ROAD TRAFFIC CASUALTY CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended
31 December 2022

Prepared by the Centre for Road Safety, Transport for NSW
7 Harvest Street
Macquarie Park NSW 2113

Internet: Centre for Road Safety website

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

This reporting of serious injury information forms part of the routine monitoring activity undertaken by Transport for NSW to improve road safety for the community. It was approved by the following ethics committees –

- Approved by the NSW Population & Health Services Research Ethics Committee on 19th December 2013.
- Approved by the Aboriginal Health & Medical Research Council Ethics Committee on 24th January 2014.
- Approved by the ACT Health Human Research Ethics Committee on 13th November 2013.
- Approved by the Calvary Public Hospital Bruce Human Research Ethics Committee on 20th September 2017.

Preface

Scope of crash statistics

Crash statistics included in this Statistical Statement

The crash statistics included in this Statistical Statement are confined to those crashes which conform to the national guidelines for reporting and classifying road vehicle crashes and are based on the following criteria:

1 The crash was reported to the police
2 The crash occurred on a road open to the public
3 The crash involved at least one moving road vehicle
4 The crash involved at least one person being killed or injured.

Reports for some crashes are not received until well into the following year and after the annual crash database has been finalised. These amount to less than 1% of recorded crashes and are counted in the following year's statistics.

Crash data reported in this Statistical Statement were finalized and released in October 2022.

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 2022

Prior to 2000, Section 8 (3) of the *Traffic Act 1909* required a road crash in New South Wales to be reported to the police when any person was killed or injured or property damage over $500 was sustained.

On 1 December 1999, the *Traffic Act* was repealed and replaced by new traffic legislation including the adoption of the Australian Road Rules. The new traffic legislation is found in the *Road Transport (General) Act 1999* and the *Road Transport (Safety and Traffic Management) Act 1999,* and the regulations made under those Acts.

Rule 287 (3) of the Road Rules requires a crash to be reported to police when any person is killed or injured; when drivers involved in the crash do not exchange particulars; or when a vehicle involved in the crash is towed away.

As of 15 October 2014, NSW Police are not required to attend or investigate crashes in which a vehicle is towed away but no-one is injured or killed. These crashes are now required to be self-reported by involved parties to Police via the Police Assistance Line (PAL). If medical attention for an injury is sought more than 24 hours after a crash, this may also be reported via PAL as an injury crash.

How crash data are processed

The processing of crash data in New South Wales directly involves three organisations: the NSW Police Force, Spinal Cord Injuries Australia (SCIA) and Transport for NSW. Within Transport for NSW, the Centre for Road Safety (CRS) is the office responsible for the collation and dissemination of road crash data.

As of July 1997, information related to a road crash is entered directly into COPS (Computerised Operational Policing System) by a police officer, using details collected by them from the scene and witness accounts, or a Police Assistance Line (PAL) operator from details provided by the person reporting the crash. A sketch or site diagram of the crash site is completed for casualty crashes where a police officer attended the crash scene.

Completed and verified data for all crashes are transferred from COPS, on a weekly basis, and electronically forwarded to the CRS. The crash information and site diagrams are electronically available to SCIA, a business enterprise employing physically disabled people, contracted to the CRS to provide a coding and data entry service. Using the CrashLink Data Capture System, accurate location information is determined for each crash from the collision summary/narrative describing the crash and each data item is interpreted, validated and coded into consistent values. While less information is captured by PAL for self-reported crashes, these crashes are still coded in the same manner with capture of most data fields possible from the available information.

A computer checking process is performed to identify inconsistencies and errors which may have occurred during the data entry and validation phases. In addition, results of blood alcohol analyses and drug tests are regularly obtained from the NSW Health Pathology Forensic and Analytical Science Services. A further checking process is undertaken each quarter to identify and correct any anomalies in the data prior to completion.

In the case of a fatal crash, police officers send a preliminary report, generated from COPS to the CRS. This provides initial information which is used to compile a preliminary database of fatal crashes. Hence, it is possible to monitor and analyse fatal crashes on a daily basis. A site diagram of the crash scene is usually supplied later, which enables location and crash details to be confirmed and updated if required. Final fatal crash data are captured upon receipt of the data regularly received electronically from the NSW Police Force.

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

The CRS crash reporting database, known as 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 organisations such as the Federal Department of Infrastructure, Regional Development and Cities, NSW Police Force, National Roads and Motorist's Association, Australian Bureau of Statistics and local governments also regularly use road crash information.

Health data linkage process

The inclusion of serious injury information into this Statistical Statement is possible due to the linkage of casualty records from crash reports with hospital records from NSW hospitals in a way which protects the privacy of those involved.

CRS has implemented a routine quarterly linkage (including historic data from 2005) which includes the following data collections –

1. NSW Ministry of Health data collections -
    a. NSW Admitted Patient Data Collection - This collection records all admitted patient services provided by New South Wales Public Hospitals, Public Psychiatric Hospitals, Public Multi-Purpose Services, Private Hospitals, and Private Day Procedures Centres.
    b. NSW Emergency Department Data Collection - This collection provides information about patient presentations to the emergency departments of public hospitals in NSW.
    c. NSW Mortality Data Collection from the NSW Register of Births, Deaths and Marriages – This collection contains mortality information for deaths occurring in NSW.
    d. Cause of Death Unit Record File (COD URF) from the Australian Co-ordinating Registry is updated on an ad-hoc basis.

2. State Insurance Regulatory Authority data collections –
    a. These collections provide information about Compulsory Third Party and workers compensation claimants injured in motor vehicle accidents in NSW.
3. Lifetime Care and Support Agency
    a. This collection provides information about Lifetime Care participants severely injured on NSW roads.
4. CRS CrashLink crash reporting database.
5. NSW Ambulance data collections –
    a. Computer-Aided Dispatch (CAD)
    b. electronic Medical Record (eMR)
    c. Patient Health Care Record (PHCR).
6. NSW Institute of Trauma and Injury Management data collection
    a. This collection provides information on injury outcomes for road crash related casualties that are considered seriously injured by Health.

The record linkage is conducted in two parts. Firstly, the linkage of person records between the data collections is conducted by the Centre for Health Record Linkage (CHeReL). In bringing together these records, the CHeReL uses strict privacy preserving protocols which ensure the security of the data and confidentiality of the individuals and their related records. Only de-identified records are returned to the Centre for Road Safety.

This process includes -

1. Custodians of the data collections to be linked provide the CHeReL with an encrypted source record number and demographic details for each record in their dataset.
   Note that clinical data is not provided to the CHeReL.
2. The CHeReL links these records using probabilistic matching of the demographic details and assigns a project person number for records that belong to the same person. The CHeReL person ID and the associated source record numbers form the CHeReL Master Linkage Key (MLK). The MLK provides a 'pointer' to records for a person in different datasets. The CHeReL sends each data custodian a list of Project specific Person Numbers (PPN) and the associated encrypted source record numbers for their database.

During the next stage, the records from the different data collections and crash data are linked. The respective data custodians provide input files which include PPNs and approved variables. The CRS project team load the files into a database and link all records from different datasets for a person using the PPN. Approved CRS researchers will only receive datasets where personal identifiers have been removed for analysis.

This process ensures that:

- CHeReL staff performing the linkage use demographic variables but do not have access to the clinical information about the individuals;
- Data custodians only have access to data within their data collections; and
- Researchers receive data which contains no identifying variables, or variables which provide a link back to the CHeReL MLK.

The future inclusion of data from other health data collections could potentially impact numbers presented in this Statistical Statement.

Special notes

Changed injury severity information from 2005

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

In mid-2017, NSW Health changed their policy on the reporting of hospital admissions by removing hospital admissions that were not admitted to the ward from the admissions data from 2018 onwards. NSW Health

subsequently republished their admission data to exclude all Emergency Department (ED) only admissions prior to 2018 to maintain consistency of trends. In order to maintain consistency of trends, CRS decided, as a result of these changes, to amend the linked crash data to align with the practices adopted by NSW Health resulting in a decrease in serious injury numbers from previously reported data.

In 2015, the first linkage of historical crash records with hospital records resulted in the identification of hospital admissions for persons previously identified by Police as uninjured drivers or riders. This extra information was used to enhance crash data from 2005 by including the additional injured people as casualties. This also has the effect of changing some towaway crashes to injury crashes. This resulted, a small increase in casualties per year for the years 2005 – 2014 as compared to previous reporting.

The total number of crashes reported each year has not been impacted by any of the above changes. However, crash and casualty data reported prior to 2020 will no longer align with statistics reported in this statistical statement.

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

Serious injury data presented for 2005 are based on the date the crash occurred and differs from subsequent years which are based on when the crash was recorded. As such, total hospitalisations for 2005, as reported in Tables 1 to 4, are under-reported by approximately one per cent.

Pedal cycle crashes

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

It is recognised that a substantial proportion of non-fatal pedal cycle crashes are not reported to police. As the NSW Police Force is the only source of crash notification used in this statement, statistics relating to pedal cycle crashes may not accurately reflect the situation. A serious injury of a pedal cyclist however may be identified from hospital records alone and will be included in the serious injury section of the Statistical Statement.

Other historical data changes

Due to changes over time in the COPS and CrashLink systems, there may be inconsistencies in the reporting of some data fields.
The introduction of the Graduated Licensing System in 2000 resulted in an increase in the number of Provisional Licence holders.

In 2010 an improvement was made to the identification of contributing factors. This improvement is reflected mainly in Tables 13 and 17. In 2014 a system change made it possible for more than one factor to be captured for each vehicle. Table 17 now counts all contributing factors so slight increases in the number of crashes with factors recorded are expected.

The introduction of self-reporting for crashes has impacted trends in the crash data from October 2014. Crash records collected directly from involved parties contain less descriptive data making the determination of attributes such as road user movements and contributing factors less reliable or unavailable for these crashes. The factor of fatigue in particular, is not set for these crashes. Self-reported crashes make up 25 per cent of injury crashes in 2022.

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.

Definitions and explanatory notes

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

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

Interpreting tables correctly

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

Convention for table headings

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

EXAMPLE 1

Suppose you wish to know the number of car drivers aged 17-20 years who were killed. If you looked at Table 21a, saw the word fatal in the heading and assumed that the table was counting persons killed, you would deduce that 20 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 7.

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 946. 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 922 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 2022
- Main points for 2022
- 2022 serious injuries (all hospitalisations) and rates
- Serious injury (all hospitalisations) trends

Summary data for 2022

			Compared with 2021	
	Number	Percentage	Number change	Percentage change
SERIOUS INJURIES				
Serious injuries (matched)	3,977	*41.0*	370	***10.3***
Serious injuries (unmatched)	5,734	*59.0*	-886	***-13.4***
Serious injuries (all hospitalisations)	**9,711**	***100.0***	**-516**	***-5.0***
VEHICLES ON REGISTER[1]	5,941,132		84,500	*1.4*
Serious injuries (all hospitalisations) per 10,000 vehicles	16.35			*-6.4*
LICENCE HOLDERS[2]	5,923,711		147,822	*2.6*
Serious injuries (all hospitalisations) per 10,000 licence holders	16.39			*-7.4*
POPULATION OF STATE[3]	8,164,149		67,148	*0.8*
Serious injuries (all hospitalisations) per 100,000 persons	118.95			*-5.8*

[1] As at 30 June 2022. Excludes tractors, trailers, caravans, trader plates, plant and equipment. Refer to Table 39.
[2] As at 30 June 2022. Refer to note on Table 38.
[3] Estimated resident population for 30 June 2022. Source - Australian Bureau of Statistics. Refer to Table 37

Main points for 2022

■ There were 9,711 persons hospitalised from road traffic crashes in 2022, as derived from the data linkage with NSW Health Department admission data. This was 516 fewer hospitalisations (5 per cent) than the previous year and the lowest annual total since 2011.

■ The rate of persons hospitalised per 100,000 population was 118.9 in 2022, down from 126.4 the previous year. This was the lowest rate since 2005.

■ The estimated cost to the community of all road casualties in NSW for 2022 using the Inclusive Willingness to Pay methodology was $8.6 billion – hospitalisations accounted for more than half (62 per cent) of this total with $5.3 billion.

■ Compared with 2021, road user groups have experienced increases in hospitalisations in 2022; drivers increased by 47 (2 per cent), passengers increased by 30 (3 per cent), and pedestrians increased by 91 (11 per cent).

■ There were 3,146 driver hospitalisations in 2022, up 47 (2 per cent) on the previous year.

■ Of all road user groups, drivers accounted for the largest proportion of hospitalisations (32 per cent).

■ Motorcyclists continue to be the second largest road user group for hospitalisations in 2022, down by 27 (1 per cent) on the previous year. Motorcyclists accounted for 25 per cent of all hospitalisations in 2022.

■ Passenger hospitalisations increased in 2022, up by 30 (3 per cent), and is the second lowest passenger total since this data was first recorded in 2005. Passengers accounted for 11 per cent of all hospitalisations in 2022.

■ Pedal cyclists are the third largest road user group for hospitalisations in 2022, with 1,700, down by 630 (27 per cent) on the previous year. About one in five (18 per cent) of all hospitalisations in 2022 were pedal cyclists.

■ Compared with 2021, the largest decrease was for those aged 5 to 16 years, down by 182 (20 per cent), followed by 21 to 25 years, down by 100 (10 per cent). Those aged 50 to 59 and 70 and over, experienced an increase in hospitalisations in 2022, with the largest increase amongst those aged 50 to 59 years, up 9 (1 per cent).

■ 17 per cent of all hospitalisations were aged 17 to 25, but this age group represented only 11 per cent of the NSW population.

■ Age group 5 to 25 years experienced decreases in hospitalisations in 2022, down 336 (12 per cent) compared with 2021.

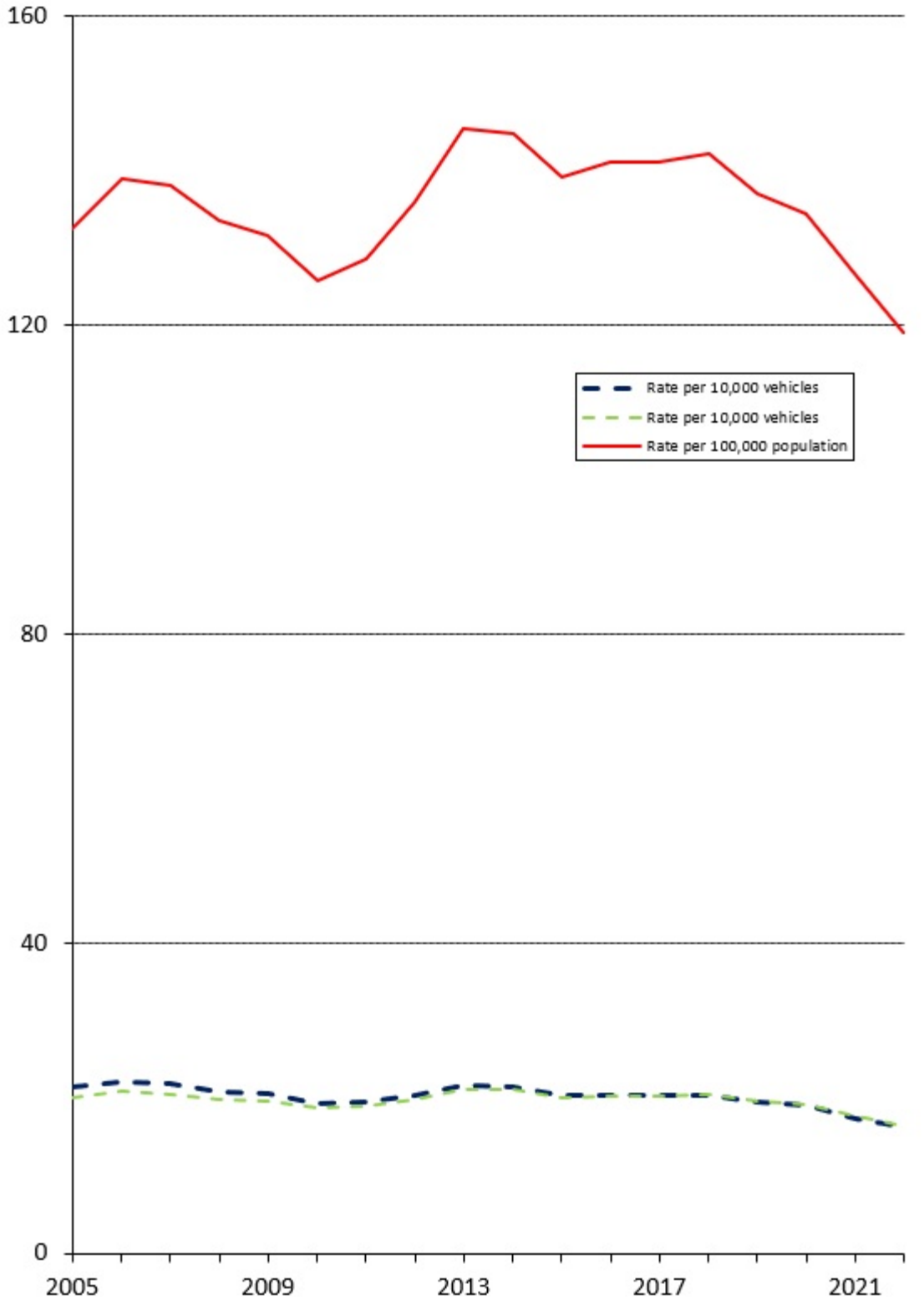
■ Since 2005, hospitalisations of children aged under 17 years have decreased by 45 per cent.

■ Since 2005, hospitalisations of persons aged 80 years or more have increased by 56 per cent.

■ Two-thirds (68 per cent) of all hospitalisations were males, representing only 50 per cent of the NSW population.

■ Of the 9,711 hospitalisations in 2022, 41% 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 2022 in NSW



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

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

	Road User Class						
	Driver	**Passenger**	**Motorcyclist**	**Pedestrian**	**Pedal Cyclist**	**Other Road User**	**Total**
2005	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
2022	3,146	1,031	2,426	893	1,700	515	9,711

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

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

	Age (years)												
	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	Total
2005	144	1,288	972	1,045	613	1,431	1,170	809	526	452	387	32	8,869
2006	124	1,298	1,043	1,105	669	1,499	1,171	922	581	502	411	40	9,365
2007	130	1,267	991	968	660	1,510	1,286	974	607	567	445	32	9,437
2008	111	1,173	1,027	958	645	1,434	1,225	988	678	545	457	29	9,270
2009	113	1,089	1,018	936	655	1,406	1,318	1,035	674	503	508	30	9,285
2010	105	936	961	935	629	1,376	1,277	1,038	680	555	486	15	8,993
2011	100	872	987	969	679	1,358	1,348	1,085	785	585	501	9	9,278
2012	104	904	1,031	1,005	720	1,500	1,453	1,220	842	604	535	11	9,929
2013	103	944	1,095	1,113	752	1,572	1,553	1,401	965	645	614	15	10,772
2014	113	828	971	1,094	765	1,691	1,542	1,472	1,034	727	625	12	10,874
2015	95	798	994	1,109	739	1,563	1,502	1,434	1,015	714	620	15	10,598
2016	84	833	979	1,147	771	1,652	1,520	1,491	1,064	755	605	10	10,911
2017	105	791	1,036	1,246	781	1,556	1,558	1,483	1,090	791	654	13	11,104
2018	69	784	1,007	1,119	820	1,700	1,577	1,526	1,137	878	717	16	11,350
2019	80	767	921	1,143	807	1,597	1,559	1,418	1,178	868	731	16	11,085
2020	91	933	1,009	1,154	777	1,574	1,467	1,386	1,154	806	617	7	10,975
2021	73	909	873	970	692	1,427	1,367	1,324	1,157	824	600	11	10,227
2022	54	727	819	870	689	1,349	1,280	1,333	1,151	829	602	8	9,711

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

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

	Gender			
Year	Male	Female	Unknown	**TOTAL**
2005	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
2022	6,572	3,138	1	9,711

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

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

	Quarter				
Year	Q1	Q2	Q3	Q4	TOTAL
2005	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
2022	2,543	2,475	2,181	2,512	9,711

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

Casualty crash and casualty trends

- Summary data for 2022
- Main points for 2022
- Historical data
- Fatality and serious injury (matched) rates
- Interstate and international comparisons
- Causes of death

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Summary data for 2022

			Compared with 2021	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crash	263	*2.2*	*3.0*	*1.2*
Serious injury crashes	3,612	*30.2*	*347.0*	*10.6*
Moderate injury crash	5,021	*42.0*	*-160.0*	*-3.1*
Minor/Other injury crashes	3,067	*25.6*	*66.0*	*2.2*
Total casualty crashes	**11,963**	***100.0***	**256**	***2.2***
CASUALTIES				
Killed	281	*1.9*	*6*	*2.2*
Seriously Injured	3,977	*26.8*	*370*	*10.3*
Moderately Injured	6,450	*43.5*	*-236*	*-3.5*
Minor/Other Injured	4,133	*27.8*	*164*	*4.1*
Total casualties	**14,841**	***100.0***	**304**	***2.1***
VEHICLES ON REGISTER[1]	5,941,132		84,500	*1.4*
Fatalities per 10,000 vehicles	0.47			*0.7*
LICENCE HOLDERS[2]	5,923,711		147,822	*2.6*
Fatalities per 10,000 licence holders	0.47			*-0.4*
POPULATION OF STATE[3]	8,164,149		67,148	*0.8*
Fatalities per 100,000 persons	3.44			*1.3*

[1] As at 30 June 2022. Excludes tractors, trailers, caravans, trader plates, plant and equipment. Refer to Table 39.
[2] As at 30 June 2022. Refer to note on Table 38.
[3] Estimated resident population for 30 June 2022. Source - Australian Bureau of Statistics. Refer to Table 37

Main points for 2022

- The number of persons killed per 100,000 population was 3.44. This is the second-lowest fatality rate since records were first compiled in 1908.
- There were 11,963 casualty road crashes in New South Wales during 2022. Of these, 263 were fatal crashes, and 11,700 were injury crashes. There were 281 persons killed and 14,560 injured.
- The estimated cost to the community of these road casualties using the Inclusive Willingness to Pay methodology was $8.6 billion.
- The number of persons killed was up by 6 (2 per cent) on the previous year, the second lowest annual fatality total since 1923.
- The number of persons seriously injured in 2022 was up by 370 (10 per cent) on the previous year.
- The road user groups that experienced a fatality increase compared to 2021 were Motor vehicle passenger, up by 15 (52 per cent), and Pedestrian, up by 8 (20 per cent), offset by fatality decreases among all other road user groups.
- There were 49 pedestrians killed in 2022 (up 20 per cent), although down almost 50% of the pedestrian fatality total since 2005.
- In 2022, the number of persons injured increased by 298 (2 per cent) compared with the previous year.
- Country roads accounted for 40 per cent of all casualty crashes but 67 per cent of fatal crashes.
- At least 16 per cent of motor vehicle occupants killed were not wearing available seat belts.
- Sixty-eight (11%) of pedal cyclists injured failed to wear a helmet.
- 55 per cent of the pedestrians killed were aged 60 or more, although this age group accounted for only 23 per cent of the population.
- Amongst those crashes in which alcohol involvement was known, alcohol was a contributing factor in 40 per cent of fatal crashes on Thursday, Friday, and Saturday nights, 13 per cent of all fatal crashes and 7 per cent of serious 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. Almost half of these casualties were in the high range (0.15 g/100mL or more).
- Crashes that involved speeding represented at least 40 per cent of fatal crashes and 18 per cent of all casualty crashes.
- Fatigue was assessed as being involved in at least 13 per cent of fatal crashes and 9 per cent of all casualty crashes.
- Twenty-seven (21 per cent) of the 130 local government areas in NSW were fatality-free in 2022. These 27 local government areas accounted for 10 per cent of the NSW population and included Hornsby (population 151,747), Randwick (135,686), Ryde (131,122), Canada Bay (89,210), Strathfield (46,230) and Orange (43,963).
- Compared with 2021, there was a 2 per cent increase in fatalities in 2022. Fatalities aged 5 to 16 years increased by 27 per cent and age 70 and over by 37 per cent. Fatalities in the Illawarra Region were up 133 per cent, and in New England and Murray Regions by 50 per cent.
- However, compared with 2021, some notable decreases occurred in 2022; the Riverina region decreased by 65% and North Coast and Orana Regions by 26%– motorcycle rider fatalities decreased by 13 per cent and fatalities for those aged 26 to 29 and 40 to 49 years decreased by 21 per cent and 24 per cent respectively.

