	<b>57</b>	<b>68</b>	<b>49</b>	<b>45</b>	<b>42</b>	<b>27</b>	<b>27</b>	<b>7</b>	<b>613</b>
Other motor vehicle driver	M	0	2	69	91	79	167	128	126	75	32	6	3	778
	F	0	1	14	17	15	29	20	18	10	4	1	0	129
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>108</b>	<b>94</b>	<b>196</b>	<b>148</b>	<b>144</b>	<b>85</b>	<b>36</b>	<b>7</b>	<b>3</b>	<b>907</b>
Other motor vehicle passenger	M	2	12	9	7	4	12	10	5	2	2	0	0	65
	F	0	11	11	7	5	10	7	3	6	5	1	0	66
	<b>Sub-total<sup>1</sup></b>	<b>2</b>	<b>23</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>22</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>131</b>
Motorcycle rider	M	0	11	87	101	87	116	93	100	52	21	3	0	671
	F	0	0	5	10	11	12	19	19	5	0	0	0	81
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>111</b>	<b>98</b>	<b>128</b>	<b>112</b>	<b>119</b>	<b>57</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>752</b>
Motorcycle passenger	M	0	3	3	0	0	0	1	0	0	0	0	0	7
	F	0	1	2	0	1	1	3	7	1	0	0	0	16
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
Pedal cycle rider/passenger	M	0	31	7	9	24	42	33	37	24	15	1	1	224
	F	0	6	2	2	8	14	7	10	6	2	1	0	58
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>37</b>	<b>9</b>	<b>11</b>	<b>32</b>	<b>56</b>	<b>40</b>	<b>47</b>	<b>30</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>282</b>
Pedestrian	M	1	42	15	15	8	30	21	23	19	8	10	2	194
	F	1	19	12	14	12	16	14	14	17	17	10	2	148
	<b>Sub-total<sup>1</sup></b>	<b>2</b>	<b>61</b>	<b>27</b>	<b>29</b>	<b>20</b>	<b>46</b>	<b>35</b>	<b>37</b>	<b>36</b>	<b>25</b>	<b>20</b>	<b>4</b>	<b>342</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>15</b>	<b>166</b>	<b>414</b>	<b>446</b>	<b>416</b>	<b>711</b>	<b>569</b>	<b>510</b>	<b>348</b>	<b>191</b>	<b>108</b>	<b>13</b>	<b>3,907</b>
	<b>F</b>	<b>15</b>	<b>109</b>	<b>310</b>	<b>308</b>	<b>280</b>	<b>497</b>	<b>401</b>	<b>351</b>	<b>244</b>	<b>161</b>	<b>86</b>	<b>13</b>	<b>2,775</b>
	<b>TOTAL<sup>1</sup></b>	<b>30</b>	<b>275</b>	<b>725</b>	<b>754</b>	<b>696</b>	<b>1,209</b>	<b>970</b>	<b>861</b>	<b>592</b>	<b>352</b>	<b>194</b>	<b>28</b>	<b>6,686</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	1	57	105	97	253	199	145	98	53	21	25	1,054
	F	0	1	71	127	108	252	225	209	107	46	17	11	1,174
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>128</b>	<b>232</b>	<b>205</b>	<b>505</b>	<b>424</b>	<b>354</b>	<b>205</b>	<b>99</b>	<b>38</b>	<b>44</b>	<b>2,236</b>
Car passenger	M	10	37	25	14	10	22	8	14	6	2	4	46	198
	F	3	42	21	20	12	32	38	31	29	16	12	80	336
	<b>Sub-total<sup>1</sup></b>	<b>14</b>	<b>79</b>	<b>46</b>	<b>34</b>	<b>22</b>	<b>54</b>	<b>46</b>	<b>45</b>	<b>35</b>	<b>18</b>	<b>16</b>	<b>159</b>	<b>568</b>
Other motor vehicle driver	M	0	0	22	29	37	57	61	51	36	14	4	3	314
	F	0	0	5	6	9	8	11	7	2	1	2	1	52
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>35</b>	<b>46</b>	<b>65</b>	<b>72</b>	<b>58</b>	<b>38</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>367</b>
Other motor vehicle passenger	M	1	6	5	4	6	8	3	1	3	1	0	11	49
	F	0	8	3	2	2	7	3	11	5	1	1	9	52
	<b>Sub-total<sup>1</sup></b>	<b>1</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>15</b>	<b>6</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>104</b>
Motorcycle rider	M	0	10	19	39	27	52	40	31	28	4	1	7	258
	F	0	0	3	4	4	11	6	5	2	0	0	1	36
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>10</b>	<b>22</b>	<b>43</b>	<b>31</b>	<b>63</b>	<b>46</b>	<b>36</b>	<b>30</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>294</b>
Motorcycle passenger	M	0	1	0	1	0	0	0	0	1	0	0	1	4
	F	0	1	1	0	2	2	0	1	0	0	0	3	10
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>16</b>
Pedal cycle rider/passenger	M	0	13	4	9	12	25	18	23	17	9	1	8	139
	F	0	3	1	4	4	14	4	7	3	2	0	2	44
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>13</b>	<b>16</b>	<b>39</b>	<b>22</b>	<b>30</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>11</b>	<b>184</b>
Pedestrian	M	2	23	4	9	9	11	13	14	9	9	4	8	115
	F	1	8	4	6	10	10	10	16	7	6	2	4	84
	<b>Sub-total<sup>1</sup></b>	<b>3</b>	<b>31</b>	<b>8</b>	<b>15</b>	<b>19</b>	<b>21</b>	<b>23</b>	<b>30</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>12</b>	<b>199</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>13</b>	<b>92</b>	<b>136</b>	<b>210</b>	<b>198</b>	<b>428</b>	<b>342</b>	<b>279</b>	<b>198</b>	<b>92</b>	<b>35</b>	<b>109</b>	<b>2,132</b>
	<b>F</b>	<b>4</b>	<b>63</b>	<b>109</b>	<b>169</b>	<b>151</b>	<b>336</b>	<b>297</b>	<b>287</b>	<b>155</b>	<b>72</b>	<b>34</b>	<b>111</b>	<b>1,788</b>
	<b>TOTAL<sup>1</sup></b>	<b>18</b>	<b>155</b>	<b>245</b>	<b>379</b>	<b>349</b>	<b>764</b>	<b>639</b>	<b>566</b>	<b>353</b>	<b>164</b>	<b>69</b>	<b>268</b>	<b>3,969</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