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000-2022

Year	Killed	Injured	Seriously injured	Moderately injured	Minor/Other injured	Total casualties	Fatal crashes	Serious Injury crashes	Moderate injury crashes	Minor/Other injury crashes	Total casualty crashes
1950	634	11,096				11,730					
1955	820	16,437				17,257					
1960	978	22,655				23,633	910				
1965	1,151	29,157				30,308	1,026				
1970	1,309	34,886				36,195	1,135				
1975	1,288	38,141				39,429	1,150				
1980	1,303	38,816				40,119	1,152				
1985	1,067	39,336				40,403	954				
1990	797	32,153				32,950	702				
1995	620	25,963				26,583	563				
2000	603	28,812				29,415	543				22,406
2001	524	29,913				30,437	486				23,168
2002	561	28,447				29,008	501				22,299
2003	539	27,208				27,747	483				21,281
2004	510	26,323				26,833	458				20,607
2005	508	28,496	4,763	12,521	11,212	29,004	459	4,102	9,765	7,833	22,159
2006	496	28,935	5,009	13,606	10,320	29,431	449	4,377	10,568	7,191	22,585
2007	435	29,631	4,953	14,731	9,947	30,066	405	4,367	11,265	6,815	22,852
2008	374	27,611	4,855	13,564	9,192	27,985	353	4,290	10,475	6,444	21,562
2009	453	27,995	4,904	13,776	9,315	28,448	408	4,320	10,774	6,421	21,923
2010	405	27,607	4,672	13,639	9,296	28,012	365	4,125	10,736	6,399	21,625
2011	364	28,224	5,099	13,309	9,816	28,588	336	4,539	10,530	6,645	22,050
2012	369	27,239	5,411	12,972	8,856	27,608	336	4,820	10,231	6,062	21,449
2013	333	26,117	5,802	12,295	8,020	26,450	316	5,204	9,756	5,392	20,668
2014	307	24,753	5,887	11,534	7,332	25,060	285	5,279	9,111	4,900	19,575
2015	350	23,216	5,566	9,883	7,767	23,566	326	4,950	7,576	5,465	18,317
2016	380	22,286	5,690	9,007	7,589	22,666	356	5,058	6,933	5,481	17,828
2017	389	21,218	5,648	8,773	6,797	21,607	351	4,992	6,679	4,826	16,848
2018	347	18,235	5,334	7,899	5,002	18,582	326	4,767	5,982	3,602	14,677
2019	353	17,195	4,606	6,868	5,721	17,548	329	4,140	5,286	4,164	13,919
2020	284	15,821	4,360	6,855	4,606	16,105	264	3,916	5,270	3,386	12,836
2021	275	14,262	3,607	6,686	3,969	14,537	260	3,265	5,181	3,001	11,707
2022	281	14,560	3,977	6,450	4,133	14,841	263	3,612	5,021	3,067	11,963

Table 5: Trends in New South Wales 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000-2022

Year	Vehicles on register[1] ('000)	Licence holders[2] ('000)	Population[3] ('000)	Total vehicle kilometres travelled[4] ('000,000)	Fatalities per 10,000 Vehicles	Fatalities per 10,000 Licences	Fatalities per 100,000 population	Fatalities per 100 million vehicle km	Serious Injuries (matched) per 10,000 Vehicles	Serious Injuries (matched) per 10,000 Licences	Serious Injuries (matched) per 100,000 population	Serious Injuries (matched) per 100 million vehicle km
1950	478	677	3,193		13.26	9.36	19.86					
1955	709	1,000	3,491		11.57	8.20	23.49					
1960	972	1,275	3,833		10.06	7.67	25.52					
1965	1,296	1,608	4,172		8.88	7.16	27.59					
1970	1,712	2,049	4,522		7.65	6.39	28.95					
1975	2,204	2,532	4,932		5.84	5.09	26.12					
1980	2,587	2,980	5,172		5.04	4.37	25.19					
1985	2,986	3,438	5,465	46,622	3.57	3.10	19.52	2.29				
1990	3,224	3,721	5,834		2.47	2.14	13.66					
1995	3,315	3,998	6,106	50,692	1.87	1.55	10.15	1.22				
2000	3,635	4,146	6,447	56,262	1.66	1.45	9.35	1.07				
2001	3,739	4,157	6,530	60,210	1.40	1.26	8.02	0.87				
2002	3,832	4,243	6,581	63,425	1.46	1.32	8.52	0.88				
2003	3,941	4,317	6,621	63,617	1.37	1.25	8.14	0.85				
2004	4,056	4,345	6,651	60,661	1.26	1.17	7.67	0.84				
2005	4,127	4,397	6,692	66,025	1.23	1.16	7.59	0.77	11.54	10.83	71.18	7.21
2006	4,222	4,474	6,741	64,384	1.17	1.11	7.36	0.77	11.86	11.20	74.30	7.78
2007	4,312	4,577	6,833	64,237	1.01	0.95	6.37	0.68	11.49	10.82	72.49	7.71
2008	4,421	4,642	6,942	67,863	0.85	0.81	5.39	0.55	10.98	10.46	69.93	7.15
2009	4,518	4,721	7,053		1.00	0.96	6.42		10.85	10.39	69.54	
2010	4,634	4,791	7,143	69,163	0.87	0.85	5.67	0.59	10.08	9.75	65.41	6.76
2011	4,744	4,894	7,217		0.77	0.74	5.04		10.75	10.42	70.65	
2012	4,850	4,985	7,303	67,081	0.76	0.74	5.05	0.55	11.16	10.85	74.09	8.07
2013	4,956	5,061	7,403		0.67	0.66	4.50		11.71	11.46	78.37	
2014	5,073	5,142	7,507	71,372	0.61	0.60	4.09	0.43	11.60	11.45	78.42	8.25
2015	5,193	5,246	7,615		0.67	0.67	4.60		10.72	10.61	73.09	
2016	5,337	5,338	7,732	72,740	0.71	0.71	4.91	0.52	10.66	10.66	73.59	7.82
2017	5,453	5,440	7,850		0.71	0.72	4.96		10.36	10.38	71.95	
2018	5,571	5,529	7,954	78,418	0.62	0.63	4.36	0.44	9.57	9.65	67.06	6.80
2019	5,642	5,606	8,047		0.63	0.63	4.39		8.16	8.22	57.24	
2020	5,708	5,689	8,111	70,850	0.50	0.50	3.50	0.40	7.64	7.66	53.76	6.15
2021	5,857	5,776	8,097		0.47	0.48	3.40		6.16	6.24	44.55	
2022	5,941	5,924	8,164		0.47	0.47	3.44		6.69	6.71	48.71	

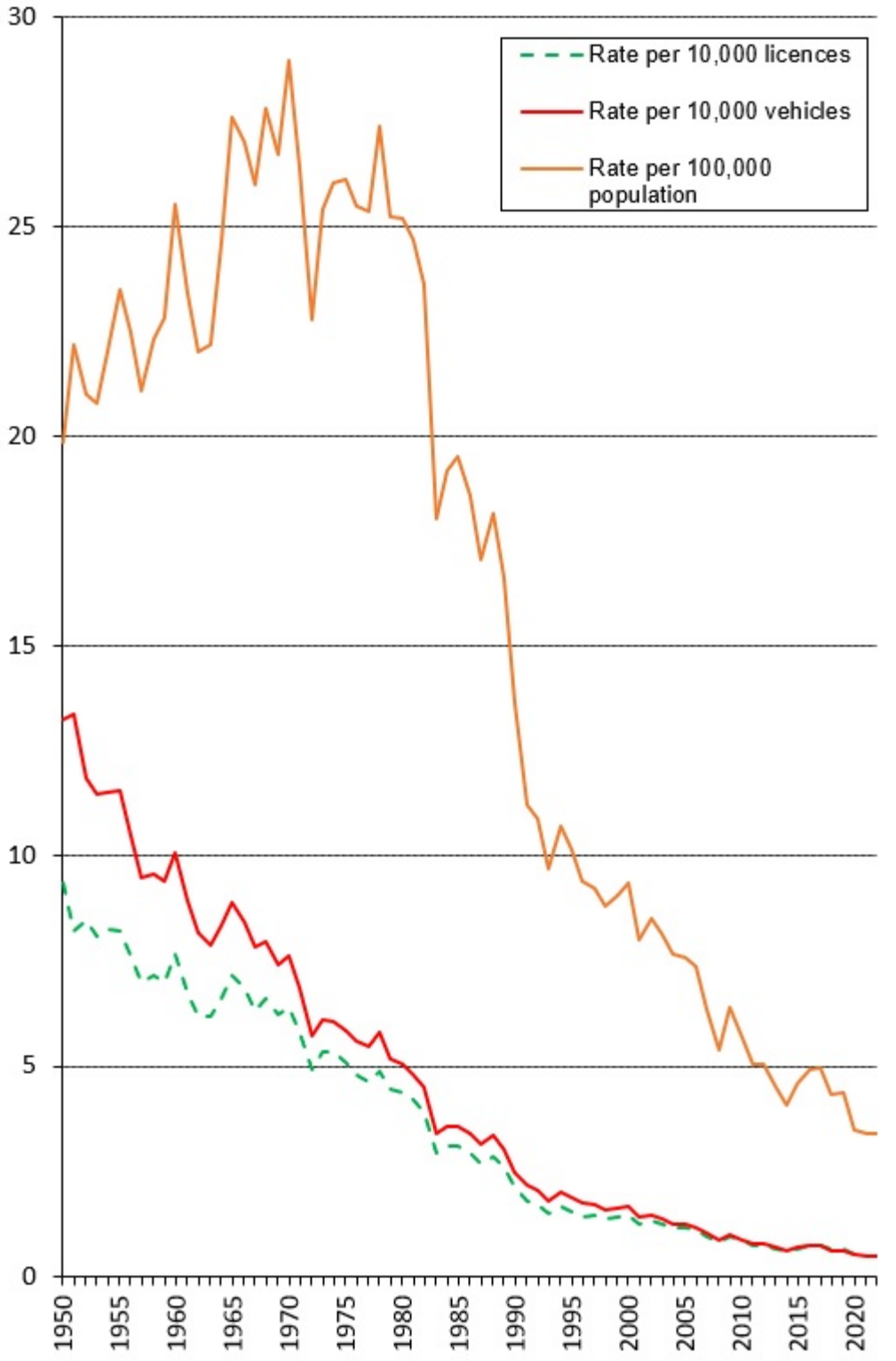
[1] At 30 June (16 May for 1993 data). Excludes caravans, trailers, tractors and traders plate registrations. From 1986 onwards plant and equipment were omitted. In 1991 the retention period for vehicles with expired registrations was reduced. Registration data from 2000 onwards have been revised as 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 2022 are preliminary as published in September 2023

[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 2022 in NSW



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

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

	# Killed	Vehicles[3] ('000)	Population[4] ('000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 polulation
NEW SOUTH WALES	**281**	**5,941**	**8,164**	**0.5**	**3.4**
Victoria	242	5,275	6,630	0.5	3.7
Queensland	297	4,464	5,321	0.7	5.6
Western Australia	175	2,370	2,791	0.7	6.3
South Australia	71	1,521	1,821	0.5	3.9
Tasmania	51	520	571	1.0	8.9
Australian Capital Territory	18	324	457	0.6	3.9
Northern Territory	47	165	250	2.8	18.8
AUSTRALIA	**1,182**	**20,580**	**26,008**	**0.6**	**4.5**
CANADA	1,768	25,820	38,930	0.7	4.5
DENMARK	154	3,564	5,911	0.4	2.6
FRANCE	3,260	47,817	67,943	0.7	4.8
GERMANY	2,776	58,158	83,798	0.5	3.3
JAPAN	3,216	91,290	124,947	0.4	2.6
NETHERLANDS	737	11,760	17,703	0.6	4.2
NEW ZEALAND	373	4,807	5,124	0.8	7.3
NORWAY	116	4,849	5,457	0.2	2.1
SWEDEN	227	6,779	10,487	0.3	2.2
UNITED KINGDOM	1,750	40,683	67,299	0.4	2.6
UNITED STATES OF AMERICA	42,795	297,644	333,288	1.4	12.8

[1]Australian fatality data for 2022 based on the Bureau of Infrastructure, Transport and Regional Economics: Statistical Report, Road trauma Australia 2022 statistical summary.
[2] Fatality data are for 2022 for other countries and are based on Department for Transport statistics, United Kingdom: RAS52001 International comparisons of road deaths or relevant National Statistical Reporting Authorities and Organisation for Economic Co-operation and Development (OECD) stats "by age and road user".
[3] Australian vehicle figures are as at 30 June 2022 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 2022. The 2022 vehicle figures for some other countries are sourced from relevant National Statistical Reporting Authorities.
[4] Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2022 as published at September 2023. The population figures for other countries are based on OECD Stat data for 2022 as extracted at 30 November 2023.
[4] Australian fatality rates per population are based calculated rates whilst International fatality rates are based on Department for Transport statistics, United Kingdom: RAS52001 International comparisons of road deaths or relevant National Statistical Reporting Authorities.

Table 7: Deaths within NSW, causes of death, sex, age for 2022

	Age (years)										
2022	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	70-79	>=80	**TOTAL[3]**
Males											
Deaths from all causes[1]	206	95	131	172	528	918	2,068	4,259	7,665	16,383	32,425
All accidental deaths[1]	14	41	45	41	98	123	96	121	177	545	1,301
Road deaths[2]	6	27	17	14	24	22	21	27	26	17	201
as % of accidental deaths	43%	66%	38%	34%	24%	18%	22%	22%	15%	3%	15%
as % of all deaths	2.9%	28.4%	13.0%	8.1%	4.5%	2.4%	1.0%	0.6%	0.3%	0.1%	0.6%
Females											
Deaths from all causes[1]	177	34	60	65	239	526	1,250	2,606	5,237	19,678	29,872
All accidental deaths[1]	13	10	14	7	27	50	46	49	84	694	994
Road deaths[2]	2	7	9	4	6	9	8	8	9	18	80
as % of accidental deaths	15%	70%	64%	57%	22%	18%	17%	16%	11%	3%	8%
as % of all deaths	1.1%	20.6%	15.0%	6.2%	2.5%	1.7%	0.6%	0.3%	0.2%	0.1%	0.3%
All persons											
Deaths from all causes[1]	383	129	191	237	767	1,444	3,318	6,865	12,902	36,061	62,297
All accidental deaths[1]	27	51	59	48	125	173	142	170	261	1,239	2,295
Road deaths[2]	8	34	26	18	30	31	29	35	35	35	281
as % of accidental deaths	30%	67%	44%	38%	24%	18%	20%	21%	13%	3%	12%
as % of all deaths	2.1%	26.4%	13.6%	7.6%	3.9%	2.1%	0.9%	0.5%	0.3%	0.1%	0.5%

Notes

[1] Underlying Cause of Death Data supplied by Australian Bureau of Statistics. Deaths registered in NSW and cause of death based on ICD Codes

[2] NSW Centre for Road Safety Crash data

[3] Includes deaths where age unknown

Table 8: Fatalities, year, month

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

Table 8: Fatalities, year, month

	Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
2000	50	52	48	55	53	48	58	33	50	39	49	68	603
2001	38	39	42	42	56	35	44	51	35	46	46	50	524
2002	39	45	50	46	56	57	35	51	50	45	43	44	561
2003	42	40	49	47	42	32	35	51	40	57	52	52	539
2004	52	44	48	34	39	41	44	43	35	43	47	40	510
2005	35	38	37	45	56	40	50	40	44	40	37	46	508
2006	57	39	54	49	37	43	34	34	33	42	38	36	496
2007	34	30	42	47	31	41	41	30	32	33	37	37	435
2008	28	29	29	26	24	30	34	35	33	39	31	36	374
2009	26	34	39	55	36	34	27	49	42	45	30	36	453
2010	43	34	26	43	37	33	23	27	37	39	38	25	405
2011	28	30	31	25	25	27	29	38	29	23	39	40	364
2012	32	25	33	33	31	34	24	36	30	28	35	28	369
2013	15	33	30	26	24	32	26	33	15	37	34	28	333
2014	34	29	26	20	30	25	19	27	24	26	29	18	307
2015	37	16	24	24	35	25	31	40	26	32	32	28	350
2016	25	32	32	44	31	34	30	36	32	31	25	28	380
2017	30	18	28	31	35	31	40	41	29	28	38	40	389
2018	37	32	24	31	25	21	31	38	34	21	25	28	347
2019	38	28	41	28	20	26	23	31	33	29	27	29	353
2020	23	30	24	23	20	22	24	26	29	17	24	22	284
2021	24	26	20	25	21	29	18	16	16	26	22	32	275
2022	28	26	28	27	21	20	12	15	33	20	24	27	281

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

	Road user class									
	Motor vehicle driver					Motor vehicle passenger				
	K	S	M	O	TI	K	S	M	O	TI
1960	273				7,029	248				8,801
1965	411				11,225	373				11,714
1970	494				13,710	387				12,719
1975	475				14,469	368				13,384
1976	455				14,131	370				13,154
1977	489				14,744	347				13,619
1978	537				16,339	396				14,700
1979	515				14,821	362				12,623
1980	487				15,390	359				12,940
1981	504				15,538	325				12,883
1982	453				13,258	322				11,087
1983	339				12,684	232				10,381
1984	374				14,001	275				10,753
1985	412				15,861	264				11,779
1986	393				15,964	262				11,591
1987	356				16,117	262				11,447
1988	403				15,795	270				10,685
1989	356				15,627	303				10,535
1990	310				14,469	200				9,082
1991	304				12,563	172				8,160
1992	287				11,883	176				7,490
1993	274				12,197	135				7,577
1994	258				12,388	181				7,127
1995	281				12,228	139				7,375
1996	234				12,280	146				7,174
1997	263				11,705	137				6,713
1998	247				12,653	148				7,344
1999	263				13,348	139				7,289
2000	278				15,270	146				7,308
2001	219				16,270	133				7,468
2002	276				15,553	123				6,856
2003	239				15,125	137				6,549
2004	229				14,749	122				6,051
2005	235	2,230	8,235	6,773	17,238	100	890	2,136	2,749	5,775
2006	249	2,364	9,145	6,160	17,669	102	874	2,168	2,547	5,589
2007	215	2,365	10,066	5,838	18,269	77	805	2,397	2,526	5,728
2008	194	2,310	9,133	5,492	16,935	67	747	2,105	2,129	4,981
2009	210	2,220	9,382	5,674	17,276	102	832	1,937	2,162	4,931
2010	185	2,194	9,463	5,737	17,394	89	690	1,854	2,192	4,736
2011	181	2,466	9,239	6,224	17,929	73	731	1,771	2,341	4,843
2012	164	2,631	9,069	5,652	17,352	82	792	1,632	1,956	4,380
2013	155	2,874	8,633	5,114	16,621	49	786	1,507	1,827	4,120
2014	153	2,836	8,181	4,816	15,833	43	796	1,370	1,644	3,810
2015	155	2,845	6,933	5,217	14,995	60	782	1,287	1,748	3,817
2016	183	2,833	6,407	5,251	14,491	54	756	1,097	1,626	3,479
2017	186	2,749	6,154	4,572	13,475	82	759	1,170	1,534	3,463
2018	158	2,691	5,531	3,325	11,547	57	714	931	1,035	2,680
2019	166	2,183	4,681	3,602	10,466	60	604	817	1,169	2,590
2020	135	2,180	4,737	2,977	9,894	40	522	810	868	2,200
2021	133	1,790	4,539	2,603	8,932	29	437	744	672	1,853
2022	127	1,957	4,525	2,678	9,160	44	459	691	770	1,920