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

Road user class	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Car driver	M	0	18	329	373	343	679	567	438	348	251	170	32	3,548
	F	0	11	356	439	353	751	610	543	355	236	125	17	3,796
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>29</b>	<b>685</b>	<b>812</b>	<b>696</b>	<b>1,430</b>	<b>1,177</b>	<b>981</b>	<b>703</b>	<b>487</b>	<b>295</b>	<b>59</b>	<b>7,354</b>
Car passenger	M	33	120	73	64	42	75	38	31	21	18	15	48	578
	F	23	131	104	77	58	88	86	83	90	56	50	87	933
	<b>Sub-total<sup>1</sup></b>	<b>57</b>	<b>251</b>	<b>178</b>	<b>141</b>	<b>100</b>	<b>164</b>	<b>124</b>	<b>114</b>	<b>111</b>	<b>74</b>	<b>65</b>	<b>169</b>	<b>1,548</b>
Other motor vehicle driver	M	0	5	123	172	140	291	259	226	162	62	23	7	1,470
	F	0	2	22	34	31	44	41	31	22	7	4	2	240
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>145</b>	<b>206</b>	<b>171</b>	<b>335</b>	<b>300</b>	<b>257</b>	<b>184</b>	<b>69</b>	<b>27</b>	<b>10</b>	<b>1,711</b>
Other motor vehicle passenger	M	3	32	21	21	16	25	20	11	6	5	1	11	172
	F	0	27	21	11	10	22	13	17	18	7	3	10	159
	<b>Sub-total<sup>1</sup></b>	<b>3</b>	<b>59</b>	<b>42</b>	<b>32</b>	<b>26</b>	<b>47</b>	<b>33</b>	<b>28</b>	<b>24</b>	<b>12</b>	<b>4</b>	<b>24</b>	<b>334</b>
Motorcycle rider	M	0	37	208	245	186	300	237	247	170	47	6	9	1,692
	F	0	2	17	19	22	33	41	34	8	0	0	1	177
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>39</b>	<b>225</b>	<b>264</b>	<b>208</b>	<b>333</b>	<b>278</b>	<b>281</b>	<b>178</b>	<b>47</b>	<b>6</b>	<b>10</b>	<b>1,869</b>
Motorcycle passenger	M	0	7	5	1	1	0	2	1	1	0	1	1	20
	F	0	3	6	3	5	4	4	11	4	0	0	3	43
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>65</b>
Pedal cycle rider/passenger	M	0	73	18	26	39	100	90	99	71	44	8	10	578
	F	0	12	3	7	14	35	16	28	15	6	2	2	140
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>85</b>	<b>21</b>	<b>33</b>	<b>53</b>	<b>135</b>	<b>106</b>	<b>127</b>	<b>86</b>	<b>50</b>	<b>10</b>	<b>13</b>	<b>719</b>
Pedestrian	M	12	109	38	36	32	61	54	61	45	37	38	10	533
	F	4	51	22	30	32	41	40	48	45	54	24	6	397
	<b>Sub-total<sup>1</sup></b>	<b>16</b>	<b>160</b>	<b>60</b>	<b>66</b>	<b>64</b>	<b>102</b>	<b>94</b>	<b>109</b>	<b>90</b>	<b>91</b>	<b>62</b>	<b>16</b>	<b>930</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>48</b>	<b>403</b>	<b>815</b>	<b>938</b>	<b>800</b>	<b>1,532</b>	<b>1,267</b>	<b>1,114</b>	<b>825</b>	<b>464</b>	<b>262</b>	<b>128</b>	<b>8,596</b>
	<b>F</b>	<b>27</b>	<b>240</b>	<b>552</b>	<b>620</b>	<b>525</b>	<b>1,018</b>	<b>851</b>	<b>795</b>	<b>557</b>	<b>366</b>	<b>208</b>	<b>128</b>	<b>5,887</b>
	<b>TOTAL<sup>1</sup></b>	<b>76</b>	<b>643</b>	<b>1,368</b>	<b>1,558</b>	<b>1,325</b>	<b>2,551</b>	<b>2,118</b>	<b>1,909</b>	<b>1,382</b>	<b>830</b>	<b>470</b>	<b>307</b>	<b>14,537</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> 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 <sup>1</sup>	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
<b>Driver</b>					
Adult belt worn	86	1,536	3,893	2,257	7,772
Fitted but not worn	22	32	49	18	121
No restraint fitted	1	9	5	2	17
Unknown	24	213	592	326	1,155
<b>Sub-total</b>	<b>133</b>	<b>1,790</b>	<b>4,539</b>	<b>2,603</b>	<b>9,065</b>
<b>Passenger</b>					
Adult belt worn	16	288	508	385	1,197
Child restraint worn	1	15	39	17	72
Fitted but not worn	8	32	29	13	82
No restraint fitted	1	14	18	16	49
Unknown	3	88	150	241	482
<b>Sub-total</b>	<b>29</b>	<b>437</b>	<b>744</b>	<b>672</b>	<b>1,882</b>
<b>Motorcycle rider/passenger</b>					
Open face (jet) helmet worn	4	79	66	27	176
Full face helmet worn	49	601	614	229	1,493
No helmet worn	9	40	27	15	91
Unknown	1	66	68	39	174
<b>Sub-total</b>	<b>63</b>	<b>786</b>	<b>775</b>	<b>310</b>	<b>1,934</b>
<b>Pedal cycle rider/passenger</b>					
Helmet worn	6	177	196	120	499
No helmet worn	2	34	27	15	78
Unknown	1	33	59	49	142
<b>Sub-total</b>	<b>9</b>	<b>244</b>	<b>282</b>	<b>184</b>	<b>719</b>
<b>Other/unknown</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>
<b>All road vehicle casualties</b>					
<b>Device worn</b>	<b>162</b>	<b>2,696</b>	<b>5,316</b>	<b>3,035</b>	<b>11,209</b>
<b>Device not worn</b>	<b>43</b>	<b>161</b>	<b>155</b>	<b>79</b>	<b>438</b>
<b>Unknown</b>	<b>29</b>	<b>401</b>	<b>869</b>	<b>655</b>	<b>1,954</b>
<b>ROAD VEHICLE CASUALTIES: TOTAL<sup>2</sup></b>	<b>234</b>	<b>3,259</b>	<b>6,344</b>	<b>3,770</b>	<b>13,607</b>

<sup>1</sup> 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.

<sup>2</sup> Includes not applicable safety device use.



**Table 34a: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age  
DEGREE OF CASUALTY: KILLED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	3	11	9	8	13	20	13	18	12	7	0	114
	F	0	0	4	1	2	3	5	3	3	5	3	0	29
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>16</b>	<b>25</b>	<b>16</b>	<b>21</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>143</b>
.001 – .019 <sup>3</sup>	M	0	0	1	1	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
.020 – .049 <sup>4</sup>	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
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
.050 – .079	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
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
.080 – .149	M	0	0	1	1	2	3	2	1	1	0	0	0	11
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
≥ .150	M	0	0	2	4	4	3	7	4	1	0	0	0	25
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
Unknown	M	0	0	1	2	0	1	0	1	0	0	1	0	6
	F	0	0	1	0	0	0	0	0	1	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>17</b>	<b>14</b>	<b>21</b>	<b>29</b>	<b>19</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>162</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>31</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>3</b>	<b>24</b>	<b>18</b>	<b>16</b>	<b>24</b>	<b>34</b>	<b>22</b>	<b>24</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>193</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	9	132	136	90	175	166	162	152	82	50	1	1,155
	F	0	1	47	67	41	88	64	71	61	49	36	0	525
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>10</b>	<b>179</b>	<b>203</b>	<b>131</b>	<b>263</b>	<b>230</b>	<b>233</b>	<b>213</b>	<b>131</b>	<b>86</b>	<b>1</b>	<b>1,680</b>
.001 – .019 <sup>3</sup>	M	0	0	1	1	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
.020 – .049 <sup>4</sup>	M	0	0	2	0	0	1	0	0	0	0	0	0	3
	F	0	0	0	0	0	1	0	0	0	0	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
.050 – .079	M	0	0	2	6	3	4	5	2	1	0	0	0	23
	F	0	1	1	1	1	1	1	0	0	0	0	0	6
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
.080 – .149	M	0	0	6	17	6	14	18	5	1	2	1	0	70
	F	0	0	5	0	3	3	2	1	0	0	1	0	15
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>17</b>	<b>9</b>	<b>17</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>85</b>
≥ .150	M	0	0	5	9	8	19	16	6	5	2	1	0	71
	F	0	0	2	6	0	7	5	1	3	0	0	0	24
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>15</b>	<b>8</b>	<b>26</b>	<b>21</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>95</b>
Unknown	M	0	13	42	52	31	77	44	56	44	31	22	3	415
	F	0	4	25	28	17	36	33	28	27	26	17	1	242
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>80</b>	<b>48</b>	<b>113</b>	<b>77</b>	<b>84</b>	<b>71</b>	<b>57</b>	<b>39</b>	<b>5</b>	<b>658</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>22</b>	<b>190</b>	<b>221</b>	<b>138</b>	<b>290</b>	<b>249</b>	<b>231</b>	<b>203</b>	<b>117</b>	<b>74</b>	<b>4</b>	<b>1,739</b>
	<b>F</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>102</b>	<b>62</b>	<b>136</b>	<b>105</b>	<b>101</b>	<b>91</b>	<b>75</b>	<b>54</b>	<b>1</b>	<b>813</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>28</b>	<b>270</b>	<b>323</b>	<b>200</b>	<b>426</b>	<b>354</b>	<b>332</b>	<b>294</b>	<b>192</b>	<b>128</b>	<b>6</b>	<b>2,553</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 34c: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CASUALTY: MODERATELY INJURED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	13	217	228	200	351	277	283	187	104	56	1	1,917
	F	0	5	141	144	125	229	169	154	102	75	30	2	1,176
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>18</b>	<b>358</b>	<b>372</b>	<b>325</b>	<b>580</b>	<b>446</b>	<b>437</b>	<b>289</b>	<b>179</b>	<b>86</b>	<b>3</b>	<b>3,093</b>
.001 – .019 <sup>3</sup>	M	0	0	2	0	1	0	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
.020 – .049 <sup>4</sup>	M	0	0	3	0	0	0	0	0	0	0	0	0	3
	F	0	0	1	1	0	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
.050 – .079	M	0	0	5	3	5	6	4	5	0	1	0	0	29
	F	0	0	2	2	0	2	1	0	0	1	0	0	8
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>37</b>
.080 – .149	M	0	1	17	12	13	17	9	6	2	1	1	0	79
	F	0	1	2	6	5	3	4	2	0	1	0	0	24
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>103</b>
≥ .150	M	0	0	8	17	13	35	21	11	4	6	0	0	115
	F	0	0	2	8	6	13	10	7	3	0	0	0	49
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>19</b>	<b>48</b>	<b>31</b>	<b>18</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>164</b>
Unknown	M	0	10	101	119	124	188	174	129	102	48	34	8	1,037
	F	0	2	83	91	85	171	156	120	74	39	23	4	848