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

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

	Road user class									
	Motorcycle rider					Motorcycle passenger				
	K	S	M	O	TI	K	S	M	O	TI
1960	39				1,409	9				241
1965	28				901	4				95
1970	93				2,967	17				311
1975	142				4,483	19				609
1976	135				4,239	25				551
1977	125				4,055	15				508
1978	137				3,731	10				498
1979	127				3,783	22				506
1980	152				4,366	21				610
1981	146				4,643	26				655
1982	178				4,387	25				631
1983	143				4,817	10				590
1984	135				5,181	18				571
1985	122				5,220	21				573
1986	146				4,364	18				560
1987	119				4,053	19				455
1988	111				3,609	12				388
1989	98				3,064	11				307
1990	84				2,537	6				240
1991	54				2,220	4				212
1992	55				1,936	4				194
1993	41				1,884	5				164
1994	50				1,897	6				193
1995	57				1,848	2				174
1996	52				1,808	6				166
1997	43				1,707	1				142
1998	49				1,879	3				163
1999	51				1,770	4				149
2000	60				1,894	2				138
2001	68				2,007	2				151
2002	51				1,994	4				141
2003	56				1,826	3				110
2004	57				1,963	1				123
2005	61	707	800	488	1,995	3	42	40	41	123
2006	65	849	898	508	2,255	1	29	45	38	112
2007	57	817	881	511	2,209	4	32	51	47	130
2008	52	869	990	526	2,385	3	39	45	41	125
2009	66	933	1,079	560	2,572	3	32	52	36	120
2010	57	911	1,007	508	2,426	4	26	38	39	103
2011	47	971	1,054	472	2,497	4	29	35	36	100
2012	60	1,073	1,098	489	2,660	1	34	35	44	113
2013	67	1,135	1,022	411	2,568	4	39	49	35	123
2014	58	1,179	953	386	2,518	1	44	36	25	105
2015	66	1,011	809	317	2,137	1	26	25	22	73
2016	64	1,126	759	247	2,132	3	40	22	21	83
2017	58	1,153	718	265	2,136	1	36	28	15	79
2018	54	1,021	739	268	2,028	0	25	22	21	68
2019	65	996	688	425	2,109	3	34	37	27	98
2020	46	914	687	312	1,913	2	28	16	16	60
2021	60	763	752	294	1,809	3	23	23	16	62
2022	52	895	623	281	1,799	1	31	30	14	75

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

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

	Road user class									
	Pedestrian					Pedal cyclist [2]				
	K	S	M	O	TI	K	S	M	O	TI
1960	367				4,022	42				1,128
1965	301				4,254	29				942
1970	291				4,346	26				792
1975	257				4,370	22				766
1976	259				4,335	19				857
1977	266				4,349	23				1,089
1978	281				4,571	22				1,020
1979	230				4,120	32				1,115
1980	252				4,161	31				1,326
1981	267				3,953	22				1,272
1982	256				3,788	19				1,390
1983	212				3,963	29				1,522
1984	211				4,116	23				1,624
1985	223				4,210	23				1,682
1986	191				3,989	19				1,747
1987	178				4,255	22				1,870
1988	205				4,177	34				1,949
1989	173				3,980	19				1,800
1990	177				3,944	20				1,860
1991	119				3,431	10				1,468
1992	121				3,104	6				1,300
1993	117				3,091	8				1,443
1994	129				3,220	23				1,320
1995	130				3,154	11				1,170
1996	130				3,234	13				1,346
1997	114				2,985	18				1,194
1998	102				3,150	7				1,223
1999	108				3,024	12				1,164
2000	110				2,979	6				1,218
2001	88				2,861	13				1,142
2002	94				2,607	13				1,292
2003	94				2,490	9				1,107
2004	85				2,301	16				1,116
2005	96	631	852	705	2,188	13	263	457	450	1,170
2006	72	663	807	659	2,129	7	230	543	406	1,179
2007	68	690	802	634	2,126	14	243	533	388	1,164
2008	49	668	790	635	2,093	8	222	500	369	1,091
2009	59	621	764	551	1,936	13	266	560	332	1,158
2010	59	596	787	487	1,870	11	255	489	333	1,077
2011	49	654	738	465	1,857	10	247	471	277	995
2012	55	607	669	431	1,707	7	274	467	284	1,025
2013	44	648	622	394	1,664	14	320	462	237	1,019
2014	41	710	574	273	1,557	11	320	420	186	926
2015	61	604	498	279	1,381	7	295	328	184	807
2016	71	636	432	277	1,345	5	299	288	167	754
2017	54	631	414	229	1,274	8	320	288	182	790
2018	69	581	381	225	1,187	9	301	295	126	722
2019	45	542	364	298	1,204	14	247	280	200	727
2020	48	435	295	212	942	13	281	307	220	808
2021	41	348	342	199	889	9	244	282	184	710
2022	49	416	345	229	990	8	215	231	159	605

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

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

	Road user class									
	Other[3]					All road users				
	K	S	M	O	TI	K	S	M	O	TI
1960	0				25	978				22,655
1965	5				26	1,151				29,157
1970	1				41	1,309				34,886
1975	5				60	1,288				38,141
1976	1				60	1,264				37,327
1977	3				43	1,268				38,407
1978	1				16	1,384				40,875
1979	2				16	1,290				36,984
1980	1				23	1,303				38,816
1981	1				24	1,291				38,968
1982	0				12	1,253				34,553
1983	1				21	966				33,978
1984	1				25	1,037				36,271
1985	2				11	1,067				39,336
1986	0				15	1,029				38,230
1987	3				22	959				38,219
1988	2				13	1,037				36,616
1989	0				11	960				35,324
1990	0				21	797				32,153
1991	0				31	663				28,085
1992	0				13	649				25,920
1993	1				12	581				26,368
1994	0				15	647				26,160
1995	0				14	620				25,963
1996	0				21	581				26,029
1997	0				8	576				24,454
1998	0				3	556				26,415
1999	0				4	577				26,748
2000	1				5	603				28,812
2001	1				14	524				29,913
2002	0				4	561				28,447
2003	1				1	539				27,208
2004	0				20	510				26,323
2005	0	0	1	6	7	508	4,763	12,521	11,212	28,496
2006	0	0	0	2	2	496	5,009	13,606	10,320	28,935
2007	0	1	1	3	5	435	4,953	14,731	9,947	29,631
2008	1	0	1	0	1	374	4,855	13,564	9,192	27,611
2009	0	0	2	0	2	453	4,904	13,776	9,315	27,995
2010	0	0	1	0	1	405	4,672	13,639	9,296	27,607
2011	0	1	1	1	3	364	5,099	13,309	9,816	28,224
2012	0	0	2	0	2	369	5,411	12,972	8,856	27,239
2013	0	0	0	2	2	333	5,802	12,295	8,020	26,117
2014	0	2	0	2	4	307	5,887	11,534	7,332	24,753
2015	0	3	3	0	6	350	5,566	9,883	7,767	23,216
2016	0	0	2	0	2	380	5,690	9,007	7,589	22,286
2017	0	0	1	0	1	389	5,648	8,773	6,797	21,218
2018	0	1	0	2	3	347	5,334	7,899	5,002	18,235
2019	0	0	1	0	1	353	4,606	6,868	5,721	17,195
2020	0	0	3	1	4	284	4,360	6,855	4,606	15,821
2021	0	2	4	1	7	275	3,607	6,686	3,969	14,262
2022	0	4	5	2	11	281	3,977	6,450	4,133	14,560

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

Road casualty crashes in 2022

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

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

Period	Degree of crash [1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
New Year (1 January to 3 January) (3 days)	2	17	26	13	58	2	19	30	16	67
Australia Day (26 January to 26 January) (1 days)	1	8	16	8	33	1	8	22	11	42
Easter (14 April to 18 April) (5 days)	6	52	65	43	166	7	60	90	60	217
Anzac Day (22 April to 25 April) (4 days)	4	30	56	17	107	4	33	68	27	132
King's/Queen's birthday (10 June to 13 June) (4 days)	2	33	45	34	114	2	39	58	43	142
Labour Day (30 September to 3 October) (4 days)	8	27	52	30	117	8	30	70	42	150
Christmas (23 December to 31 December) (9 days)	8	66	112	63	249	8	77	158	92	335
National Day of Mourning (22 September to 22 September) (1 days)	0	7	9	3	19	0	8	10	5	23
SCHOOL HOLIDAYS										
January (1 January to 27 January) (27 days)	24	189	300	151	664	26	214	386	218	844
End term 1 (9 April to 25 April) (17 days)	18	170	221	121	530	20	192	293	179	684
End term 2 (2 July to 17 July) (16 days)	5	158	184	135	482	5	167	231	197	600
End term 3 (24 September to 9 October) (16 days)	21	114	230	119	484	21	128	291	164	604
December (21 December to 31 December) (11 days)	11	86	150	86	333	11	102	213	122	448

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

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

	Day of Week							
Time Period[1]	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**TOTAL**
00:01 - 01:59	4	0	1	1	0	3	2	11
02:00 - 03:59	3	0	1	0	1	1	0	6
04:00 - 05:59	3	3	2	2	0	2	2	14
06:00 - 07:59	0	1	4	0	3	1	4	13
08:00 - 09:59	2	4	3	1	2	4	3	19
10:00 - 11:59	5	3	2	4	8	1	5	28
12:00 - 13:59	6	6	3	4	7	6	7	39
14:00 - 15:59	8	2	7	3	4	4	3	31
16:00 - 17:59	8	1	1	7	3	7	5	32
18:00 - 19:59	2	3	2	3	6	5	6	27
20:00 - 21:59	1	3	6	2	2	5	4	23
22:00 - Midnight	3	2	1	2	4	4	4	20
CRASHES:								
TOTAL	**45**	**28**	**33**	**29**	**40**	**43**	**45**	**263**

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

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

	Day of Week							
Time Period[1]	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**TOTAL**
00:01 - 01:59	22	12	10	12	10	10	27	103
02:00 - 03:59	12	11	8	10	10	7	12	70
04:00 - 05:59	14	20	13	20	21	18	18	124
06:00 - 07:59	18	44	50	48	58	41	31	290
08:00 - 09:59	40	55	51	75	44	56	41	362
10:00 - 11:59	78	60	43	44	56	65	88	434
12:00 - 13:59	89	65	63	51	54	55	75	452
14:00 - 15:59	69	75	88	82	69	71	62	516
16:00 - 17:59	72	73	73	73	88	91	60	530
18:00 - 19:59	53	39	46	49	44	42	59	332
20:00 - 21:59	24	25	34	31	23	34	38	209
22:00 - Midnight	24	11	17	24	31	37	46	190
CRASHES:								
TOTAL	**515**	**490**	**496**	**519**	**508**	**527**	**557**	**3,612**

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

	Day of Week							
Time Period[1]	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**TOTAL**
00:01 - 01:59	33	24	17	14	22	22	33	165
02:00 - 03:59	25	18	5	15	12	15	24	114
04:00 - 05:59	17	10	26	31	29	32	18	163
06:00 - 07:59	31	73	64	66	70	51	27	382
08:00 - 09:59	54	68	82	91	105	83	51	534
10:00 - 11:59	72	71	68	80	68	80	97	536
12:00 - 13:59	83	84	69	80	100	93	100	609
14:00 - 15:59	88	95	87	112	99	108	91	680
16:00 - 17:59	72	101	100	116	130	133	86	738
18:00 - 19:59	64	51	63	73	58	98	71	478
20:00 - 21:59	50	45	27	54	46	56	64	342
22:00 - Midnight	35	35	31	28	31	59	61	280
CRASHES:								
TOTAL	**624**	**675**	**639**	**760**	**770**	**830**	**723**	**5,021**

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

	Day of Week							
Time Period[1]	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**TOTAL**
00:01 - 01:59	11	5	5	8	7	7	9	52
02:00 - 03:59	9	5	4	2	5	5	14	44
04:00 - 05:59	10	11	12	9	11	13	10	76
06:00 - 07:59	7	38	53	47	48	39	24	256
08:00 - 09:59	31	57	66	60	53	49	37	353
10:00 - 11:59	51	54	51	42	43	48	68	357
12:00 - 13:59	53	42	46	52	56	52	81	382
14:00 - 15:59	48	60	75	66	76	80	69	474
16:00 - 17:59	32	67	81	77	84	102	52	495
18:00 - 19:59	25	31	29	53	50	56	52	296
20:00 - 21:59	28	24	26	17	28	22	26	171
22:00 - Midnight	12	9	18	16	15	22	19	111
CRASHES:								
TOTAL	**317**	**403**	**466**	**449**	**476**	**495**	**461**	**3,067**

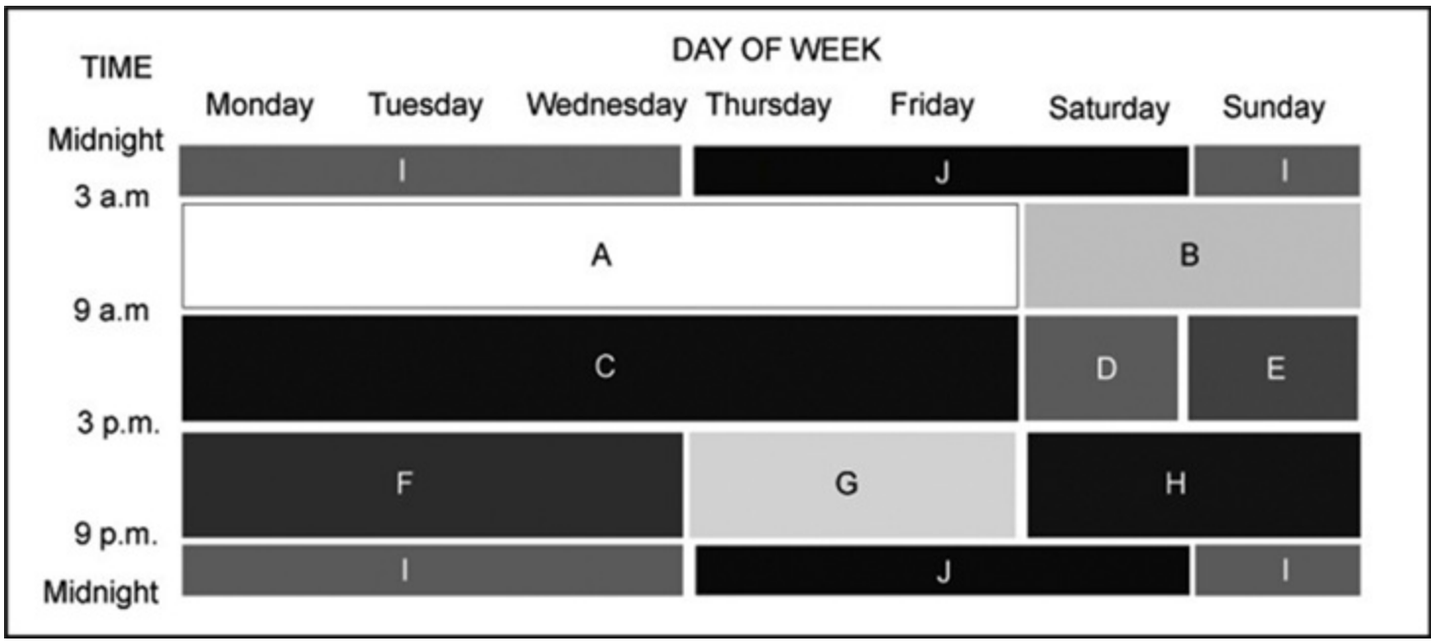
Table 11e: Total casualty crashes, time period, day of week

	Day of Week							
Time Period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**TOTAL**
00:01 - 01:59	70	41	33	35	39	42	71	331
02:00 - 03:59	49	34	18	27	28	28	50	234
04:00 - 05:59	44	44	53	62	61	65	48	377
06:00 - 07:59	56	156	171	161	179	132	86	941
08:00 - 09:59	127	184	202	227	204	192	132	1,268
10:00 - 11:59	206	188	164	170	175	194	258	1,355
12:00 - 13:59	231	197	181	187	217	206	263	1,482
14:00 - 15:59	213	232	257	263	248	263	225	1,701
16:00 - 17:59	184	242	255	273	305	333	203	1,795
18:00 - 19:59	144	124	140	178	158	201	188	1,133
20:00 - 21:59	103	97	93	104	99	117	132	745
22:00 - Midnight	74	57	67	70	81	122	130	601
CRASHES:								
TOTAL	**1,501**	**1,596**	**1,634**	**1,757**	**1,794**	**1,895**	**1,786**	**11,963**

Table 12: Crashes, time period, degree of crash

	Degree of crash									
Time Period[1]	**Fatal Crash**		**Serious Injury Crash**		**Moderate injury crash**		**Minor/Other injury crash**		**Total casualty crashes**	
A	27	(1.6%)	503	(29.1%)	736	(42.6%)	460	(26.7%)	1,726	(100.0%)
B	14	(3.5%)	132	(33.1%)	167	(41.9%)	86	(21.6%)	399	(100.0%)
C	58	(2.0%)	873	(30.4%)	1,196	(41.6%)	746	(26.0%)	2,873	(100.0%)
D	15	(2.1%)	211	(29.9%)	270	(38.3%)	209	(29.6%)	705	(100.0%)
E	16	(2.7%)	221	(37.0%)	220	(36.8%)	141	(23.6%)	598	(100.0%)
F	30	(1.7%)	527	(29.4%)	745	(41.6%)	491	(27.4%)	1,793	(100.0%)
G	31	(2.2%)	371	(26.4%)	583	(41.5%)	419	(29.8%)	1,404	(100.0%)
H	30	(2.8%)	341	(32.1%)	438	(41.2%)	253	(23.8%)	1,062	(100.0%)
I	15	(2.3%)	197	(29.9%)	316	(48.0%)	130	(19.8%)	658	(100.0%)
J	27	(3.6%)	236	(31.7%)	350	(47.0%)	132	(17.7%)	745	(100.0%)
CRASHES:										
TOTAL	**263**	**(2.2%)**	**3,612**	**(30.2%)**	**5,021**	**(42.0%)**	**3,067**	**(25.6%)**	**11,963**	**(100.0%)**

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



The time periods on the previous page were defined by A.J. McLean, O.T. Holubowycz and B.L. Sandow in their report *Alcohol and Crashes: Identification of Relevant Factors in this Association,* Department of Transport, Australia, 1980. The ten time periods, **A** to **J**, exhibit different characteristics of traffic conditions, driver/rider behaviour and trip purpose.
For example time period **I** is from 9 pm on Sunday, Monday, Tuesday and Wednesday nights to 3 am the following mornings.

Figure 3a: Fatal crashes, road user movement

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

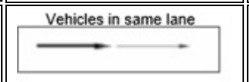
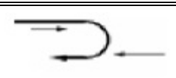
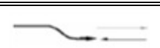
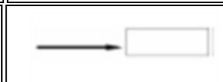
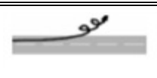
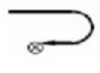
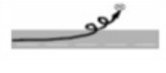
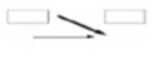
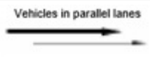
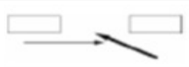
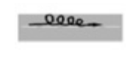
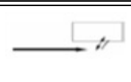
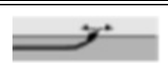
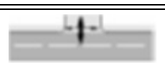
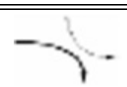
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE **18**	 CROSS TRAFFIC **8**	 HEAD ON (not overtaking) **50**	 REAR END **6**	 U TURN **1**	 HEAD ON (incl. side swipe) **6**	 PARKED **1**	 OFF CARRIAGEWAY TO LEFT **4**	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND **3**	 FELL IN/FROM VEHICLE **0**
 EMERGING **2**	 RIGHT FAR **2**	 RIGHT THROUGH **7**	 LEFT REAR **0**	 U TURN INTO FIXED OBJECT PKD VEHICLE **0**	 OUT OF CONTROL **3**	DOUBLE PARKED **0**	 LEFT OFF CARRIAGEWAY INTO OBJ/PKD VEH **23**	 OFF CARRIAGEWAY LEFT ON R.H BEND INTO OBJ/PKD VEH **15**	 LOAD OR MISSILE STRUCK VEHICLE **0**
 FAR SIDE **14**	 LEFT FAR **1**	 LEFT THROUGH **0**	 RIGHT REAR **2**	 LEAVING PARKING **0**	 PULLING OUT **0**	 ACCIDENT ON BREAK DOWN **1**	 OFF CARRIAGEWAY TO RIGHT **1**	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND **2**	 STRUCK TRAIN/AEROPLANE **0**
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY **4**	 RIGHT NEAR **3**	 RIGHT/LEFT **0**	 LANE SIDESWIPE **3**	 ENTERING PARKING **0**	 OVERTAKE TURNING **0**	 VEHICLE DOOR **0**	 RIGHT OFF CARRIAGEWAY INTO OBJ/PKD VEH **18**	 OFF CARRIAGEWAY RIGHT ON R.H BEND INTO OBJ/PKD VEH **5**	 PKD VEH RUNAWAY INTO OBJ/PKD VEH **0**
 WALKING WITH TRAFFIC **2**	 TWO R TURNING **0**	 RIGHT/RIGHT **0**	 LANE CHANGE RIGHT (not overtaking) **2**	PARKING VEHICLES **0**	 CUTTING IN **1**	 PERMANENT OBSTRUCTION ON CARRIAGEWAY **1**	 OUT OF CONTROL ON CARRIAGEWAY **9**	 OFF CARRIAGEWAY TO RIGHT ON LEFT BEND **2**	 PKD VEH RUNAWAY INTO VEH **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 **3**	 OFF CARRIAGEWAY TO RIGHT ON L.H BEND INTO OBJ/PKD VEH **13**	 STRUCK WHILE BOARDING OR ALIGHTING VEH **0**
 ON FOOTPATH/ MEDIAN **1**	 LEFT NEAR **0**		 RIGHT TURN SIDESWIPE **0**	 REVERSING INTO FIXED OBJECT/PKD VEHICLE **2**		 STRUCK OBJECT ON CARRIAGEWAY **2**		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND **1**	
 DRIVEWAY **1**	 LEFT/RIGHT FAR **0**		 LEFT TURN SIDESWIPE **0**	 EMERGING FROM DRIVEWAY **3**		 ANIMAL (not ridden) **3**		 OFF CARRIAGEWAY TO LEFT ON L.H BEND INTO OBJ/PKD VEH **5**	
	 TWO LEFT TURNING **0**			 FROM FOOTPATH **0**				 OUT OF CONT ON CARRIAGEWAY **4**	OTHER **0**
OTHER PEDESTRIAN **1**	OTHER ADJACENT **0**	OTHER OPPOSING **1**	OTHER SAME DIRECTION **1**	OTHER MANOEUVRING **1**	OTHER OVERTAKING **0**	OTHER ON PATH **1**	OTHER STRAIGHT **0**	OTHER CURVE **0**	? UNKNOWN **0**

Figure 3b: Serious injury crashes, road user movement

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

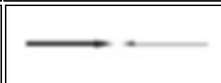
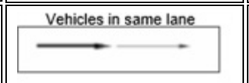
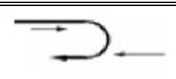
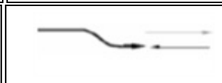
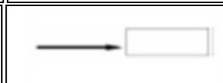
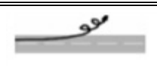
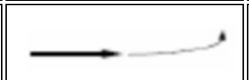
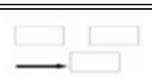
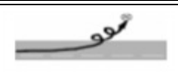
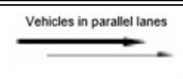
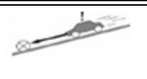
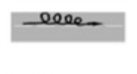
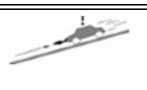
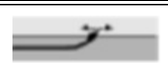
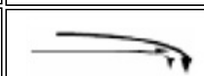
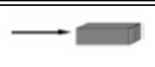
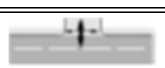
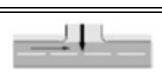
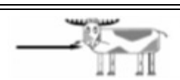
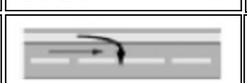
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE **166**	 CROSS TRAFFIC **223**	 HEAD ON (not overtaking) **229**	 REAR END **313**	 U TURN **55**	 HEAD ON (incl. side swipe) **6**	 PARKED **8**	 OFF CARRIAGEWAY TO LEFT **40**	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND **31**	 FELL IN/FROM VEHICLE **26**
 EMERGING **46**	 RIGHT FAR **21**	 RIGHT THROUGH **272**	 LEFT REAR **12**	 U TURN INTO FIXED OBJECT PKD VEHICLE **9**	 OUT OF CONTROL **5**	 DOUBLE PARKED **0**	 LEFT OFF CARRIAGEWAY INTO OBJ/PKD VEH **339**	 OFF CARRIAGEWAY LEFT ON R.H BEND INTO OBJ/PKD VEH **196**	 LOAD OR MISSILE STRUCK VEHICLE **1**
 FAR SIDE **100**	 LEFT FAR **9**	 LEFT THROUGH **0**	 RIGHT REAR **49**	 LEAVING PARKING **30**	 PULLING OUT **0**	 ACCIDENT ON BREAK DOWN **17**	 OFF CARRIAGEWAY TO RIGHT **19**	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND **11**	 STRUCK TRAIN/AEROPLANE **1**
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY **34**	 RIGHT NEAR **124**	 RIGHT/LEFT **0**	 LANE SIDESWIPE **45**	 ENTERING PARKING **1**	 OVERTAKE TURNING **18**	 VEHICLE DOOR **16**	 RIGHT OFF CARRIAGEWAY INTO OBJ/PKD VEH **163**	 OFF CARRIAGEWAY RIGHT ON R.H BEND INTO OBJ/PKD VEH **47**	 PKD VEH RUNAWAY INTO OBJ/PKD VEH **2**
 WALKING WITH TRAFFIC **13**	 TWO R TURNING **1**	 RIGHT/RIGHT **0**	 LANE CHANGE RIGHT (not overtaking) **40**	PARKING VEHICLES **1**	 CUTTING IN **0**	 PERMANENT OBSTRUCTION ON CARRIAGEWAY **3**	 OUT OF CONTROL ON CARRIAGEWAY **154**	 OFF CARRIAGEWAY TO RIGHT ON LEFT BEND **22**	 PKD VEH RUNAWAY INTO VEH **0**
 FACING TRAFFIC **7**	 RIGHT/LEFT FAR **0**	 LEFT/LEFT **0**	 LANE CHANGE LEFT **53**	 REVERSING **1**	 PULLING OUT REAR END **4**	 TEMPORARY ROADWORKS **5**	 OFF END OF ROAD/'T' INTERSECTION **17**	 OFF CARRIAGEWAY TO RIGHT ON L.H BEND INTO OBJ/PKD VEH **124**	 STRUCK WHILE BOARDING OR ALIGHTING VEH **1**
 ON FOOTPATH/MEDIAN **9**	 LEFT NEAR **29**		 RIGHT TURN SIDESWIPE **3**	 REVERSING INTO FIXED OBJECT/PKD VEHICLE **6**		 STRUCK OBJECT ON CARRIAGEWAY **16**		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND **20**	
 DRIVEWAY **16**	 LEFT/RIGHT FAR **0**		 LEFT TURN SIDESWIPE **15**	 EMERGING FROM DRIVEWAY **66**		 ANIMAL (not ridden) **35**		 OFF CARRIAGEWAY TO LEFT ON L.H BEND INTO OBJ/PKD VEH **75**	
	 TWO LEFT TURNING **0**			 FROM FOOTPATH **41**				 OUT OF CONT ON CARRIAGEWAY **105**	OTHER **0**
OTHER PEDESTRIAN **8**	OTHER ADJACENT **0**	OTHER OPPOSING **0**	OTHER SAME DIRECTION **7**	OTHER MANOEUVRING **26**	OTHER OVERTAKING **3**	OTHER ON PATH **1**	OTHER STRAIGHT **0**	OTHER CURVE **0**	? UNKNOWN **0**

Figure 3c: Total casualty crashes, road user movement

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

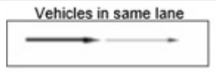
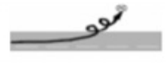
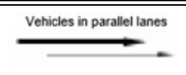
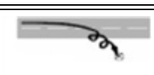
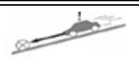
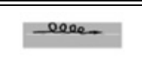
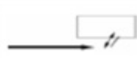
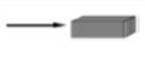
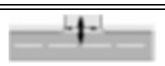
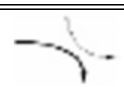
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE **397**	 CROSS TRAFFIC **899**	HEAD ON (not overtaking) **583**	 REAR END **1,888**	 U TURN **147**	 HEAD ON (incl. side swipe) **17**	 PARKED **23**	 OFF CARRIAGEWAY TO LEFT **114**	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND **98**	 FELL IN/FROM VEHICLE **60**
 EMERGING **89**	 RIGHT FAR **106**	 RIGHT THROUGH **808**	 LEFT REAR **62**	 U TURN INTO FIXED OBJECT PKD VEHICLE **25**	 OUT OF CONTROL **14**	DOUBLE PARKED **2**	 LEFT OFF CARRIAGEWAY INTO OBJ/PKD VEH **1,005**	 OFF CARRIAGEWAY LEFT ON R.H BEND INTO OBJ/PKD VEH **520**	 LOAD OR MISSILE STRUCK VEHICLE **6**
 FAR SIDE **235**	 LEFT FAR **40**	 LEFT THROUGH **4**	 RIGHT REAR **232**	 LEAVING PARKING **122**	 PULLING OUT **1**	ACCIDENT ON BREAK DOWN **34**	 OFF CARRIAGEWAY TO RIGHT **53**	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND **40**	 STRUCK TRAIN/AEROPLANE **3**
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY **87**	 RIGHT NEAR **385**	 RIGHT/LEFT **6**	 LANE SIDESWIPE **152**	 ENTERING PARKING **16**	 OVERTAKE TURNING **52**	 VEHICLE DOOR **53**	 RIGHT OFF CARRIAGEWAY INTO OBJ/PKD VEH **469**	 OFF CARRIAGEWAY RIGHT ON R.H BEND INTO OBJ/PKD VEH **143**	 PKD VEH RUNAWAY INTO OBJ/PKD VEH **9**
 WALKING WITH TRAFFIC **29**	 TWO R TURNING **23**	 RIGHT/RIGHT **2**	 LANE CHANGE RIGHT (not overtaking) **158**	PARKING VEHICLES **13**	 CUTTING IN **8**	 PERMANENT OBSTRUCTION ON CARRIAGEWAY **8**	 OUT OF CONTROL ON CARRIAGEWAY **340**	 OFF CARRIAGEWAY TO RIGHT ON LEFT BEND **53**	 PKD VEH RUNAWAY INTO VEH **2**
 FACING TRAFFIC **8**	 RIGHT/LEFT FAR **8**	 LEFT/LEFT **1**	 LANE CHANGE LEFT **168**	 REVERSING **16**	 PULLING OUT REAR END **10**	 TEMPORARY ROADWORKS **12**	 OFF END OF ROAD/'T' INTERSECTION **52**	 OFF CARRIAGEWAY TO RIGHT ON L.H BEND INTO OBJ/PKD VEH **341**	 STRUCK WHILE BOARDING OR ALIGHTING VEH **4**
 ON FOOTPATH/ MEDIAN **26**	 LEFT NEAR **104**		 RIGHT TURN SIDESWIPE **34**	 REVERSING INTO FIXED OBJECT/PKD VEHICLE **23**		 STRUCK OBJECT ON CARRIAGEWAY **40**		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND **57**	
 DRIVEWAY **52**	 LEFT/RIGHT FAR **1**		 LEFT TURN SIDESWIPE **59**	 EMERGING FROM DRIVEWAY **268**		 ANIMAL (not ridden) **108**		 OFF CARRIAGEWAY TO LEFT ON L.H BEND INTO OBJ/PKD VEH **228**	
	 TWO LEFT TURNING **1**			 FROM FOOTPATH **101**				 OUT OF CONT ON CARRIAGEWAY **254**	OTHER **0**
OTHER PEDESTRIAN **46**	OTHER ADJACENT **21**	OTHER OPPOSING **15**	OTHER SAME DIRECTION **127**	OTHER MANOEUVRING **121**	OTHER OVERTAKING **7**	OTHER ON PATH **5**	OTHER STRAIGHT **5**	OTHER CURVE **5**	? UNKNOWN **0**

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

Object hit in first impact	Degree of crash				
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	**Total casualty crashes**
Bridge/wall	2	11	19	4	36
Fence/post	12	178	306	81	577
Pole	6	121	113	38	278
Embankment	5	69	87	43	204
Tree	37	261	285	93	676
Street furniture	8	43	70	13	134
Drain or culvert	1	49	51	13	114
Building	0	13	24	4	41
Other object	11	95	106	31	243
Stock	1	1	13	4	19
Kangaroo/wallaby	2	24	22	15	63
Other animal	0	10	13	3	26
Sub-total	**85**	**875**	**1,109**	**342**	**2,411**
No object hit	178	2,737	3,912	2,725	9,552
CRASHES: TOTAL	**263**	**3,612**	**5,021**	**3,067**	**11,963**

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

Vehicle type	Degree of crash				
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	**Total casualty crashes**
Car	54	532	894	266	1,746
Light truck	21	226	293	101	641
Heavy rigid truck	0	16	26	10	52
Articulated truck	3	32	32	14	81
Bus	0	2	5	3	10
Other motor vehicle	0	5	4	4	13
Motorcycle	26	430	236	116	808
SINGLE MOTOR VEHICLE CRASHES: TOTAL	**104**	**1,243**	**1,490**	**514**	**3,351**

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

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

Type of crash[1]	Degree of crash									
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash		**Total casualty crashes**	
Car crash	166	(1.8%)	2,497	(26.9%)	4,043	(43.6%)	2,573	(27.7%)	9,279	(100.0%)
Light truck crash	70	(2.3%)	861	(28.9%)	1,280	(42.9%)	770	(25.8%)	2,981	(100.0%)
Heavy truck crash	37	(4.8%)	251	(32.3%)	315	(40.5%)	175	(22.5%)	778	(100.0%)
Heavy rigid truck crash	19	(4.4%)	129	(29.9%)	180	(41.8%)	103	(23.9%)	431	(100.0%)
Articulated truck crash	18	(4.9%)	130	(35.5%)	144	(39.3%)	74	(20.2%)	366	(100.0%)
Bus crash	9	(6.7%)	34	(25.4%)	61	(45.5%)	30	(22.4%)	134	(100.0%)
Heavy bus crash	7	(6.1%)	30	(26.3%)	53	(46.5%)	24	(21.1%)	114	(100.0%)
Emergency vehicle crash	3	(3.9%)	24	(31.2%)	26	(33.8%)	24	(31.2%)	77	(100.0%)
Motorcycle crash	54	(2.9%)	922	(49.5%)	616	(33.0%)	272	(14.6%)	1,864	(100.0%)
Pedal cycle crash	8	(1.3%)	218	(35.4%)	234	(38.0%)	155	(25.2%)	615	(100.0%)
Pedestrian crash	48	(4.8%)	413	(41.2%)	337	(33.6%)	205	(20.4%)	1,003	(100.0%)
All types of crashes	**263**	**(2.2%)**	**3,612**	**(30.2%)**	**5,021**	**(42.0%)**	**3,067**	**(25.6%)**	**11,963**	**(100.0%)**

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

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

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

Type of crash[1]	Degree of casualty									
	Killed		Seriously injured		Moderately injured		Minor/Other injured		**Total killed & injured**	
Car crash	176	(1.5%)	2,805	(23.9%)	5,258	(44.8%)	3,506	(29.9%)	11,745	(100.0%)
Light truck crash	78	(2.0%)	966	(24.9%)	1,742	(44.9%)	1,096	(28.2%)	3,882	(100.0%)
Heavy truck crash	40	(3.9%)	278	(26.9%)	463	(44.7%)	254	(24.5%)	1,035	(100.0%)
Heavy rigid truck crash	21	(3.6%)	146	(24.9%)	265	(45.1%)	155	(26.4%)	587	(100.0%)
Articulated truck crash	19	(4.0%)	140	(29.4%)	216	(45.3%)	102	(21.4%)	477	(100.0%)
Bus crash	9	(4.4%)	41	(19.9%)	95	(46.1%)	61	(29.6%)	206	(100.0%)
Heavy bus crash	7	(4.1%)	36	(21.1%)	79	(46.2%)	49	(28.7%)	171	(100.0%)
Emergency vehicle crash	4	(3.1%)	26	(20.5%)	54	(42.5%)	43	(33.9%)	127	(100.0%)
Motorcycle crash	55	(2.7%)	950	(46.4%)	726	(35.5%)	316	(15.4%)	2,047	(100.0%)
Pedal cycle crash	8	(1.2%)	221	(33.8%)	255	(39.1%)	169	(25.9%)	653	(100.0%)
Pedestrian crash	49	(4.2%)	427	(36.2%)	462	(39.2%)	242	(20.5%)	1,180	(100.0%)
All types of crashes	**281**	**(1.9%)**	**3,977**	**(26.8%)**	**6,450**	**(43.5%)**	**4,133**	**(27.8%)**	**14,841**	**(100.0%)**

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

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

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

Vehicle Type	Degree of crash									
	Fatal crash		Serious injury crash		Moderate injury crash		Minor/Other injury crash		**Total casualty crashes**	
Passenger vehicle[2]	218	0.5	3,463	7.5	6,010	12.9	4,129	8.9	13,820	29.8
Rigid truck, van or utility	103	1.0	1,132	11.4	1,692	17.1	998	10.1	3,925	39.7
Articulated truck[3]	20	7.9	136	53.8	152	60.2	78	30.9	386	152.8
Bus	9	6.7	34	25.3	64	47.7	30	22.4	137	102.1
Motorcycle	55	2.0	946	34.8	634	23.3	275	10.1	1,910	70.2
All motor vehicles on register[4]	**405**	**0.7**	**5,792**	**9.7**	**8,692**	**14.6**	**5,644**	**9.5**	**20,533**	**34.6**

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

[1] Rates 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 2022.

[2] Comprised of sedan, station wagon, hatchback, taxi-cab, passenger van and four wheel drive passenger vehicle.

[3] Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.

[4] Includes other and unknown motor vehicle types.

Table 17: Crashes, factors, degree of crash

Factors possibly contributing to crash[1]	Degree of crash				
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	**Total casualty crashes**
Controller Disadvantaged[2]					
Chronic illness/physical infirmity	0	2	3	1	6
Sudden illness	9	158	196	34	397
Swerving to avoid animal	1	65	66	21	153
Distraction inside vehicle	4	76	120	29	229
Distraction outside vehicle	21	333	327	107	788
Equipment failure/fault					
Brakes	2	8	8	1	19
Steering	0	3	3	0	6
Tyres	4	20	28	6	58
Wheel, axle/suspension	0	6	4	0	10
Lights	0	0	2	0	2
Towing/coupling	0	1	0	1	2
Insecure load	0	5	6	2	13

IMPORTANT: The factor categories in this table are not mutually exclusive and must therefore not be added together. For example, a crash in which one driver suffered sudden illness and another vehicle's brakes failed would be counted once in each of the relevant categories.
[1] Data under-reported due to difficulty in collection.
[2] Motor vehicle controllers only.

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

Degree of crash	Alcohol involved in crash	Time Period [1] A	B	C	D	E	F	G	H	I	J	Total
Fatal	Yes	3	3	4	1	0	3	0	7	4	10	**35**
	No	21	10	45	14	14	25	26	21	8	15	**199**
	Unknown	3	1	9	0	2	2	5	2	3	2	**29**
	Sub-total	**27**	**14**	**58**	**15**	**16**	**30**	**31**	**30**	**15**	**27**	**263**
Serious Injury	Yes	16	13	12	1	6	36	22	33	38	69	**246**
	No	328	78	549	143	148	324	218	199	110	108	**2,205**
	Unknown	159	41	312	67	67	167	131	109	49	59	**1,161**
	Sub-total	**503**	**132**	**873**	**211**	**221**	**527**	**371**	**341**	**197**	**236**	**3,612**
Moderate Injury	Yes	15	28	23	4	5	39	40	41	66	93	**354**
	No	356	86	584	140	120	335	257	195	147	147	**2,367**
	Unknown	365	53	589	126	95	371	286	202	103	110	**2,300**
	Sub-total	**736**	**167**	**1,196**	**270**	**220**	**745**	**583**	**438**	**316**	**350**	**5,021**
Minor/Other Injury	Yes	5	8	7	0	0	14	16	19	13	23	**105**
	No	69	17	135	40	25	71	62	40	28	16	**503**
	Unknown	386	61	604	169	116	406	341	194	89	93	**2,459**
	Sub-total	**460**	**86**	**746**	**209**	**141**	**491**	**419**	**253**	**130**	**132**	**3,067**
Total casualty crashes	Yes	39	52	46	6	11	92	78	100	121	195	**740**
	No	774	191	1,313	337	307	755	563	455	293	286	**5,274**
	Unknown	913	156	1,514	362	280	946	763	507	244	264	**5,949**
	TOTAL	**1,726**	**399**	**2,873**	**705**	**598**	**1,793**	**1,404**	**1,062**	**658**	**745**	**11,963**

Note: Assessment of alcohol involvement in a crash is based on the blood alcohol concentration (BAC) readings of the motor vehicle controllers involved in the crash as follows:
Yes – at least one motor vehicle controller was over the legal limit.
No – (1) BAC levels for all motor vehicle controllers are known and were under the legal limit; or
– (2) no motor vehicle controllers were involved in the crash.
Unknown – at least one motor vehicle controller had unknown BAC and all known BAC levels were under the legal limit.
[1] Time periods A to J are as defined on page 43. In the case of a fatal crash reported with an unknown time, a time period is estimated.

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

Degree of crash	Alcohol involved in crash	Urbanisation						Total
		Metropolitan[1]			Country[2]			
		Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	
Fatal	Yes	8	1	0	12	14	0	**35**
	No	61	5	6	50	77	0	**199**
	Unknown	5	1	1	4	18	0	**29**
	Sub-total	**74**	**7**	**7**	**66**	**109**	**0**	**263**
Serious Injury	Yes	82	15	7	94	48	0	**246**
	No	1,022	130	68	588	397	0	**2,205**
	Unknown	659	46	35	278	141	2	**1,161**
	Sub-total	**1,763**	**191**	**110**	**960**	**586**	**2**	**3,612**
Moderate Injury	Yes	137	17	13	147	40	0	**354**
	No	977	121	64	789	416	0	**2,367**
	Unknown	1,304	117	80	551	247	1	**2,300**
	Sub-total	**2,418**	**255**	**157**	**1,487**	**703**	**1**	**5,021**
Minor/Other Injury	Yes	35	3	1	45	21	0	**105**
	No	240	15	7	133	108	0	**503**
	Unknown	1,758	100	71	349	181	0	**2,459**
	Sub-total	**2,033**	**118**	**79**	**527**	**310**	**0**	**3,067**
Total casualty crashes	Yes	262	36	21	298	123	0	**740**
	No	2,300	271	145	1,560	998	0	**5,274**
	Unknown	3,726	264	187	1,182	587	3	**5,949**
	TOTAL	**6,288**	**571**	**353**	**3,040**	**1,708**	**3**	**11,963**

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

[2] Country areas comprise all other areas of NSW and are sub-divided by speed limits as follows:
Urban: Speed limit up to and including 80 km/h.
Non-urban: Speed limit over 80 km/h.
Unknown: Speed limit is unknown.

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

	Degree of crash [1]				
Alcohol involved in crash	**FC**	**SC**	**MC**	**OC**	**Total casualty crashes**
Yes	35	246	354	105	**740**
No	199	2,205	2,367	503	**5,274**
Unknown	29	1,161	2,300	2,459	**5,949**
Crashes:Total	**263**	**3,612**	**5,021**	**3,067**	**11,963**

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

	Degree of crash [1]				
Speeding involved in crash	**FC**	**SC**	**MC**	**OC**	**Total casualty crashes**
Yes	104	806	957	325	**2,192**
No or unknown	159	2,806	4,064	2,742	**9,771**
Crashes:Total	**263**	**3,612**	**5,021**	**3,067**	**11,963**

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

	Degree of crash [1]				
Fatigue involved in crash	**FC**	**SC**	**MC**	**OC**	**Total casualty crashes**
Yes	34	457	500	130	**1,121**
No or unknown	229	3,155	4,521	2,937	**10,842**
Crashes:Total	**263**	**3,612**	**5,021**	**3,067**	**11,963**

[1] FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash
The identification of speeding and fatigue involvement cannot always be determined from police reports of road crashes. The Centre for Road Safety has therefore established criteria for determining if a crash is likely to have involved these factors. The criteria used for this purpose are shown on page 11

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

		Age (years)												
Road User Class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	**Total**
Car driver	M	0	1	17	8	15	15	21	17	22	11	10	3	**140**
	F	0	1	3	12	3	16	12	7	8	7	9	0	**78**
	Sub-total[1]	**0**	**2**	**20**	**20**	**18**	**31**	**33**	**24**	**30**	**18**	**19**	**4**	**219**
Light truck driver	M	0	0	6	5	10	14	14	8	8	1	1	0	**67**
	F	0	0	1	2	0	0	1	1	0	1	0	0	**6**
	Sub-total[1]	**0**	**0**	**7**	**7**	**10**	**14**	**15**	**9**	**8**	**2**	**1**	**0**	**73**
Heavy rigid truck driver	M	0	0	1	2	3	3	7	1	1	0	0	1	**19**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[1]	**0**	**0**	**1**	**2**	**3**	**3**	**7**	**1**	**1**	**0**	**0**	**1**	**19**
Articulated truck driver	M	0	0	0	2	2	4	4	2	4	2	0	0	**20**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[1]	**0**	**0**	**0**	**2**	**2**	**4**	**4**	**2**	**4**	**2**	**0**	**0**	**20**
Bus driver	M	0	0	0	0	0	1	1	2	1	3	0	0	**8**
	F	0	0	0	0	0	0	0	1	0	0	0	0	**1**
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**1**	**3**	**0**	**0**	**9**
Motorcycle rider	M	0	1	6	10	0	6	5	9	12	3	1	0	**53**
	F	0	0	0	0	0	0	1	1	0	0	0	0	**2**
	Sub-total[1]	**0**	**1**	**6**	**10**	**0**	**6**	**6**	**10**	**12**	**3**	**1**	**0**	**55**
Other motor vehicle driver	M	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
MOTOR VEHICLE CONTROLLERS:	M	0	2	30	27	30	43	52	39	48	20	12	4	**307**
	F	0	1	4	14	3	16	14	10	8	8	9	0	**87**
	TOTAL[1]	**0**	**3**	**34**	**41**	**33**	**59**	**66**	**49**	**56**	**28**	**21**	**5**	**395**

[1] Unknown sex included.