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>12</b>	<b>184</b>	<b>210</b>	<b>209</b>	<b>359</b>	<b>330</b>	<b>249</b>	<b>176</b>	<b>87</b>	<b>57</b>	<b>13</b>	<b>1,886</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>24</b>	<b>353</b>	<b>379</b>	<b>356</b>	<b>597</b>	<b>485</b>	<b>434</b>	<b>295</b>	<b>160</b>	<b>91</b>	<b>9</b>	<b>3,183</b>
	<b>F</b>	<b>0</b>	<b>8</b>	<b>231</b>	<b>252</b>	<b>221</b>	<b>418</b>	<b>340</b>	<b>283</b>	<b>179</b>	<b>116</b>	<b>53</b>	<b>6</b>	<b>2,107</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>32</b>	<b>584</b>	<b>631</b>	<b>577</b>	<b>1,015</b>	<b>825</b>	<b>717</b>	<b>474</b>	<b>276</b>	<b>144</b>	<b>16</b>	<b>5,291</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 34d: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age  
DEGREE OF CASUALTY: MINOR/OTHER INJURED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	2	31	48	40	79	71	66	48	19	11	3	418
	F	0	0	21	30	21	44	39	34	27	14	9	0	239
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>78</b>	<b>61</b>	<b>123</b>	<b>110</b>	<b>100</b>	<b>75</b>	<b>33</b>	<b>20</b>	<b>3</b>	<b>657</b>
.001 – .019 <sup>3</sup>	M	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
.020 – .049 <sup>4</sup>	M	0	1	1	0	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
.050 – .079	M	0	0	3	1	0	2	2	0	2	0	0	1	11
	F	0	0	0	1	0	0	1	0	1	0	0	0	3
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>
.080 – .149	M	0	0	2	6	3	4	3	1	1	0	0	0	20
	F	0	0	0	0	0	2	0	1	0	0	0	0	3
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
≥ .150	M	0	0	2	0	1	9	5	1	0	0	0	1	19
	F	0	0	1	1	0	0	2	4	0	0	0	0	8
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>27</b>
Unknown	M	0	8	59	118	117	268	219	159	111	52	15	30	1,156
	F	0	1	57	105	100	225	200	182	83	33	10	13	1,009
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>9</b>	<b>116</b>	<b>223</b>	<b>217</b>	<b>493</b>	<b>419</b>	<b>341</b>	<b>194</b>	<b>85</b>	<b>25</b>	<b>52</b>	<b>2,174</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>11</b>	<b>98</b>	<b>173</b>	<b>161</b>	<b>362</b>	<b>300</b>	<b>227</b>	<b>162</b>	<b>71</b>	<b>26</b>	<b>35</b>	<b>1,626</b>
	<b>F</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>137</b>	<b>121</b>	<b>271</b>	<b>242</b>	<b>221</b>	<b>111</b>	<b>47</b>	<b>19</b>	<b>13</b>	<b>1,262</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>12</b>	<b>177</b>	<b>310</b>	<b>282</b>	<b>633</b>	<b>542</b>	<b>448</b>	<b>273</b>	<b>118</b>	<b>45</b>	<b>57</b>	<b>2,897</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 34e: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CASUALTY: ALL CASUALTIES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											u/k	Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	≥ 80		
Legal	M	0	27	391	421	338	618	534	524	405	217	124	5	3,604
	F	0	6	213	242	189	364	277	262	193	143	78	2	1,969
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>33</b>	<b>604</b>	<b>663</b>	<b>527</b>	<b>982</b>	<b>811</b>	<b>786</b>	<b>598</b>	<b>360</b>	<b>202</b>	<b>7</b>	<b>5,573</b>
.001 – .019 <sup>3</sup>	M	0	0	4	2	1	0	0	0	0	0	0	0	7
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
.020 – .049 <sup>4</sup>	M	0	1	7	0	0	1	0	0	0	0	0	0	9
	F	0	0	1	1	0	1	0	0	0	0	0	0	3
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
.050 – .079	M	0	0	12	10	8	13	11	7	3	1	0	1	66
	F	0	1	3	4	1	3	3	0	1	1	0	0	17
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>14</b>	<b>9</b>	<b>16</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>83</b>
.080 – .149	M	0	1	26	36	24	38	32	13	5	3	2	0	180
	F	0	1	7	6	8	8	6	4	0	1	1	0	42
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>42</b>	<b>32</b>	<b>46</b>	<b>38</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>222</b>
≥ .150	M	0	0	17	30	26	66	49	22	10	8	1	1	230
	F	0	0	5	15	6	20	17	12	6	0	0	0	81
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>45</b>	<b>32</b>	<b>86</b>	<b>66</b>	<b>34</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>311</b>
Unknown	M	0	31	203	291	272	534	437	345	257	131	72	41	2,614
	F	0	7	166	224	202	432	389	330	185	98	50	18	2,101
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>38</b>	<b>369</b>	<b>515</b>	<b>474</b>	<b>966</b>	<b>826</b>	<b>675</b>	<b>442</b>	<b>229</b>	<b>122</b>	<b>70</b>	<b>4,726</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>60</b>	<b>660</b>	<b>790</b>	<b>669</b>	<b>1,270</b>	<b>1,063</b>	<b>911</b>	<b>680</b>	<b>360</b>	<b>199</b>	<b>48</b>	<b>6,710</b>
	<b>F</b>	<b>0</b>	<b>15</b>	<b>395</b>	<b>492</b>	<b>406</b>	<b>828</b>	<b>692</b>	<b>608</b>	<b>385</b>	<b>243</b>	<b>129</b>	<b>20</b>	<b>4,213</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>75</b>	<b>1,055</b>	<b>1,282</b>	<b>1,075</b>	<b>2,098</b>	<b>1,755</b>	<b>1,519</b>	<b>1,065</b>	<b>603</b>	<b>328</b>	<b>79</b>	<b>10,934</b>