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

		Age (years)												
Road User Class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	**Total**
Car driver	M	0	10	167	183	138	333	253	238	203	168	95	20	**1,808**
	F	0	7	127	135	97	268	241	187	170	141	82	10	**1,465**
	Sub-total[1]	**0**	**17**	**294**	**318**	**235**	**601**	**494**	**425**	**373**	**309**	**177**	**58**	**3,301**
Light truck driver	M	0	1	91	98	63	166	132	116	80	35	10	5	**797**
	F	0	2	6	16	11	22	18	12	6	0	2	0	**95**
	Sub-total[1]	**0**	**3**	**97**	**114**	**74**	**188**	**150**	**128**	**86**	**35**	**12**	**10**	**897**
Heavy rigid truck driver	M	0	0	2	8	15	26	23	16	21	1	0	2	**114**
	F	0	0	0	1	0	0	1	0	0	0	0	0	**2**
	Sub-total[1]	**0**	**0**	**2**	**9**	**15**	**26**	**24**	**16**	**21**	**1**	**0**	**3**	**117**
Articulated truck driver	M	0	0	0	7	11	30	35	28	14	5	0	1	**131**
	F	0	0	0	0	0	1	0	0	0	0	0	0	**1**
	Sub-total[1]	**0**	**0**	**0**	**7**	**11**	**31**	**35**	**28**	**14**	**5**	**0**	**2**	**133**
Bus driver	M	0	0	0	1	0	2	11	9	9	0	0	0	**32**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[1]	**0**	**0**	**0**	**1**	**0**	**2**	**11**	**9**	**9**	**0**	**0**	**2**	**34**
Motorcycle rider	M	0	35	98	122	78	122	138	154	103	20	1	4	**875**
	F	0	1	6	4	6	26	10	7	9	0	0	0	**69**
	Sub-total[1]	**0**	**36**	**104**	**126**	**84**	**148**	**148**	**161**	**112**	**20**	**1**	**5**	**945**
Other motor vehicle driver	M	0	1	1	3	0	3	6	3	4	0	2	3	**26**
	F	0	0	0	0	0	0	1	2	1	0	1	0	**5**
	Sub-total[1]	**0**	**1**	**1**	**3**	**0**	**3**	**7**	**5**	**5**	**0**	**3**	**45**	**73**
MOTOR VEHICLE CONTROLLERS:	M	0	47	359	422	305	682	598	564	434	229	108	35	**3,783**
	F	0	10	139	156	114	317	271	208	186	141	85	10	**1,637**
	TOTAL[1]	**0**	**57**	**498**	**578**	**419**	**999**	**869**	**772**	**620**	**370**	**193**	**125**	**5,500**

[1] Unknown sex included.

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

		Age (years)												
Road User Class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	**Total**
Car driver	M	1	12	283	335	269	539	423	366	298	202	132	70	**2,930**
	F	0	8	277	338	253	509	437	340	237	186	69	43	**2,697**
	Sub-total[1]	**1**	**20**	**560**	**673**	**522**	**1,049**	**860**	**706**	**535**	**388**	**201**	**197**	**5,712**
Light truck driver	M	0	2	135	145	102	234	185	149	87	38	7	23	**1,107**
	F	0	0	16	21	16	42	31	24	10	3	1	3	**167**
	Sub-total[1]	**0**	**2**	**151**	**166**	**118**	**276**	**216**	**173**	**97**	**41**	**8**	**41**	**1,289**
Heavy rigid truck driver	M	0	0	0	11	16	52	39	33	18	2	0	0	**171**
	F	0	0	0	1	0	0	1	1	0	0	0	0	**3**
	Sub-total[1]	**0**	**0**	**0**	**12**	**16**	**52**	**40**	**34**	**18**	**2**	**0**	**2**	**176**
Articulated truck driver	M	0	0	1	11	12	26	29	39	21	2	0	3	**144**
	F	0	0	0	0	1	0	0	0	0	0	0	0	**1**
	Sub-total[1]	**0**	**0**	**1**	**11**	**13**	**26**	**29**	**39**	**21**	**2**	**0**	**8**	**150**
Bus driver	M	0	0	0	0	0	6	10	21	13	6	0	0	**56**
	F	0	0	0	0	0	1	1	2	1	0	0	0	**5**
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**7**	**11**	**23**	**14**	**6**	**0**	**2**	**63**
Motorcycle rider	M	0	13	77	80	73	93	66	89	57	11	2	1	**562**
	F	0	0	11	10	8	11	8	14	2	0	0	0	**64**
	Sub-total[1]	**0**	**13**	**88**	**90**	**81**	**104**	**74**	**103**	**59**	**11**	**2**	**4**	**629**
Other motor vehicle driver	M	0	0	1	2	3	5	5	7	3	1	4	11	**42**
	F	0	0	1	0	0	1	1	1	1	1	0	4	**10**
	Sub-total[1]	**0**	**0**	**2**	**2**	**3**	**6**	**6**	**8**	**4**	**2**	**4**	**95**	**132**
MOTOR VEHICLE CONTROLLERS:	M	1	27	497	584	475	955	757	704	497	262	145	108	**5,012**
	F	0	8	305	370	278	564	479	382	251	190	70	50	**2,947**
	TOTAL[1]	**1**	**35**	**802**	**954**	**753**	**1,520**	**1,236**	**1,086**	**748**	**452**	**215**	**349**	**8,151**

[1] Unknown sex included.

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

		Age (years)												
Road User Class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	**Total**
Car driver	M	0	3	142	215	174	436	331	269	172	121	58	157	**2,078**
	F	0	6	135	201	155	399	361	281	150	75	32	87	**1,882**
	Sub-total[1]	**0**	**9**	**277**	**416**	**329**	**835**	**692**	**550**	**322**	**196**	**90**	**326**	**4,042**
Light truck driver	M	0	2	53	90	64	159	121	92	53	12	3	60	**709**
	F	0	1	8	13	8	21	21	12	4	2	0	10	**100**
	Sub-total[1]	**0**	**3**	**61**	**103**	**72**	**180**	**142**	**104**	**57**	**14**	**3**	**85**	**824**
Heavy rigid truck driver	M	0	0	0	8	8	33	17	16	7	0	0	9	**98**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[1]	**0**	**0**	**0**	**8**	**8**	**33**	**17**	**16**	**7**	**0**	**0**	**16**	**105**
Articulated truck driver	M	0	0	0	2	5	9	15	15	10	3	0	12	**71**
	F	0	0	0	0	0	0	0	1	0	0	0	1	**2**
	Sub-total[1]	**0**	**0**	**0**	**2**	**5**	**9**	**15**	**16**	**10**	**3**	**0**	**17**	**77**
Bus driver	M	0	0	0	0	1	4	6	9	3	2	0	2	**27**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[1]	**0**	**0**	**0**	**0**	**1**	**4**	**6**	**9**	**3**	**2**	**0**	**5**	**30**
Motorcycle rider	M	0	4	18	35	15	43	30	47	35	12	1	6	**246**
	F	0	1	2	2	6	10	3	2	1	0	0	1	**28**
	Sub-total[1]	**0**	**5**	**20**	**37**	**21**	**53**	**33**	**49**	**36**	**12**	**1**	**8**	**275**
Other motor vehicle driver	M	0	1	4	3	0	3	4	2	3	0	0	14	**34**
	F	0	0	1	1	0	0	4	3	2	0	0	3	**14**
	Sub-total[1]	**0**	**1**	**5**	**4**	**0**	**3**	**8**	**5**	**5**	**0**	**0**	**99**	**130**
MOTOR VEHICLE CONTROLLERS:	M	0	10	217	353	267	687	524	450	283	150	62	260	**3,263**
	F	0	8	146	217	169	430	389	299	157	77	32	102	**2,026**
	TOTAL[1]	**0**	**18**	**363**	**570**	**436**	**1,117**	**913**	**749**	**440**	**227**	**94**	**556**	**5,483**

[1] Unknown sex included.

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

		Age (years)												
Road User Class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	**Total**
Car driver	M	1	26	609	741	596	1,323	1,028	890	695	502	295	250	**6,956**
	F	0	22	542	686	508	1,192	1,051	815	565	409	192	140	**6,122**
	Sub-total[1]	**1**	**48**	**1,151**	**1,427**	**1,104**	**2,516**	**2,079**	**1,705**	**1,260**	**911**	**487**	**585**	**13,274**
Light truck driver	M	0	5	285	338	239	573	452	365	228	86	21	88	**2,680**
	F	0	3	31	52	35	85	71	49	20	6	3	13	**368**
	Sub-total[1]	**0**	**8**	**316**	**390**	**274**	**658**	**523**	**414**	**248**	**92**	**24**	**136**	**3,083**
Heavy rigid truck driver	M	0	0	3	29	42	114	86	66	47	3	0	12	**402**
	F	0	0	0	2	0	0	2	1	0	0	0	0	**5**
	Sub-total[1]	**0**	**0**	**3**	**31**	**42**	**114**	**88**	**67**	**47**	**3**	**0**	**22**	**417**
Articulated truck driver	M	0	0	1	22	30	69	83	84	49	12	0	16	**366**
	F	0	0	0	0	1	1	0	1	0	0	0	1	**4**
	Sub-total[1]	**0**	**0**	**1**	**22**	**31**	**70**	**83**	**85**	**49**	**12**	**0**	**27**	**380**
Bus driver	M	0	0	0	1	1	13	28	41	26	11	0	2	**123**
	F	0	0	0	0	0	1	1	3	1	0	0	0	**6**
	Sub-total[1]	**0**	**0**	**0**	**1**	**1**	**14**	**29**	**44**	**27**	**11**	**0**	**9**	**136**
Motorcycle rider	M	0	53	199	247	166	264	239	299	207	46	5	11	**1,736**
	F	0	2	19	16	20	47	22	24	12	0	0	1	**163**
	Sub-total[1]	**0**	**55**	**218**	**263**	**186**	**311**	**261**	**323**	**219**	**46**	**5**	**17**	**1,904**
Other motor vehicle driver	M	0	2	6	8	3	11	15	12	10	1	6	28	**102**
	F	0	0	2	1	0	1	6	6	4	1	1	7	**29**
	Sub-total[1]	**0**	**2**	**8**	**9**	**3**	**12**	**21**	**18**	**14**	**2**	**7**	**239**	**335**
MOTOR VEHICLE CONTROLLERS:	M	1	86	1,103	1,386	1,077	2,367	1,931	1,757	1,262	661	327	407	**12,365**
	F	0	27	594	757	564	1,327	1,153	899	602	416	196	162	**6,697**
	TOTAL[1]	**1**	**113**	**1,697**	**2,143**	**1,641**	**3,695**	**3,084**	**2,656**	**1,864**	**1,077**	**523**	**1,035**	**19,529**

[1] Unknown sex included.

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

		Degree of crash [1]				
Road User Class	**Licence status**	FC	SC	MC	OC	**Total casualty crashes**
Car driver	Learner	4	31	48	20	**103**
	Provisional[3]	23	354	703	338	**1,418**
	Standard	148	2,168	3,607	2,393	**8,316**
	Unlicensed[2]	13	148	234	75	**470**
	Unknown	31	600	1,120	1,216	**2,967**
	Sub-total	**219**	**3,301**	**5,712**	**4,042**	**13,274**
Light truck driver	Learner	0	8	6	4	**18**
	Provisional[3]	6	81	146	56	**289**
	Standard	52	612	847	496	**2,007**
	Unlicensed[2]	4	40	51	41	**136**
	Unknown	11	156	239	227	**633**
	Sub-total	**73**	**897**	**1,289**	**824**	**3,083**
Heavy rigid truck driver	Provisional[4]	0	1	0	0	**1**
	Standard	16	95	146	64	**321**
	Unlicensed[2]	1	6	5	4	**16**
	Unknown	2	15	25	37	**79**
	Total	**19**	**117**	**176**	**105**	**417**
Bus driver	Standard	8	28	54	23	**113**
	Unlicensed[2]	0	0	0	1	**1**
	Unknown	1	6	9	6	**22**
	Total	**9**	**34**	**63**	**30**	**136**
Motorcycle rider	Learner	8	106	70	17	**201**
	Provisional[3]	2	87	79	24	**192**
	Standard	30	466	279	109	**884**
	Unlicensed[2]	8	118	58	26	**210**
	Unknown	7	168	143	99	**417**
	Total	**55**	**945**	**629**	**275**	**1,904**
Other motor vehicle driver	Provisional[3]	0	0	1	4	**5**
	Standard	0	12	13	13	**38**
	Unlicensed[2]	0	4	1	4	**9**
	Unknown	0	57	117	109	**283**
	Total	**0**	**73**	**132**	**130**	**335**
MOTOR VEHICLE CONTROLLERS:	**TOTAL**	**395**	**5,500**	**8,151**	**5,483**	**19,529**

[1] FC – Fatal crash SC – Serious injury crash MC – Moderate injury crash OC – Minor/Other injury crash
[2] Includes persons driving whilst disqualified or suspended. [3] Includes P1 and P2 licence types [4] P2 licence type

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	Total
Legal	M	0	2	24	21	27	34	47	31	41	17	11	2	**257**
	F	0	1	3	10	3	13	12	8	8	8	7	0	**73**
	Sub-total[2]	**0**	**3**	**27**	**31**	**30**	**47**	**59**	**39**	**49**	**25**	**18**	**2**	**330**
.001 - .019[3]	M	0	0	0	0	0	0	0	0	1	0	0	0	**1**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
.020 - .049[4]	M	0	0	0	0	0	0	0	0	0	1	0	0	**1**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
.050 - .079	M	0	0	0	0	0	1	1	0	0	0	0	0	**2**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
.080 - .149	M	0	0	1	2	2	2	1	0	2	1	0	0	**11**
	F	0	0	1	1	0	0	0	0	0	0	0	0	**2**
	Sub-total[2]	**0**	**0**	**2**	**3**	**2**	**2**	**1**	**0**	**2**	**1**	**0**	**0**	**13**
≥.150	M	0	0	2	3	1	1	1	6	3	0	0	0	**17**
	F	0	0	0	2	0	0	0	0	0	0	0	0	**2**
	Sub-total[2]	**0**	**0**	**2**	**5**	**1**	**1**	**1**	**6**	**3**	**0**	**0**	**0**	**19**
Unknown	M	0	0	3	1	0	5	2	2	1	1	1	2	**18**
	F	0	0	0	1	0	3	2	2	0	0	2	0	**10**
	Sub-total[2]	**0**	**0**	**3**	**2**	**0**	**8**	**4**	**4**	**1**	**1**	**3**	**3**	**29**
MOTOR VEHICLE CONTROLLERS:	**M**	0	2	30	27	30	43	52	39	48	20	12	4	**307**
	F	0	1	4	14	3	16	14	10	8	8	9	0	**87**
	TOTAL[2]	**0**	**3**	**34**	**41**	**33**	**59**	**66**	**49**	**56**	**28**	**21**	**5**	**395**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	Total
Legal	M	0	21	254	291	201	477	430	386	302	180	73	12	**2,627**
	F	0	7	96	104	75	195	187	153	133	97	57	1	**1,105**
	Sub-total[2]	**0**	**28**	**350**	**395**	**276**	**672**	**617**	**539**	**435**	**277**	**130**	**14**	**3,733**
.001 - .019[3]	M	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.020 - .049[4]	M	0	0	1	1	0	1	0	1	0	0	0	0	**4**
	F	0	0	1	0	0	0	0	0	0	0	0	0	**1**
	Sub-total[2]	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**5**
.050 - .079	M	0	0	4	6	4	5	3	5	1	1	0	0	**29**
	F	0	0	1	0	2	2	1	0	0	0	0	0	**6**
	Sub-total[2]	**0**	**0**	**5**	**6**	**6**	**7**	**4**	**5**	**1**	**1**	**0**	**0**	**35**
.080 - .149	M	0	0	10	10	13	14	14	9	4	0	0	0	**74**
	F	0	1	2	4	3	12	2	1	1	0	0	0	**26**
	Sub-total[2]	**0**	**1**	**12**	**14**	**16**	**26**	**16**	**10**	**5**	**0**	**0**	**0**	**100**
≥.150	M	0	0	4	8	5	27	16	7	5	1	0	1	**74**
	F	0	0	2	4	4	10	10	1	0	1	0	0	**32**
	Sub-total[2]	**0**	**0**	**6**	**12**	**9**	**37**	**26**	**8**	**5**	**2**	**0**	**1**	**106**
Unknown	M	0	26	86	106	82	158	135	156	122	47	35	22	**975**
	F	0	2	37	44	30	98	71	53	52	43	28	9	**467**
	Sub-total[2]	**0**	**28**	**123**	**150**	**112**	**256**	**206**	**209**	**174**	**90**	**63**	**110**	**1,521**
MOTOR VEHICLE CONTROLLERS:	**M**	0	47	359	422	305	682	598	564	434	229	108	35	**3,783**
	F	0	10	139	156	114	317	271	208	186	141	85	10	**1,637**
	TOTAL[2]	**0**	**57**	**498**	**578**	**419**	**999**	**869**	**772**	**620**	**370**	**193**	**125**	**5,500**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	Total
Legal	M	0	12	290	312	254	495	409	393	275	169	86	6	**2,701**
	F	0	5	163	196	123	294	247	192	145	117	37	8	**1,527**
	Sub-total[2]	**0**	**17**	**453**	**508**	**377**	**789**	**656**	**585**	**420**	**286**	**123**	**15**	**4,229**
.001 - .019[3]	M	0	1	0	0	0	0	0	0	0	0	0	0	**1**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[2]	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.020 - .049[4]	M	0	0	2	1	1	1	1	0	0	0	0	0	**6**
	F	0	1	1	0	0	0	0	0	0	0	0	0	**2**
	Sub-total[2]	**0**	**1**	**3**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**8**
.050 - .079	M	0	0	5	3	5	7	4	4	2	1	0	0	**31**
	F	0	0	0	2	4	6	3	0	2	0	0	0	**17**
	Sub-total[2]	**0**	**0**	**5**	**5**	**9**	**13**	**7**	**4**	**4**	**1**	**0**	**0**	**48**
.080 - .149	M	0	0	8	25	10	24	14	12	6	2	0	0	**101**
	F	0	0	2	4	3	4	8	2	0	0	1	0	**24**
	Sub-total[2]	**0**	**0**	**10**	**29**	**13**	**28**	**22**	**14**	**6**	**2**	**1**	**0**	**125**
≥.150	M	0	0	7	14	20	33	22	19	9	1	0	0	**125**
	F	0	0	3	6	5	13	7	10	3	0	0	0	**47**
	Sub-total[2]	**0**	**0**	**10**	**20**	**25**	**46**	**29**	**29**	**12**	**1**	**0**	**0**	**172**
Unknown	M	1	14	185	229	185	395	307	276	205	89	59	102	**2,047**
	F	0	2	136	162	143	247	214	178	101	73	32	42	**1,330**
	Sub-total[2]	**1**	**16**	**321**	**391**	**328**	**643**	**521**	**454**	**306**	**162**	**91**	**334**	**3,568**
MOTOR VEHICLE CONTROLLERS:	**M**	1	27	497	584	475	955	757	704	497	262	145	108	**5,012**
	F	0	8	305	370	278	564	479	382	251	190	70	50	**2,947**
	TOTAL[2]	**1**	**35**	**802**	**954**	**753**	**1,520**	**1,236**	**1,086**	**748**	**452**	**215**	**349**	**8,151**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												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	2	57	65	50	111	105	89	60	38	21	12	**610**
	F	0	3	31	30	24	62	55	49	28	16	6	4	**308**
	Sub-total[2]	**0**	**5**	**88**	**95**	**74**	**173**	**160**	**138**	**88**	**54**	**27**	**16**	**918**
.001 - .019[3]	M	0	0	1	0	0	0	0	0	0	0	0	0	**1**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.020 - .049[4]	M	0	0	0	1	0	0	0	0	0	0	0	0	**1**
	F	0	0	1	0	0	0	0	0	0	0	0	0	**1**
	Sub-total[2]	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.050 - .079	M	0	0	0	2	1	4	1	2	0	0	0	0	**10**
	F	0	0	1	0	0	1	1	0	0	0	0	0	**3**
	Sub-total[2]	**0**	**0**	**1**	**2**	**1**	**5**	**2**	**2**	**0**	**0**	**0**	**0**	**13**
.080 - .149	M	0	1	6	3	6	8	3	1	3	1	0	2	**34**
	F	0	0	1	2	0	2	2	0	1	0	0	0	**8**
	Sub-total[2]	**0**	**1**	**7**	**5**	**6**	**10**	**5**	**1**	**4**	**1**	**0**	**2**	**42**
≥.150	M	0	0	1	5	4	6	16	4	1	0	0	0	**37**
	F	0	0	0	2	0	3	5	0	0	0	0	0	**10**
	Sub-total[2]	**0**	**0**	**1**	**7**	**4**	**9**	**21**	**4**	**1**	**0**	**0**	**0**	**47**
Unknown	M	0	7	152	277	206	558	399	354	219	111	41	246	**2,570**
	F	0	5	112	183	145	362	326	250	128	61	26	98	**1,696**
	Sub-total[2]	**0**	**12**	**264**	**460**	**351**	**920**	**725**	**604**	**347**	**172**	**67**	**538**	**4,460**
MOTOR VEHICLE CONTROLLERS:	**M**	0	10	217	353	267	687	524	450	283	150	62	260	**3,263**
	F	0	8	146	217	169	430	389	299	157	77	32	102	**2,026**
	TOTAL[2]	**0**	**18**	**363**	**570**	**436**	**1,117**	**913**	**749**	**440**	**227**	**94**	**556**	**5,483**

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

Table 23e: Motor vehicle controllers involved, degree of crash, BAC[1], sex,age
DEGREE OF CRASH: ALL CASUALTY CRASHES

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												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	625	689	532	1,117	991	899	678	404	191	32	**6,195**
	F	0	16	293	340	225	564	501	402	314	238	107	13	**3,013**
	Sub-total[2]	**0**	**53**	**918**	**1,029**	**757**	**1,681**	**1,492**	**1,301**	**992**	**642**	**298**	**47**	**9,210**
.001 - .019[3]	M	0	1	1	0	0	0	0	0	1	0	0	0	**3**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[2]	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**
.020 - .049[4]	M	0	0	3	3	1	2	1	1	0	1	0	0	**12**
	F	0	1	3	0	0	0	0	0	0	0	0	0	**4**
	Sub-total[2]	**0**	**1**	**6**	**3**	**1**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**16**
.050 - .079	M	0	0	9	11	10	17	9	11	3	2	0	0	**72**
	F	0	0	2	2	6	9	5	0	2	0	0	0	**26**
	Sub-total[2]	**0**	**0**	**11**	**13**	**16**	**26**	**14**	**11**	**5**	**2**	**0**	**0**	**98**
.080 - .149	M	0	1	25	40	31	48	32	22	15	4	0	2	**220**
	F	0	1	6	11	6	18	12	3	2	0	1	0	**60**
	Sub-total[2]	**0**	**2**	**31**	**51**	**37**	**66**	**44**	**25**	**17**	**4**	**1**	**2**	**280**
≥.150	M	0	0	14	30	30	67	55	36	18	2	0	1	**253**
	F	0	0	5	14	9	26	22	11	3	1	0	0	**91**
	Sub-total[2]	**0**	**0**	**19**	**44**	**39**	**93**	**77**	**47**	**21**	**3**	**0**	**1**	**344**
Unknown	M	1	47	426	613	473	1,116	843	788	547	248	136	372	**5,610**
	F	0	9	285	390	318	710	613	483	281	177	88	149	**3,503**
	Sub-total[2]	**1**	**56**	**711**	**1,003**	**791**	**1,827**	**1,456**	**1,271**	**828**	**425**	**224**	**985**	**9,578**
MOTOR VEHICLE CONTROLLERS:	**M**	1	86	1,103	1,386	1,077	2,367	1,931	1,757	1,262	661	327	407	**12,365**
	F	0	27	594	757	564	1,327	1,153	899	602	416	196	162	**6,697**
	TOTAL[2]	**1**	**113**	**1,697**	**2,143**	**1,641**	**3,695**	**3,084**	**2,656**	**1,864**	**1,077**	**523**	**1,035**	**19,529**

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

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

Degree of crash	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	Total
Fatal	M	0	1	13	10	6	16	16	12	9	3	2	1	**89**
	F	0	0	1	8	1	2	1	2	0	3	2	0	**20**
	Sub-total[1]	**0**	**1**	**14**	**18**	**7**	**18**	**17**	**14**	**9**	**6**	**4**	**1**	**109**
Serious Injury	M	0	15	101	103	57	124	83	79	53	26	12	2	**655**
	F	0	5	26	15	11	19	28	20	15	14	15	2	**170**
	Sub-total[1]	**0**	**20**	**127**	**118**	**68**	**143**	**111**	**99**	**68**	**40**	**27**	**8**	**829**
Moderate Injury	M	0	9	117	104	64	145	74	79	48	28	10	7	**685**
	F	0	3	49	42	32	50	39	28	21	15	6	0	**285**
	Sub-total[1]	**0**	**12**	**166**	**146**	**96**	**196**	**113**	**107**	**69**	**43**	**16**	**12**	**976**
Minor/Other Injury	M	0	5	34	34	18	42	30	29	22	18	1	17	**250**
	F	0	1	11	8	6	21	9	8	3	4	3	1	**75**
	Sub-total[1]	**0**	**6**	**45**	**42**	**24**	**63**	**39**	**37**	**25**	**22**	**4**	**23**	**330**
SPEEDING MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**30**	**265**	**251**	**145**	**327**	**203**	**199**	**132**	**75**	**25**	**27**	**1,679**
	F	**0**	**9**	**87**	**73**	**50**	**92**	**77**	**58**	**39**	**36**	**26**	**3**	**550**
	TOTAL[1]	**0**	**39**	**352**	**324**	**195**	**420**	**280**	**257**	**171**	**111**	**51**	**44**	**2,244**

[1]Unknown sex included.

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

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

		Age (years)												
Degree of crash	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	**Total**
Fatal	M	0	0	2	0	4	2	5	4	5	1	3	0	**26**
	F	0	0	0	0	0	0	2	0	2	2	2	0	**8**
	Sub-total[1]	**0**	**0**	**2**	**0**	**4**	**2**	**7**	**4**	**7**	**3**	**5**	**0**	**34**
Serious Injury	M	0	6	39	43	26	70	47	52	35	23	11	1	**353**
	F	0	0	7	6	5	22	21	14	12	8	8	0	**103**
	Sub-total[1]	**0**	**6**	**46**	**49**	**31**	**92**	**68**	**66**	**47**	**31**	**19**	**2**	**457**
Moderate Injury	M	0	2	35	52	41	75	43	36	27	17	16	3	**347**
	F	0	1	22	17	18	24	24	13	13	9	5	1	**147**
	Sub-total[1]	**0**	**3**	**57**	**69**	**59**	**99**	**67**	**49**	**40**	**26**	**21**	**10**	**500**
Minor/Other Injury	M	0	0	8	14	8	29	13	10	9	5	1	9	**106**
	F	0	0	3	2	2	6	2	4	1	1	0	1	**22**
	Sub-total[1]	**0**	**0**	**11**	**16**	**10**	**35**	**15**	**14**	**10**	**6**	**1**	**12**	**130**
FATIGUED MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**8**	**84**	**109**	**79**	**176**	**108**	**102**	**76**	**46**	**31**	**13**	**832**
	F	**0**	**1**	**32**	**25**	**25**	**52**	**49**	**31**	**28**	**20**	**15**	**2**	**280**
	TOTAL[1]	**0**	**9**	**116**	**134**	**104**	**228**	**157**	**133**	**104**	**66**	**46**	**24**	**1,121**

[1]Unknown sex included

The identification of fatigue involvement cannot always be detemined 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 crash

Location type	Degree of crash				Total casualty crashes
	Fatal crash	Seriously Injured	Morderately Injured	Minor/Other Injured	
INTERSECTION					
Cross	25	441	768	561	1,795
T	38	830	1,219	784	2,871
Y	0	5	7	2	14
Multiple	0	1	4	5	10
Roundabout	2	158	260	200	620
Sub-total	**65**	**1,435**	**2,258**	**1,552**	**5,310**
NON-INTERSECTION					
One-way	0	13	24	20	57
2-way undivided	157	1,571	1,948	946	4,622
Dual carriageway (non-freeway)	34	404	561	393	1,392
Dual carriageway (freeway)	7	158	190	133	488
Other limited access	0	4	5	5	14
Other	0	27	34	18	79
Unknown	0	0	1	0	1
Sub-total	**198**	**2,177**	**2,763**	**1,515**	**6,653**
CRASHES: TOTAL	**263**	**3,612**	**5,021**	**3,067**	**11,963**

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

Feature of location	Degree of crash				Total casualty crashes
	Fatal crash	Seriously Injured	Morderately Injured	Minor/Other Injured	
Bridge	10	69	100	72	251
Causeway	1	2	9	4	16
Railway crossing	0	6	5	0	11
Entrance/driveway	11	208	290	179	688
Hazardous road surface	19	195	169	67	450
Roadworks/detour/diversion	5	49	71	27	152
Previous Crash	3	12	7	4	26

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

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

Area[1] /speed limit	Degree of crash				Total casualty crashes
	Fatal Crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
METROPOLITAN					
30 km/h or less	0	11	11	17	**39**
40 km/h	4	122	203	168	**497**
50 km/h	23	712	953	706	**2,394**
60 km/h	31	693	1,008	783	**2,515**
70 km/h	17	246	278	300	**841**
80 km/h	8	155	212	153	**528**
90 km/h	1	21	45	27	**94**
100 km/h	3	56	67	55	**181**
110 km/h	1	48	53	21	**123**
Unknown	0	0	0	0	**0**
Sub-total	**88**	**2,064**	**2,830**	**2,230**	**7,212**
COUNTRY					
30 km/h or less	0	1	0	0	**1**
40 km/h	0	42	52	26	**120**
50 km/h	15	348	671	213	**1,247**
60 km/h	16	248	365	136	**765**
70 km/h	3	45	89	31	**168**
80 km/h	32	276	310	121	**739**
90 km/h	2	21	32	8	**63**
100 km/h	88	418	514	215	**1,235**
110 km/h	19	147	157	87	**410**
Unknown	0	2	1	0	**3**
Sub-total	**175**	**1,548**	**2,191**	**837**	**4,751**
CRASHES: TOTAL	**263**	**3,612**	**5,021**	**3,067**	**11,963**

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

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

Alignment/surface condition	Degree of crash				Total casualty crashes
	Fatal crash	Serious injury crash	Moderate injury crash	Minor/Other injury crash	
STRAIGHT					
Wet	41	463	778	505	**1,787**
Dry	122	2,129	3,071	2,001	**7,323**
Snow or ice	0	2	1	0	**3**
Unknown	1	22	23	11	**57**
Sub-total	**164**	**2,616**	**3,873**	**2,517**	**9,170**
CURVE					
Wet	20	240	362	141	**763**
Dry	79	745	776	401	**2,001**
Snow or ice	0	2	6	4	**12**
Unknown	0	9	4	4	**17**
Sub-total	**99**	**996**	**1,148**	**550**	**2,793**
TOTAL CRASHES[1]					
Wet	61	703	1,140	646	**2,550**
Dry	201	2,874	3,847	2,402	**9,324**
Snow or ice	0	4	7	4	**15**
Unknown	1	31	27	15	**74**
CRASHES: TOTAL	**263**	**3,612**	**5,021**	**3,067**	**11,963**

[1] Includes cases of unknown alignment.

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

Local Government Area	Degree of crash [1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SYDNEY REGION										
Sydney Metropolitan Area										
Bayside	1	89	107	89	286	1	92	129	113	335
Blacktown	8	114	224	154	500	8	125	286	201	620
Burwood	1	10	17	26	54	1	11	24	30	66
Camden	2	39	37	20	98	2	44	49	31	126
Campbelltown	1	72	101	64	238	1	75	120	84	280
Canada Bay	0	33	54	34	121	0	38	62	46	146
Canterbury-Bankstown	8	188	249	174	619	8	204	318	219	749
Cumberland	6	107	133	122	368	7	113	169	149	438
Fairfield	4	102	133	89	328	4	110	182	119	415
Georges River	2	45	67	44	158	2	50	88	57	197
Hornsby	0	70	49	47	166	0	77	68	61	206
Hunters Hill	0	3	8	4	15	0	3	9	4	16
Inner West	6	71	99	83	259	6	77	118	104	305
Ku-ring-gai	1	36	22	48	107	1	42	27	68	138
Lane Cove	1	16	14	20	51	1	17	14	23	55
Liverpool	3	118	147	108	376	3	128	200	146	477
Mosman	1	9	4	17	31	1	9	6	22	38
North Sydney	1	18	24	26	69	1	22	27	30	80
Northern Beaches	2	54	41	149	246	2	55	45	165	267

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

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

Local Government Area	Degree of crash [1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SYDNEY REGION (cont.)										
Parramatta	2	95	144	156	397	2	107	168	188	465
Penrith	8	89	161	81	339	8	101	209	107	425
Randwick	0	59	61	46	166	0	60	71	61	192
Ryde	0	38	65	66	169	0	39	75	80	194
Strathfield	0	12	27	37	76	0	12	32	40	84
Sutherland	4	83	89	48	224	4	90	118	71	283
Sydney	5	83	172	138	398	6	87	198	161	452
The Hills	3	44	66	60	173	3	52	83	67	205
Waverley	1	19	35	23	78	1	20	36	27	84
Willoughby	1	28	40	33	102	1	29	44	42	116
Woollahra	2	19	28	27	76	2	20	32	32	86
Sydney Metropolitan Area Sub-total	**74**	**1,763**	**2,418**	**2,033**	**6,288**	**76**	**1,909**	**3,007**	**2,548**	**7,540**

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

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

	Degree of crash [1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SYDNEY REGION (cont.)										
Outer Sydney Area										
Blue Mountains	3	22	46	12	83	3	24	57	16	100
Central Coast	8	195	220	95	518	9	207	277	132	625
Hawkesbury	3	45	63	19	130	3	52	83	34	172
Wollondilly	4	39	34	24	101	4	50	51	32	137
Outer Sydney										
Area Sub-total	**18**	**301**	**363**	**150**	**832**	**19**	**333**	**468**	**214**	**1,034**
TOTAL	**92**	**2,064**	**2,781**	**2,183**	**7,120**	**95**	**2,242**	**3,475**	**2,762**	**8,574**

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

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

Local Government Area	Degree of crash [1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
HUNTER REGION										
Cessnock	2	62	50	20	134	2	73	75	31	181
Dungog	0	8	5	0	13	0	11	6	1	18
Lake Macquarie	5	100	131	57	293	5	114	166	87	372
Maitland	5	28	50	10	93	5	31	65	17	118
Mid-Coast	7	74	84	27	192	8	91	104	44	247
Muswellbrook	2	7	17	5	31	2	7	22	8	39
Newcastle	2	91	124	61	278	2	99	160	79	340
Port Stephens	3	36	27	26	92	3	43	38	35	119
Singleton	2	20	38	6	66	2	22	47	12	83
Upper Hunter	2	16	13	4	35	2	20	19	5	46
TOTAL	**30**	**442**	**539**	**216**	**1,227**	**31**	**511**	**702**	**319**	**1,563**
ILLAWARRA REGION										
Kiama	0	5	13	3	21	0	5	14	5	24
Shellharbour	1	21	33	16	71	1	23	40	24	88
Shoalhaven	2	49	73	38	162	2	52	93	54	201
Wingecarribee	8	33	43	17	101	12	41	59	33	145
Wollongong	6	89	124	63	282	6	92	164	85	347
TOTAL	**17**	**197**	**286**	**137**	**637**	**21**	**213**	**370**	**201**	**805**

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

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

Local Government Area	Degree of crash [1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
NORTH COAST REGION										
Ballina	3	19	28	8	58	3	20	39	14	76
Bellingen	1	12	13	5	31	1	14	18	8	41
Byron	1	21	27	19	68	1	23	33	21	78
Clarence Valley	3	39	53	15	110	3	40	66	24	133
Coffs Harbour	5	38	46	17	106	5	44	63	30	142
Kempsey	0	30	18	10	58	0	32	31	15	78
Kyogle	1	6	9	7	23	1	8	9	10	28
Lismore	1	29	30	8	68	1	32	37	14	84
Lord Howe Island	0	1	0	0	1	0	1	0	0	1
Nambucca Valley	1	17	12	6	36	1	18	18	8	45
Port Macquarie-Hastings	1	33	49	16	99	1	37	66	20	124
Richmond Valley	1	19	15	9	44	1	23	22	11	57
Tweed	7	49	66	42	164	7	51	91	68	217
TOTAL	**25**	**313**	**366**	**162**	**866**	**25**	**343**	**493**	**243**	**1,104**

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

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

	Degree of crash [1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
NEW ENGLAND REGION										
Armidale Regional	3	13	27	8	51	3	13	37	13	66
Glen Innes Severn	4	9	13	5	31	4	10	22	8	44
Gunnedah	1	14	10	0	25	1	14	17	4	36
Gwydir	1	6	8	1	16	1	6	11	1	19
Inverell	1	9	26	8	44	1	10	30	10	51
Liverpool Plains	1	3	12	2	18	1	3	15	4	23
Moree Plains	0	9	14	3	26	0	10	23	4	37
Narrabri	2	7	15	1	25	4	7	22	1	34
Tamworth Regional	5	35	66	14	120	5	38	95	26	164
Tenterfield	1	7	18	4	30	1	8	20	5	34
Uralla	1	5	7	0	13	1	6	11	1	19
Walcha	1	4	10	1	16	2	5	11	2	20
TOTAL	**21**	**121**	**226**	**47**	**415**	**24**	**130**	**314**	**79**	**547**

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

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

Local Government Area	Degree of crash [1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
ORANA REGION										
Bogan	2	3	1	1	7	2	3	5	2	12
Bourke	0	8	3	3	14	0	9	3	3	15
Brewarrina	1	2	1	0	4	2	2	1	0	5
Cobar	0	3	4	0	7	0	3	4	1	8
Coonamble	1	5	5	1	12	1	6	7	2	16
Dubbo Regional	1	29	60	22	112	1	32	79	31	143
Gilgandra	1	1	2	0	4	1	1	3	2	7
Mid-Western Regional	2	21	38	9	70	3	29	51	13	96
Narromine	1	9	10	2	22	1	12	14	7	34
Walgett	1	3	4	1	9	1	5	7	3	16
Warren	0	3	2	1	6	0	3	3	1	7
Warrumbungle	2	13	14	2	31	2	14	22	9	47
TOTAL	**12**	**100**	**144**	**42**	**298**	**14**	**119**	**199**	**74**	**406**

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

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

	Degree of crash [1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
CENTRAL WESTERN REGION										
Bathurst Regional	1	26	56	8	91	1	28	72	20	121
Bland	2	3	11	2	18	2	3	12	4	21
Blayney	0	10	2	1	13	0	11	4	1	16
Cabonne	3	13	19	3	38	3	16	26	6	51
Cowra	1	10	21	6	38	1	12	25	8	46
Forbes	1	6	14	3	24	1	6	20	3	30
Lachlan	0	6	4	0	10	0	6	8	1	15
Lithgow	4	19	32	4	59	5	22	47	10	84
Oberon	0	12	14	3	29	0	12	18	4	34
Orange	0	5	34	8	47	0	5	39	12	56
Parkes	1	5	21	2	29	1	9	32	3	45
Weddin	1	4	1	0	6	1	4	1	1	7
TOTAL	**14**	**119**	**229**	**40**	**402**	**15**	**134**	**304**	**73**	**526**

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

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

Local Government Area	Degree of crash [1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
SOUTH-EASTERN REGION										
Bega Valley	1	27	27	8	63	1	28	35	13	77
Eurobodalla	7	18	43	13	81	7	20	63	23	113
Goulburn Mulwaree	5	10	42	23	80	5	10	51	31	97
Hilltops	3	14	24	10	51	4	15	32	18	69
Queanbeyan-Palerang Regional	4	1	30	46	81	4	1	40	72	117
Snowy Monaro Regional	1	5	29	15	50	1	6	50	37	94
Upper Lachlan	2	8	11	13	34	3	9	12	14	38
Yass Valley	4	7	12	20	43	4	9	17	29	59
TOTAL	**27**	**90**	**218**	**148**	**483**	**29**	**98**	**300**	**237**	**664**

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

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

	Degree of crash [1]					Degree of casualty[2]				
Local Government Area	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
RIVERINA REGION										
Carrathool	2	3	4	0	9	2	3	6	0	11
Coolamon	1	4	3	0	8	1	4	4	0	9
Cootamundra-Gundagai	0	15	8	6	29	0	16	10	6	32
Griffith	1	10	29	5	45	1	10	34	8	53
Hay	0	2	2	3	7	0	2	3	4	9
Junee	1	6	4	0	11	1	7	6	0	14
Leeton	0	6	14	2	22	0	7	19	2	28
Lockhart	0	3	4	1	8	0	3	4	1	8
Murrumbidgee	0	2	3	2	7	0	2	5	2	9
Narrandera	0	5	4	2	11	0	5	5	2	12
Temora	0	2	5	1	8	0	3	6	1	10
Wagga Wagga	2	35	53	13	103	2	41	71	27	141
TOTAL	**7**	**93**	**133**	**35**	**268**	**7**	**103**	**173**	**53**	**336**

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

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

Local Government Area	Degree of crash [1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
MURRAY REGION										
Albury	1	27	31	12	71	1	30	41	15	87
Balranald	1	0	0	2	3	1	0	0	2	3
Berrigan	1	0	1	4	6	1	0	1	6	8
Edward River	0	2	8	1	11	0	2	9	1	12
Federation	4	2	8	6	20	5	2	10	18	35
Greater Hume	6	17	8	4	35	6	20	11	7	44
Murray River	1	0	3	9	13	1	0	3	17	21
Snowy Valleys	1	10	27	1	39	1	11	30	4	46
Wentworth	1	0	0	10	11	2	0	0	11	13
TOTAL	**16**	**58**	**86**	**49**	**209**	**18**	**65**	**105**	**81**	**269**

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

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

Local Government Area	Degree of crash [1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
FAR-WESTERN REGION										
Broken Hill	0	4	8	4	16	0	7	9	6	22
Central Darling	1	8	4	2	15	1	9	5	3	18
Unincorporated	1	3	1	2	7	1	3	1	2	7
TOTAL	**2**	**15**	**13**	**8**	**38**	**2**	**19**	**15**	**11**	**47**
METROPOLITAN[3]:										
TOTAL	**88**	**2,064**	**2,830**	**2,230**	**7,212**	**90**	**2,237**	**3,537**	**2,823**	**8,687**
COUNTRY[3]: TOTAL	**175**	**1,548**	**2,191**	**837**	**4,751**	**191**	**1,740**	**2,913**	**1,310**	**6,154**
NSW STATE										
TOTAL	**263**	**3,612**	**5,021**	**3,067**	**11,963**	**281**	**3,977**	**6,450**	**4,133**	**14,841**

[1] FC - Fatal crash SC - Serious injury crash MC - Moderate injury crash OC - Minor/Other injury crash.
[2] K - Killed S - Seriously injured M - Moderately injured O - Minor/Other injured.
[3] 'Metropolitan' is comprised of the Sydney, Newcastle and Wollongong Metropolitan Areas.
'Country' is comprised of all other areas of the State