<sup>1</sup> Blood Alcohol Concentration.

<sup>2</sup> Unknown sex included.

<sup>3</sup> Learner and Provisional Licence holders.

<sup>4</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	70	1	0	2	5	11	5	94
Light truck driver	12	0	1	0	3	6	1	23
Heavy rigid truck driver	3	0	0	0	0	0	0	3
Articulated truck driver	9	0	0	0	0	0	1	10
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	46	1	0	1	3	8	1	60
Other motor vehicle driver	3	0	0	0	0	0	0	3
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>143</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>25</b>	<b>8</b>	<b>193</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	916	0	2	14	43	58	359	1,392
Light truck driver	204	1	1	4	21	20	62	313
Heavy rigid truck driver	20	0	0	0	0	0	3	23
Articulated truck driver	35	0	0	0	0	0	7	42
Bus driver	1	0	0	0	0	0	0	1
Motorcycle rider	495	1	1	10	21	16	219	763
Other motor vehicle driver	9	0	0	1	0	1	8	19
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>1,680</b>	<b>2</b>	<b>4</b>	<b>29</b>	<b>85</b>	<b>95</b>	<b>658</b>	<b>2,553</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	2,074	2	4	25	68	128	1,331	3,632
Light truck driver	428	0	1	5	26	25	222	707
Heavy rigid truck driver	77	0	0	1	0	0	15	93
Articulated truck driver	66	0	0	0	0	0	12	78
Bus driver	12	0	0	0	0	0	3	15
Motorcycle rider	432	1	0	6	9	10	294	752
Other motor vehicle driver	4	0	0	0	0	1	9	14
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>3,093</b>	<b>3</b>	<b>5</b>	<b>37</b>	<b>103</b>	<b>164</b>	<b>1,886</b>	<b>5,291</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	465	0	2	11	16	17	1,725	2,236
Light truck driver	91	0	0	2	3	7	208	311
Heavy rigid truck driver	10	0	0	0	0	1	8	19
Articulated truck driver	17	0	0	0	0	0	9	26
Bus driver	1	0	0	0	0	0	3	4
Motorcycle rider	73	0	0	1	4	2	214	294
Other motor vehicle driver	0	0	0	0	0	0	7	7
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>657</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>23</b>	<b>27</b>	<b>2,174</b>	<b>2,897</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Road user class	Blood alcohol concentration (g/100mL)						Unknown	Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150		
Car driver	3,525	3	8	52	132	214	3,420	7,354
Light truck driver	735	1	3	11	53	58	493	1,354
Heavy rigid truck driver	110	0	0	1	0	1	26	138
Articulated truck driver	127	0	0	0	0	0	29	156
Bus driver	14	0	0	0	0	0	6	20
Motorcycle rider	1,046	3	1	18	37	36	728	1,869
Other motor vehicle driver	16	0	0	1	0	2	24	43
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>5,573</b>	<b>7</b>	<b>12</b>	<b>83</b>	<b>222</b>	<b>311</b>	<b>4,726</b>	<b>10,934</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.