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
FREEWAYS AND MOTORWAYS										
M2 MOTORWAY includes LANE COVE TUNNEL (ARTARMON to BAULKHAM HILLS)										
Willoughby	0	0	0	0	0	0	0	0	0	0
Lane Cove	0	2	0	1	3	0	2	0	1	3
Ryde	0	4	5	3	12	0	5	7	4	16
Hornsby	0	0	1	0	1	0	0	1	0	1
Parramatta	0	3	6	3	12	0	3	6	4	13
The Hills	0	2	3	1	6	0	3	3	2	8
Sub-total	**0**	**11**	**15**	**8**	**34**	**0**	**13**	**17**	**11**	**41**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)										
Ku-ring-gai	0	3	0	1	4	0	3	1	6	10
Hornsby	0	20	12	5	37	0	24	21	9	54
Central Coast	4	22	25	17	68	5	24	35	23	87
Lake Macquarie	1	8	9	2	20	1	9	14	5	29
Cessnock	0	0	0	0	0	0	0	0	0	0
Newcastle	0	1	1	2	4	0	1	3	3	7
Sub-total	**5**	**54**	**47**	**27**	**133**	**6**	**61**	**74**	**46**	**187**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
M4 MOTORWAY (HABERFIELD to LAPSTONE)										
Inner West	0	1	1	0	2	0	1	1	0	2
Burwood	0	1	1	0	2	0	1	1	0	2
Canada Bay	0	0	0	0	0	0	0	0	0	0
Strathfield	0	0	0	1	1	0	0	0	1	1
Parramatta	0	5	11	16	32	0	6	17	19	42
Cumberland	1	7	11	8	27	1	8	17	12	38
Blacktown	1	9	8	11	29	1	11	14	17	43
Penrith	0	2	5	5	12	0	2	6	6	14
Blue Mountains	0	0	0	0	0	0	0	0	0	0
Sub-total	**2**	**25**	**37**	**41**	**105**	**2**	**29**	**56**	**55**	**142**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)										
Bayside	0	0	3	2	5	0	0	3	2	5
Georges River	0	0	0	0	0	0	0	0	0	0
Canterbury-Bankstown	0	11	15	12	38	0	11	17	22	50
Liverpool	0	9	9	11	29	0	9	11	14	34
Campbelltown	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**20**	**27**	**25**	**72**	**0**	**20**	**31**	**38**	**89**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS & NTH WOLLONGONG to ALBION PARK RAIL)										
Sutherland	0	0	0	0	0	0	0	0	0	0
Wollongong	0	7	16	7	30	0	8	25	13	46
Shellharbour	0	0	0	1	1	0	0	0	1	1
Sub-total	**0**	**7**	**16**	**8**	**31**	**0**	**8**	**25**	**14**	**47**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)										
The Hills	0	0	1	0	1	0	0	1	0	1
Blacktown	0	5	7	8	20	0	5	10	10	25
Fairfield	0	2	1	0	3	0	3	2	1	6
Liverpool	0	3	2	1	6	0	3	3	1	7
Sub-total	**0**	**10**	**11**	**9**	**30**	**0**	**11**	**16**	**12**	**39**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
EASTERN DISTRIBUTOR (WOLLOOMOOLOO to KENSINGTON)										
Sydney	0	8	4	1	13	0	8	9	3	20
Randwick	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**8**	**4**	**1**	**13**	**0**	**8**	**9**	**3**	**20**
CROSS CITY TUNNEL										
Sydney	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
HUNTER EXPRESSWAY (SEAHAMPTON to LOWER BELFORD)										
Lake Macquarie	0	2	3	0	5	0	2	3	0	5
Cessnock	0	3	3	3	9	0	3	4	4	11
Maitland	0	0	0	0	0	0	0	0	0	0
Singleton	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**5**	**6**	**3**	**14**	**0**	**5**	**7**	**4**	**16**
SYDNEY HARBOUR TUNNEL										
Sydney	0	0	0	1	1	0	0	0	2	2
North Sydney	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2**
FREEWAYS/MOTORWAYS:										
TOTAL	**7**	**140**	**163**	**123**	**433**	**8**	**155**	**235**	**185**	**583**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
STATE HIGHWAYS										
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)										
Sydney	1	2	3	3	9	1	2	4	3	10
Inner West	1	4	6	3	14	1	4	7	3	15
Bayside	0	5	6	6	17	0	6	6	8	20
Georges River	0	10	3	7	20	0	10	4	7	21
Sutherland	2	16	17	10	45	2	18	29	15	64
Wollongong	1	11	18	12	42	1	11	22	18	52
Shellharbour	0	3	5	2	10	0	4	5	2	11
Kiama	0	0	4	2	6	0	0	4	2	6
Shoalhaven	1	18	21	15	55	1	19	35	22	77
Eurobodalla	4	7	17	5	33	4	7	29	6	46
Bega Valley	1	7	6	1	15	1	7	10	3	21
Sub-total	**11**	**83**	**106**	**66**	**266**	**11**	**88**	**155**	**89**	**343**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
HUME (SH 2) (ASHFIELD to ALBURY)										
Inner West	0	1	3	2	6	0	1	5	2	8
Burwood	0	2	2	3	7	0	2	2	6	10
Strathfield	0	0	2	2	4	0	0	2	2	4
Canterbury-Bankstown	1	14	18	20	53	1	15	28	24	68
Fairfield	1	6	6	5	18	1	6	11	8	26
Liverpool	0	14	20	19	53	0	17	28	25	70
Campbelltown	0	13	24	7	44	0	13	28	10	51
Wollondilly	0	11	9	3	23	0	12	14	6	32
Wingecarribee	1	8	7	6	22	1	11	11	13	36
Goulburn Mulwaree	1	2	8	9	20	1	2	8	12	23
Upper Lachlan	0	0	3	5	8	0	0	4	5	9
Yass Valley	0	4	3	4	11	0	6	5	5	16
Hilltops	0	3	4	0	7	0	3	5	0	8
Cootamundra-Gundagai	0	6	3	2	11	0	7	3	2	12
Wagga Wagga	0	3	4	0	7	0	5	8	2	15
Greater Hume	0	8	3	2	13	0	9	5	5	19
Albury	0	3	3	2	8	0	3	3	3	9
Sub-total	**4**	**98**	**122**	**91**	**315**	**4**	**112**	**170**	**130**	**416**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)										
Goulburn Mulwaree	0	0	2	3	5	0	0	2	3	5
Upper Lachlan	0	0	1	1	2	0	0	1	1	2
Queanbeyan-Palerang Regional	0	0	1	3	4	0	0	1	4	5
Yass Valley	1	0	0	0	1	1	0	1	0	2
Sub-total	**1**	**0**	**4**	**7**	**12**	**1**	**0**	**5**	**8**	**14**
SNOWY MOUNTAINS (SH 4) (Princes Hwy near BEGA to Hume Hwy near GUNDAGAI)										
Bega Valley	0	1	1	1	3	0	1	1	1	3
Snowy Monaro Regional	1	0	8	1	10	1	1	12	2	16
Snowy Valleys	1	0	4	0	5	1	0	5	1	7
Cootamundra-Gundagai	0	0	0	0	0	0	0	0	0	0
Sub-total	**2**	**1**	**13**	**2**	**18**	**2**	**2**	**18**	**4**	**26**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)										
Sydney	0	3	4	2	9	0	3	4	3	10
Inner West	1	7	7	14	29	1	10	10	16	37
Canada Bay	0	1	5	9	15	0	1	6	12	19
Burwood	0	0	1	4	5	0	0	1	4	5
Strathfield	0	3	7	7	17	0	3	8	9	20
Cumberland	0	8	11	18	37	0	8	15	22	45
Parramatta	0	7	10	11	28	0	7	11	13	31
Blacktown	0	2	19	9	30	0	2	23	14	39
Penrith	1	4	24	10	39	1	4	30	14	49
Blue Mountains	1	13	28	5	47	1	15	37	7	60
Lithgow	2	5	14	2	23	2	6	19	4	31
Bathurst Regional	1	3	11	4	19	1	3	14	8	26
Sub-total	**6**	**56**	**141**	**95**	**298**	**6**	**62**	**178**	**126**	**372**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
MID WESTERN (SH 6) (BATHURST to HAY)										
Bathurst Regional	0	1	1	0	2	0	1	1	0	2
Blayney	0	1	1	0	2	0	2	2	0	4
Cowra	0	5	11	2	18	0	7	13	2	22
Weddin	1	1	0	0	2	1	1	0	0	2
Bland	0	0	0	1	1	0	0	0	1	1
Carrathool	0	1	0	0	1	0	1	0	0	1
Hay	0	0	0	0	0	0	0	0	0	0
Sub-total	**1**	**9**	**13**	**3**	**26**	**1**	**12**	**16**	**3**	**32**
MITCHELL (SH 7) (BATHURST to BARRINGUN)										
Bathurst Regional	0	1	3	0	4	0	1	4	0	5
Cabonne	1	3	1	1	6	1	3	1	1	6
Orange	0	1	8	1	10	0	1	8	1	10
Dubbo Regional	1	9	12	7	29	1	11	13	9	34
Narromine	0	2	4	0	6	0	2	6	1	9
Warren	0	0	1	0	1	0	0	1	0	1
Bogan	0	1	0	1	2	0	1	0	1	2
Bourke	0	2	0	1	3	0	2	0	1	3
Sub-total	**2**	**19**	**29**	**11**	**61**	**2**	**21**	**33**	**14**	**70**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
BARRIER (SH 8) (NYNGAN to South Australian border near COCKBURN)										
Bogan	1	1	1	0	3	1	1	5	1	8
Cobar	0	1	3	0	4	0	1	3	0	4
Central Darling	0	2	0	0	2	0	2	1	0	3
Unincorporated	1	0	0	0	1	1	0	0	0	1
Broken Hill	0	0	0	1	1	0	0	0	1	1
Sub-total	**2**	**4**	**4**	**1**	**11**	**2**	**4**	**9**	**2**	**17**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
NEW ENGLAND (SH 9) (HEXHAM to Queensland border at WALLANGARRA)										
Newcastle	0	6	11	2	19	0	8	14	3	25
Maitland	2	6	15	1	24	2	6	21	7	36
Cessnock	0	2	3	1	6	0	2	6	1	9
Singleton	2	3	10	3	18	2	4	15	7	28
Muswellbrook	1	2	10	2	15	1	2	13	2	18
Upper Hunter	0	3	5	2	10	0	4	8	2	14
Liverpool Plains	0	0	3	0	3	0	0	4	0	4
Tamworth Regional	3	5	9	5	22	3	6	16	7	32
Uralla	0	2	2	0	4	0	2	2	0	4
Armidale Regional	2	4	4	1	11	2	4	7	1	14
Glen Innes Severn	2	2	2	0	6	2	2	3	0	7
Tenterfield	0	1	5	1	7	0	1	6	2	9
Sub-total	**12**	**36**	**79**	**18**	**145**	**12**	**41**	**115**	**32**	**200**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
PACIFIC (SH 10) (NORTH SYDNEY to TWEED HEADS)										
North Sydney	0	2	2	6	10	0	2	2	7	11
Lane Cove	1	4	1	3	9	1	4	1	3	9
Willoughby	0	6	7	5	18	0	6	7	7	20
Ku-ring-gai	0	10	6	15	31	0	10	9	20	39
Hornsby	0	14	8	4	26	0	15	11	6	32
Central Coast	1	26	25	19	71	1	28	36	22	87
Lake Macquarie	0	11	16	9	36	0	12	17	11	40
Newcastle	0	10	8	8	26	0	13	13	8	34
Port Stephens	0	5	3	7	15	0	5	5	9	19
Mid-Coast	4	18	16	7	45	5	26	23	11	65
Port Macquarie-Hastings	1	3	6	3	13	1	5	8	3	17
Kempsey	0	5	2	1	8	0	6	4	1	11
Nambucca Valley	0	4	5	0	9	0	4	9	2	15
Bellingen	0	2	5	1	8	0	2	8	2	12
Coffs Harbour	2	17	20	6	45	2	22	26	9	59
Clarence Valley	1	8	10	4	23	1	8	13	4	26
Richmond Valley	0	2	1	0	3	0	3	5	0	8
Ballina	0	2	7	1	10	0	2	8	1	11
Byron	0	4	2	1	7	0	5	3	1	9
Tweed	2	8	9	6	25	2	8	17	10	37
Sub-total	**12**	**161**	**159**	**106**	**438**	**13**	**186**	**225**	**137**	**561**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)										
Port Macquarie-Hastings	0	5	11	2	18	0	6	16	2	24
Walcha	1	1	4	0	6	2	2	5	1	10
Tamworth Regional	1	0	5	0	6	1	1	6	0	8
Gunnedah	0	2	3	0	5	0	2	3	1	6
Warrumbungle	0	0	4	1	5	0	0	6	2	8
Gilgandra	0	0	0	0	0	0	0	0	0	0
Warren	0	2	0	0	2	0	2	1	0	3
Sub-total	**2**	**10**	**27**	**3**	**42**	**3**	**13**	**37**	**6**	**59**
GWYDIR (SH 12) (SOUTH GRAFTON to WALGETT)										
Clarence Valley	0	1	2	1	4	0	1	2	2	5
Glen Innes Severn	2	2	2	2	8	2	3	6	2	13
Inverell	1	2	5	3	11	1	3	7	3	14
Gwydir	0	0	3	0	3	0	0	4	0	4
Moree Plains	0	2	0	0	2	0	2	0	0	2
Walgett	0	0	0	0	0	0	0	0	0	0
Sub-total	**3**	**7**	**12**	**6**	**28**	**3**	**9**	**19**	**7**	**38**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	**Total casualty crashes**	K	S	M	O	**Total killed & injured**
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)										
Liverpool	0	1	1	1	3	0	1	1	1	3
Fairfield	0	5	6	9	20	0	5	9	11	25
Cumberland	2	4	6	12	24	3	4	9	14	30
Parramatta	0	6	13	14	33	0	6	14	18	38
The Hills	0	0	0	1	1	0	0	0	1	1
Hornsby	0	8	5	9	22	0	9	6	15	30
Sub-total	**2**	**24**	**31**	**46**	**103**	**3**	**25**	**39**	**60**	**127**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)										
Wagga Wagga	1	11	15	5	32	1	14	21	8	44
Narrandera	0	1	0	0	1	0	1	0	0	1
Murrumbidgee	0	0	1	1	2	0	0	1	1	2
Hay	0	1	2	2	5	0	1	2	2	5
Murray River	0	0	0	0	0	0	0	0	0	0
Balranald	0	0	0	1	1	0	0	0	1	1
Wentworth	0	0	0	4	4	0	0	0	5	5
Sub-total	**1**	**13**	**18**	**13**	**45**	**1**	**16**	**24**	**17**	**58**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)										
Yass Valley	2	1	2	5	10	2	1	3	11	17
Sub-total	**2**	**1**	**2**	**5**	**10**	**2**	**1**	**3**	**11**	**17**
BRUXNER (SH 16) (Pacific Hwy near BALLINA to New England Hwy, TENTERFIELD)										
Ballina	1	3	3	1	8	1	3	5	2	11
Lismore	1	9	8	2	20	1	10	12	2	25
Richmond Valley	0	2	5	0	7	0	2	6	0	8
Kyogle	0	1	2	2	5	0	1	2	4	7
Tenterfield	0	0	5	1	6	0	0	6	1	7
Sub-total	**2**	**15**	**23**	**6**	**46**	**2**	**16**	**31**	**9**	**58**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
NEWELL (SH 17) (TOCUMWAL to Queensland border at GOONDIWINDI)										
Berrigan	1	0	1	0	2	1	0	1	1	3
Murrumbidgee	0	0	0	1	1	0	0	0	1	1
Federation	0	0	0	0	0	0	0	0	0	0
Narrandera	0	2	0	1	3	0	2	0	1	3
Coolamon	0	1	0	0	1	0	1	0	0	1
Bland	1	1	3	1	6	1	1	4	1	7
Weddin	0	0	0	0	0	0	0	0	0	0
Forbes	1	2	2	1	6	1	2	4	1	8
Parkes	1	1	5	1	8	1	4	11	1	17
Narromine	1	2	1	1	5	1	3	3	3	10
Dubbo Regional	0	0	7	2	9	0	0	10	3	13
Gilgandra	0	1	2	0	3	0	1	3	2	6
Warrumbungle	0	3	2	1	6	0	4	4	3	11
Narrabri	0	0	5	0	5	0	0	6	0	6
Moree Plains	0	0	3	1	4	0	0	4	1	5
Sub-total	**5**	**13**	**31**	**10**	**59**	**5**	**18**	**50**	**18**	**91**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
CASTLEREAGH (SH 18) (MARRANGAROO to Queensland border near HEBEL)										
r										
t										
r										
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)										

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
RIVERINA (SH 20) (HUME WEIR to DENILIQUIN)										
Albury	0	9	6	1	16	0	10	9	1	20
Greater Hume	1	0	0	0	1	1	0	0	0	1
Federation	1	0	2	1	4	2	0	3	7	12
Berrigan	0	0	0	0	0	0	0	0	0	0
Edward River	0	0	0	0	0	0	0	0	0	0
Sub-total	**2**	**9**	**8**	**2**	**21**	**3**	**10**	**12**	**8**	**33**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)										
Murray River	0	0	1	3	4	0	0	1	8	9
Edward River	0	0	5	1	6	0	0	6	1	7
Hay	0	0	0	0	0	0	0	0	0	0
Carrathool	0	0	0	0	0	0	0	0	0	0
Central Darling	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**0**	**6**	**4**	**10**	**0**	**0**	**7**	**9**	**16**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Queensland border at WARRI GATE)										
Wentworth	1	0	0	3	4	2	0	0	3	5
Unincorporated	0	1	0	1	2	0	1	0	1	2
Broken Hill	0	1	1	0	2	0	2	1	0	3
Sub-total	**1**	**2**	**1**	**4**	**8**	**2**	**3**	**1**	**4**	**10**
WINDALE-SANDGATE (SH 23) (WINDALE to SANDGATE)										
Lake Macquarie	0	0	0	0	0	0	0	0	0	0
Newcastle	0	4	9	4	17	0	4	14	7	25
Sub-total	**0**	**4**	**9**	**4**	**17**	**0**	**4**	**14**	**7**	**25**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)										
Shellharbour	1	3	7	2	13	1	3	9	4	17
Wingecarribee	1	3	8	4	16	1	3	10	8	22
Sub-total	**2**	**6**	**15**	**6**	**29**	**2**	**6**	**19**	**12**	**39**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
GOLDEN (SH 27) (SINGLETON to DUBBO)										
Singleton	0	1	6	0	7	0	1	7	2	10
Muswellbrook	1	0	1	0	2	1	0	1	0	2
Upper Hunter	0	6	2	0	8	0	6	2	0	8
Warrumbungle	0	1	3	0	4	0	1	4	0	5
Dubbo Regional	0	2	6	0	8	0	2	7	3	12
Sub-total	**1**	**10**	**18**	**0**	**29**	**1**	**10**	**21**	**5**	**37**
CARNARVON (SH 28) (MOREE to MUNGINDI)										
Moree Plains	0	0	0	0	0	0	0	0	0	0
Sub-total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)										
Liverpool Plains	0	1	2	1	4	0	1	2	1	4
Gunnedah	0	2	2	0	4	0	2	4	0	6
Narrabri	1	0	2	1	4	1	0	3	1	5
Walgett	0	1	0	0	1	0	1	0	0	1
Brewarrina	1	1	1	0	3	2	1	1	0	4
Bourke	0	0	0	0	0	0	0	0	0	0
Sub-total	**2**	**5**	**7**	**2**	**16**	**3**	**5**	**10**	**2**	**20**

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

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

Route/Local Government Area	Degree of crash[1]					Degree of casualty[2]				
	FC	SC	MC	OC	Total casualty crashes	K	S	M	O	Total killed & injured
CENTRAL COAST (SH 30) (SOMERSBY to DOYALSON)										
GOLD COAST (SH 31) (Pacific Hwy near TWEED HEADS to Queensland border at COOLANGATTA)										
STATE HIGHWAYS:										
TOTAL	**80**	**613**	**925**	**531**	**2,149**	**87**	**693**	**1,272**	**753**	**2,805**

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

Casualties in 2022

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

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

Road user class	Degree of casualty				
	Killed	Seriously Injured	Moderately Injured	Minor/Other Injured	**Total killed & Injured**
CONTROLLER					
Driver					
Car	93	1,502	3,593	2,278	7,466
Light truck	25	374	739	341	1,479
Heavy rigid truck	1	26	80	23	130
Articulated truck	6	39	70	23	138
Bus	2	1	21	3	27
Other motor vehicle	0	15	22	10	47
Sub-total	**127**	**1,957**	**4,525**	**2,678**	**9,287**
Motorcycle rider	**52**	**895**	**623**	**281**	**1,851**
Pedal cycle rider	**8**	**214**	**230**	**158**	**610**
Other/Unknown	**0**	**1**	**4**	**0**	**5**
CONTROLLER					
Sub-total	**187**	**3,067**	**5,382**	**3,117**	**11,753**
PASSENGER					
Car	33	359	562	628	1,582
Light truck	11	83	108	108	310
Heavy rigid truck	0	5	3	6	14
Articulated truck	0	3	1	1	5
Bus	0	9	16	21	46
Other motor vehicle	0	0	1	6	7
Sub-total	**44**	**459**	**691**	**770**	**1,964**
Motorcycle	**1**	**31**	**30**	**14**	**76**
Pedal cycle	**0**	**1**	**1**	**1**	**3**
Other/Unknown	**0**	**3**	**1**	**2**	**6**
PASSENGER					
Sub-total	**45**	**494**	**723**	**787**	**2,049**
PEDESTRIAN					
Sub-total	**49**	**416**	**345**	**229**	**1,039**
CASUALTIES TOTAL :	**281**	**3,977**	**6,450**	**4,133**	**14,841**