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

Alcohol involved in crash	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
Yes	47	301	440	124	912
No	208	2,242	3,490	924	6,864
Unknown	20	1,064	2,756	2,921	6,761
<b>CASUALTIES: Total</b>	<b>275</b>	<b>3,607</b>	<b>6,686</b>	<b>3,969</b>	<b>14,537</b>

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

Speeding involved in crash	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
Yes	107	910	1,352	469	2,838
No or unknown	168	2,697	5,334	3,500	11,699
<b>CASUALTIES: Total</b>	<b>275</b>	<b>3,607</b>	<b>6,686</b>	<b>3,969</b>	<b>14,537</b>

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

Fatigue involved in crash	Degree of casualty				Total killed & injured
	Killed	Seriously injured	Moderately injured	Minor/Other injured	
Yes	53	449	666	231	1,399
No or unknown	222	3,158	6,020	3,738	13,138
<b>CASUALTIES: Total</b>	<b>275</b>	<b>3,607</b>	<b>6,686</b>	<b>3,969</b>	<b>14,537</b>

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<sup>1</sup>, age, sex**

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	246,329	232,167	478,496
5 – 16	620,558	583,554	1,204,112
17 – 20	190,941	176,906	367,847
21 – 25	268,176	251,107	519,283
26 – 29	230,948	228,128	459,076
30 – 39	587,563	593,312	1,180,875
40 – 49	514,174	523,727	1,037,901
50 – 59	485,716	500,011	985,727
60 – 69	423,482	451,194	874,676
70 – 79	303,199	323,478	626,677
≥ 80	152,192	206,953	359,145
<b>NEW SOUTH WALES RESIDENTS:</b>			
<b>TOTAL</b>	<b>4,023,278</b>	<b>4,070,537</b>	<b>8,093,815</b>

Source – Australian Bureau of Statistics Australian Demographic Statistics.

<sup>1</sup> Preliminary estimated resident population for 30 June 2021 as published in March 2022.

**Table 38: Licence holders\* as at 30 June 2021, age, sex**

Age (years)	All licence holders		TOTAL <sup>1</sup>
	Male	Female	
≤ 16	32,540	31,867	64,407
17 – 20	163,564	158,284	321,848
21 – 25	219,496	212,407	431,903
26 – 29	199,809	193,779	393,588
30 – 39	551,680	547,953	1,099,633
40 – 49	510,624	500,041	1,010,670
50 – 59	476,125	463,169	939,385
60 – 69	410,908	392,804	803,775
70 – 79	276,285	250,226	526,533
≥ 80	102,390	81,753	184,147
<b>LICENCE HOLDERS:</b>			
<b>TOTAL<sup>2</sup></b>	<b>2,943,421</b>	<b>2,832,283</b>	<b>5,775,889</b>

Source – Transport for NSW, Licensing Table 2.2.3 Licence holders by age by gender, as at 30 June 2021.

\* Including Learner Licence holders

<sup>1</sup> Includes cases in which the sex of the licence holder was not recorded

<sup>2</sup> 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 2021, vehicle type**

<b>Vehicle type</b>	<b>Vehicles on register</b>
<b>MOTOR VEHICLES</b>	
Passenger vehicle <sup>1</sup>	4,603,312
Rigid truck, van or utility	950,914
Articulated truck	24,478
Bus	13,543
Motorcycle	264,385
<b>Sub-total</b>	<b>5,856,632</b>
<b>OTHER VEHICLES</b>	
Plant	4,364
Trailer	1,052,853
<b>Sub-total</b>	<b>1,057,217</b>
<b>VEHICLES ON REGISTER: TOTAL</b>	<b>6,913,849</b>

Source – Transport for NSW Registration Table 1.1.1 Registered vehicles by vehicle type, as at 30 June 2021.

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.

<sup>1</sup> Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.