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

		Age (years)												
		0 – 4	5 –									≥ 80	u/k	**Total**
Car Driver	M	0	1	5	4	8	5	5	8	7	7	8	0	**58**
	F	0	0	2	6	1	5	4	3	3	4	7	0	**35**
	Sub-total[1]	**0**	**1**	**7**	**10**	**9**	**10**	**9**	**11**	**10**	**11**	**15**	**0**	**93**
Car passenger	M	0	7	6	0	2	3	1	0	0	0	2	0	**21**
	F	0	2	0	1	0	1	2	0	1	1	4	0	**12**
	Sub-total[1]	**0**	**9**	**6**	**1**	**2**	**4**	**3**	**0**	**1**	**1**	**6**	**0**	**33**
Other motor vehicle driver	M	0	0	1	0	3	4	8	1	7	4	1	0	**29**
	F	0	0	1	2	0	0	0	1	0	1	0	0	**5**
	Sub-total[1]	**0**	**0**	**2**	**2**	**3**	**4**	**8**	**2**	**7**	**5**	**1**	**0**	**34**
Other motor vehicle passenger	M	0	4	0	2	0	2	0	0	0	0	0	0	**8**
	F	0	3	0	0	0	0	0	0	0	0	0	0	**3**
	Sub-total[1]	**0**	**7**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
Motorcycle rider	M	0	1	6	9	0	5	5	9	11	3	1	0	**50**
	F	0	0	0	0	0	0	1	1	0	0	0	0	**2**
	Sub-total[1]	**0**	**1**	**6**	**9**	**0**	**5**	**6**	**10**	**11**	**3**	**1**	**0**	**52**
Motorcycle passenger	M	0	0	0	0	0	1	0	0	0	0	0	0	**1**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Pedal cycle rider/passenger	M	0	0	0	0	0	1	0	1	1	3	1	0	**7**
	F	0	0	0	0	0	0	0	0	0	1	0	0	**1**
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**4**	**1**	**0**	**8**
Pedestrian	M	0	1	3	1	0	3	3	2	1	9	4	0	**27**
	F	0	0	1	2	1	0	2	3	4	2	7	0	**22**
	Sub-total[1]	**0**	**1**	**4**	**3**	**1**	**3**	**5**	**5**	**5**	**11**	**11**	**0**	**49**
	M	**0**	**14**	**21**	**16**	**13**	**24**	**22**	**21**	**27**	**26**	**17**	**0**	**201**
CASUALTIES[2] :	**F**	**0**	**5**	**4**	**11**	**2**	**6**	**9**	**8**	**8**	**9**	**18**	**0**	**80**
	TOTAL[1]	**0**	**19**	**25**	**27**	**15**	**30**	**31**	**29**	**35**	**35**	**35**	**0**	**281**

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

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

		Age (years)												
Road User Class	**Sex**	0 – 4	5 – 16	17 – 20	21 – 25	26 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	≥ 80	u/k	**Total**
Car Driver	M	0	5	68	62	48	147	89	91	88	87	62	1	**748**
	F	0	4	67	62	50	112	111	94	93	96	64	0	**753**
	Sub-total[1]	**0**	**9**	**135**	**124**	**98**	**259**	**200**	**185**	**181**	**183**	**126**	**2**	**1,502**
Car passenger	M	4	29	16	18	9	12	10	8	4	4	8	0	**122**
	F	5	32	26	16	12	24	21	16	25	29	29	2	**237**
	Sub-total[1]	**9**	**61**	**42**	**34**	**21**	**36**	**31**	**24**	**29**	**33**	**37**	**2**	**359**
Other motor vehicle driver	M	0	1	45	42	37	73	59	66	54	21	9	0	**407**
	F	0	1	3	6	5	11	11	4	5	0	2	0	**48**
	Sub-total[1]	**0**	**2**	**48**	**48**	**42**	**84**	**70**	**70**	**59**	**21**	**11**	**0**	**455**
Other motor vehicle passenger	M	1	9	10	6	5	7	8	5	3	2	1	1	**58**
	F	2	7	5	6	2	4	1	6	4	3	2	0	**42**
	Sub-total[1]	**3**	**16**	**15**	**12**	**7**	**11**	**9**	**11**	**7**	**5**	**3**	**1**	**100**
Motorcycle rider	M	0	30	96	121	74	117	130	145	97	19	1	1	**831**
	F	0	0	6	4	6	22	10	7	9	0	0	0	**64**
	Sub-total[1]	**0**	**30**	**102**	**125**	**80**	**139**	**140**	**152**	**106**	**19**	**1**	**1**	**895**
Motorcycle passenger	M	0	5	2	2	2	0	1	0	0	0	0	0	**12**
	F	0	1	1	2	0	2	4	8	0	0	1	0	**19**
	Sub-total[1]	**0**	**6**	**3**	**4**	**2**	**2**	**5**	**8**	**0**	**0**	**1**	**0**	**31**
Pedal cycle rider/passenger	M	0	27	7	7	7	26	27	31	30	16	10	1	**189**
	F	0	2	2	2	1	1	4	9	3	2	0	0	**26**
	Sub-total[1]	**0**	**29**	**9**	**9**	**8**	**27**	**31**	**40**	**33**	**18**	**10**	**1**	**215**
Pedestrian	M	6	50	21	17	18	30	24	18	25	28	19	0	**256**
	F	1	27	6	13	9	11	18	10	30	18	16	1	**160**
	Sub-total[1]	**7**	**77**	**27**	**30**	**27**	**41**	**42**	**28**	**55**	**46**	**35**	**1**	**416**
CASUALTIES [2] :	**M**	**11**	**157**	**265**	**275**	**200**	**412**	**348**	**364**	**301**	**177**	**110**	**4**	**2,624**
	F	**8**	**75**	**116**	**111**	**85**	**187**	**181**	**154**	**169**	**149**	**114**	**3**	**1,352**
	TOTAL[1]	**19**	**232**	**381**	**386**	**285**	**599**	**529**	**518**	**470**	**326**	**224**	**8**	**3,977**

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

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

		Age (years)												
Road User Class	**Sex**	0 – 4	5 – 16	17 – 20	21 – 25	26 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	≥ 80	u/k	**Total**
Car Driver	M	1	9	171	197	166	338	250	202	158	145	107	2	**1,746**
	F	0	10	193	246	185	345	267	226	184	127	58	4	**1,845**
Car passenger	M	4	52	36	19	18	34	14	12	14	12	12	2	**229**
	F	12	58	50	33	19	34	33	29	33	19	11	1	**332**
	Sub-total[1]													
Other motor vehicle driver	M	0	1	90	98	79	172	140	116	77	30	9	1	**813**
	F	0	1	8	20	8	35	19	18	5	3	1	0	**118**
	Sub-total[1]													
Other motor vehicle passenger	M	1	11	20	13	6	7	8	2	1	1	0	0	**70**
	F	2	16	11	7	3	5	4	6	4	1	0	0	**59**
	Sub-total[1]													
Motorcycle rider	M	0	14	74	79	73	89	69	85	59	12	2	0	**556**
	F	0	1	11	10	8	13	8	14	2	0	0	0	**67**
	Sub-total[1]													
Motorcycle passenger	M	0	3	5	1	1	0	0	0	0	0	0	0	**10**
	F	1	2	0	3	2	2	2	5	1	1	0	1	**20**
	Sub-total[1]													
Pedal cycle rider/passenger	M	0	31	5	13	19	28	27	35	19	9	3	1	**190**
	F	0	6	1	1	8	6	3	11	4	1	0	0	**41**
	Sub-total[1]													
Pedestrian	M	3	49	11	16	9	23	16	17	26	9	6	1	**186**
	F	3	22	12	14	21	24	11	10	21	12	7	2	**159**
	Sub-total[1]	**6**	**71**	**23**	**30**	**30**	**47**	**27**	**27**	**47**	**21**	**13**	**3**	**345**
CASUALTIES [2] :	**M**	**9**	**170**	**412**	**436**	**371**	**691**	**526**	**470**	**354**	**218**	**139**	**7**	**3,803**
	F	**18**	**116**	**287**	**334**	**254**	**464**	**347**	**320**	**254**	**164**	**77**	**8**	**2,643**
	TOTAL[1]	**27**	**286**	**699**	**770**	**625**	**1,156**	**874**	**790**	**608**	**382**	**216**	**17**	**6,450**

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

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

		Age (years)												
Road User Class	**Sex**	0 – 4	5 – 16	17 – 20	21 – 25	26 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	≥ 80	u/k	**Total**
Car Driver	M	0	2	61	89	86	247	171	142	114	65	30	27	**1,034**
	F	0	4	73	122	109	275	261	197	99	58	18	20	**1,236**
Car passenger	M	8	48	24	19	9	29	11	13	4	6	1	42	**214**
	F	6	44	18	22	18	54	35	38	35	21	6	80	**377**
	Sub-total[1]													
Other motor vehicle driver	M	0	2	21	35	28	80	64	59	30	9	2	13	**343**
	F	0	0	7	6	4	9	16	8	3	2	0	2	**57**
	Sub-total[1]													
Other motor vehicle passenger	M	1	13	11	10	5	10	3	6	1	0	0	12	**72**
	F	2	12	3	6	1	7	5	12	2	3	0	13	**66**
	Sub-total[1]													
Motorcycle rider	M	0	6	20	35	16	43	30	50	35	11	1	6	**253**
	F	0	1	2	2	6	10	3	2	1	0	0	1	**28**
	Sub-total[1]													
Motorcycle passenger	M	0	1	1	0	0	1	0	0	0	0	0	0	**3**
	F	0	0	1	1	0	2	1	2	0	1	0	3	**11**
	Sub-total[1]													
Pedal cycle rider/passenger	M	0	14	5	12	8	19	26	29	16	3	1	4	**137**
	F	0	2	1	3	0	3	2	6	1	2	0	0	**20**
	Sub-total[1]													
Pedestrian	M	3	15	7	11	12	18	16	10	7	5	7	10	**121**
	F	1	12	7	7	5	16	16	17	13	6	4	4	**108**
	Sub-total[1]	**4**	**27**	**14**	**18**	**17**	**34**	**32**	**27**	**20**	**11**	**11**	**14**	**229**
	M	**12**	**101**	**150**	**211**	**164**	**447**	**321**	**310**	**207**	**99**	**42**	**114**	**2,178**
CASUALTIES [2] :	**F**	**9**	**75**	**112**	**169**	**143**	**377**	**339**	**282**	**154**	**93**	**28**	**123**	**1,904**
	TOTAL[1]	**21**	**176**	**262**	**380**	**307**	**824**	**660**	**592**	**361**	**192**	**70**	**288**	**4,133**

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

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

		Age (years)												
Road User Class	**Sex**	0 – 4	5 – 16	17 – 20	21 – 25	26 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	≥ 80	u/k	**Total**
Car Driver	M	1	17	305	352	308	737	515	443	367	304	207	30	**3,586**
	F	0	18	335	436	345	737	643	520	379	285	147	24	**3,869**
Car passenger	M	16	136	82	56	38	78	36	33	22	22	23	44	**586**
	F	23	136	94	72	49	113	91	83	94	70	50	83	**958**
	Sub-total[1]													
Other motor vehicle driver	M	0	4	157	175	147	329	271	242	168	64	21	14	**1,592**
	F	0	2	19	34	17	55	46	31	13	6	3	2	**228**
	Sub-total[1]													
Other motor vehicle passenger	M	3	37	41	31	16	26	19	13	5	3	1	13	**208**
	F	6	38	19	19	6	16	10	24	10	7	2	13	**170**
	Sub-total[1]													
Motorcycle rider	M	0	51	196	244	163	254	234	289	202	45	5	7	**1,690**
	F	0	2	19	16	20	45	22	24	12	0	0	1	**161**
	Sub-total[1]													
Motorcycle passenger	M	0	9	8	3	3	2	1	0	0	0	0	0	**26**
	F	1	3	2	6	2	6	7	15	1	2	1	4	**50**
	Sub-total[1]													
Pedal cycle rider/passenger	M	0	72	17	32	34	74	80	96	66	31	15	6	**523**
	F	0	10	4	6	9	10	9	26	8	6	0	0	**88**
	Sub-total[1]													
Pedestrian	M	12	115	42	45	39	74	59	47	59	51	36	11	**590**
	F	5	61	26	36	36	51	47	40	68	38	34	7	**449**
	Sub-total[1]	**17**	**176**	**68**	**81**	**75**	**125**	**106**	**87**	**127**	**89**	**70**	**18**	**1,039**
	M	**32**	**442**	**848**	**938**	**748**	**1,574**	**1,217**	**1,165**	**889**	**520**	**308**	**125**	**8,806**
CASUALTIES [2] :	**F**	**35**	**271**	**519**	**625**	**484**	**1,034**	**876**	**764**	**585**	**415**	**237**	**134**	**5,979**
	TOTAL[1]	**67**	**713**	**1,367**	**1,563**	**1,232**	**2,609**	**2,094**	**1,929**	**1,474**	**935**	**545**	**313**	**14,841**

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

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

Road user class/ safety device used[1]	Degree of casualty				
	Killed	Seriously Injured	Moderately Injured	Minor/Other Injured	**Total killed & Injured**
Driver					
Adult belt worn	87	1,608	3,816	2,260	7,771
Fitted but not worn	18	43	58	22	141
No restraint fitted	1	9	9	4	23
Unknown	21	297	642	392	1,352
Sub-total	**127**	**1,957**	**4,525**	**2,678**	**9,287**
Passenger					
Adult belt worn	24	310	459	409	1,202
Child restraint worn	0	17	20	21	58
Fitted but not worn	9	28	26	13	76
No restraint fitted	2	17	12	18	49
Unknown	9	87	174	309	579
Sub-total	**44**	**459**	**691**	**770**	**1,964**
Motorcycle rider/passenger					
Open face (jet) helmet worn	6	115	75	35	231
Full face helmet worn	44	687	474	196	1,401
No helmet worn	1	36	28	13	78
Unknown	2	88	76	51	217
Sub-total	**53**	**926**	**653**	**295**	**1,927**
Pedal Cycle rider/passenger					
Helmet worn	5	149	163	102	419
No Helmet worn	0	26	26	16	68
Unknown	3	40	42	41	126
Sub-total	**8**	**215**	**231**	**159**	**613**
Other/unknown	**0**	**4**	**5**	**2**	11
All road vehicle casualties					
Device worn	**166**	**2,886**	**5,007**	**3,023**	**11,082**
Device not worn	**31**	**159**	**159**	**86**	**435**
Unknown	**35**	**513**	**934**	**793**	**2,275**
ROAD VEHICLE CASUALTIES TOTAL[2] :	**232**	**3,561**	**6,105**	**3,904**	13,802

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												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	2	10	10	8	12	16	12	20	12	9	0	**111**
	F	0	0	2	5	1	4	4	4	3	5	5	0	**33**
	Sub-Total[2]	**0**	**2**	**12**	**15**	**9**	**16**	**20**	**16**	**23**	**17**	**14**	**0**	**144**
.001 - .019[3]	M	0	0	0	0	0	0	0	0	1	0	0	0	**1**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-Total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
.020 - .049[4]	M	0	0	0	0	0	0	0	0	0	1	0	0	**1**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-Total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
.050 - .079	M	0	0	0	0	0	0	1	0	0	0	0	0	**1**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-Total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
.080 - .149	M	0	0	0	1	2	1	1	0	1	1	0	0	**7**
	F	0	0	1	1	0	0	0	0	0	0	0	0	**2**
	Sub-Total[2]	**0**	**0**	**1**	**2**	**2**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**9**
≥.150	M	0	0	2	2	1	1	0	5	3	0	0	0	**14**
	F	0	0	0	2	0	0	0	0	0	0	0	0	**2**
	Sub-Total[2]	**0**	**0**	**2**	**4**	**1**	**1**	**0**	**5**	**3**	**0**	**0**	**0**	**16**
Unknown	M	0	0	0	0	0	0	0	1	0	0	1	0	**2**
	F	0	0	0	0	0	1	1	1	0	0	2	0	**5**
	Sub-Total[2]	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**3**	**0**	**7**
MOTOR VEHICLE CONTROLLERS CASUALTIES :	**M**	**0**	**2**	**12**	**13**	**11**	**14**	**18**	**18**	**25**	**14**	**10**	**0**	**137**
	F	**0**	**0**	**3**	**8**	**1**	**5**	**5**	**5**	**3**	**5**	**7**	**0**	**42**
	TOTAL[2]	**0**	**2**	**15**	**21**	**12**	**19**	**23**	**23**	**28**	**19**	**17**	**0**	**179**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70-79	>=80	Unknown	
Legal	M	0	16	138	158	104	221	182	199	157	94	47	1	**1,317**
	F	0	2	55	43	37	85	79	77	76	63	40	0	**557**
	Sub-Total[2]	**0**	**18**	**193**	**201**	**141**	**306**	**261**	**276**	**233**	**157**	**87**	**1**	**1,874**
.001 - .019[3]	M	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-Total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.020 - .049[4]	M	0	0	1	1	0	1	0	1	0	0	0	0	**4**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-Total[2]	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**4**
.050 - .079	M	0	0	4	6	3	5	2	5	1	1	0	0	**27**
	F	0	0	0	0	1	0	1	0	0	0	0	0	**2**
	Sub-Total[2]	**0**	**0**	**4**	**6**	**4**	**5**	**3**	**5**	**1**	**1**	**0**	**0**	**29**
.080 - .149	M	0	0	9	10	9	11	11	8	4	0	0	0	**62**
	F	0	1	2	4	3	9	2	1	1	0	0	0	**23**
	Sub-Total[2]	**0**	**1**	**11**	**14**	**12**	**20**	**13**	**9**	**5**	**0**	**0**	**0**	**85**
≥.150	M	0	0	4	7	5	23	12	7	4	1	0	1	**64**
	F	0	0	1	4	4	8	9	1	0	1	0	0	**28**
	Sub-Total[2]	**0**	**0**	**5**	**11**	**9**	**31**	**21**	**8**	**4**	**2**	**0**	**1**	**92**
Unknown	M	0	20	53	43	38	76	71	82	73	31	25	0	**512**
	F	0	2	18	21	16	43	41	26	30	32	26	0	**255**
	Sub-Total[2]	**0**	**22**	**71**	**64**	**54**	**119**	**112**	**108**	**103**	**63**	**51**	**1**	**768**
MOTOR VEHICLE CONTROLLERS CASUALTIES :	**M**	**0**	**36**	**209**	**225**	**159**	**337**	**278**	**302**	**239**	**127**	**72**	**2**	**1,986**
	F	**0**	**5**	**76**	**72**	**61**	**145**	**132**	**105**	**107**	**96**	**66**	**0**	**865**
	TOTAL[2]	**0**	**41**	**285**	**297**	**220**	**482**	**410**	**407**	**346**	**223**	**138**	**3**	**2,852**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												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	10	223	233	182	329	277	230	179	133	74	2	**1,872**
	F	0	9	122	163	101	216	168	133	116	90	32	2	**1,152**
	Sub-Total[2]	**0**	**19**	**345**	**396**	**283**	**545**	**445**	**363**	**295**	**223**	**106**	**4**	**3,024**
.001 - .019[3]	M	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-Total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.020 - .049[4]	M	0	0	1	1	1	0	0	0	0	0	0	0	**3**
	F	0	1	1	0	0	0	0	0	0	0	0	0	**2**
	Sub-Total[2]	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
.050 - .079	M	0	0	5	3	6	6	2	3	1	1	0	0	**27**
	F	0	0	1	1	4	6	2	0	2	0	0	0	**16**
	Sub-Total[2]	**0**	**0**	**6**	**4**	**10**	**12**	**4**	**3**	**3**	**1**	**0**	**0**	**43**
.080 - .149	M	0	0	8	21	11	23	11	10	5	2	0	0	**91**
	F	0	0	2	2	3	2	8	1	0	0	1	0	**19**
	Sub-Total[2]	**0**	**0**	**10**	**23**	**14**	**25**	**19**	**11**	**5**	**2**	**1**	**0**	**110**
≥.150	M	0	0	7	11	19	28	22	16	7	1	0	0	**111**
	F	0	0	3	6	5	14	8	9	3	0	0	0	**48**
	Sub-Total[2]	**0**	**0**	**10**	**17**	**24**	**42**	**30**	**25**	**10**	**1**	**0**	**0**	**159**
Unknown	M	1	14	91	105	99	213	147	144	102	50	44	1	**1,011**
	F	0	2	83	104	88	155	108	115	70	40	26	2	**793**
	Sub-Total[2]	**1**	**16**	**174**	**209**	**187**	**369**	**255**	**259**	**172**	**90**	**70**	**5**	**1,807**
MOTOR VEHICLE CONTROLLERS CASUALTIES :	**M**	**1**	**24**	**335**	**374**	**318**	**599**	**459**	**403**	**294**	**187**	**118**	**3**	**3,115**
	F	**0**	**12**	**212**	**276**	**201**	**393**	**294**	**258**	**191**	**130**	**59**	**4**	**2,030**
	TOTAL[2]	**1**	**36**	**547**	**650**	**519**	**993**	**753**	**661**	**485**	**317**	**177**	**9**	**5,148**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												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	2	41	38	27	91	67	74	54	32	15	13	**454**
	F	0	3	30	20	22	50	48	42	25	18	7	6	**271**
	Sub-Total[2]	**0**	**5**	**71**	**58**	**49**	**141**	**115**	**116**	**79**	**50**	**22**	**20**	**726**
.001 - .019[3]	M	0	0	1	0	0	0	0	0	0	0	0	0	**1**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-Total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.020 - .049[4]	M	0	0	0	1	0	0	0	0	0	0	0	0	**1**
	F	0	0	1	0	0	0	0	0	0	0	0	0	**1**
	Sub-Total[2]	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.050 - .079	M	0	0	0	1	1	3	1	2	0	0	0	0	**8**
	F	0	0	1	1	0	0	1	0	0	0	0	0	**3**
	Sub-Total[2]	**0**	**0**	**1**	**2**	**1**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**11**
.080 - .149	M	0	1	6	4	6	5	2	1	3	1	0	2	**31**
	F	0	0	0	2	0	2	2	0	1	0	0	0	**7**
	Sub-Total[2]	**0**	**1**	**6**	**6**	**6**	**7**	**4**	**1**	**4**	**1**	**0**	**2**	**38**
≥.150	M	0	0	0	4	4	6	10	2	1	0	0	0	**27**
	F	0	0	0	1	0	2	3	1	0	0	0	0	**7**
	Sub-Total[2]	**0**	**0**	**0**	**5**	**4**	**8**	**13**	**3**	**1**	**0**	**0**	**0**	**34**
Unknown	M	0	7	54	111	92	265	185	172	121	52	18	31	**1,108**
	F	0	2	50	106	97	240	226	164	77	42	11	17	**1,032**
	Sub-Total[2]	**0**	**9**	**104**	**217**	**189**	**505**	**411**	**336**	**198**	**94**	**29**	**55**	**2,147**
MOTOR VEHICLE CONTROLLERS CASUALTIES :	**M**	**0**	**10**	**102**	**159**	**130**	**370**	**265**	**251**	**179**	**85**	**33**	**46**	**1,630**
	F	**0**	**5**	**82**	**130**	**119**	**294**	**280**	**207**	**103**	**60**	**18**	**23**	**1,321**
	TOTAL[2]	**0**	**15**	**184**	**289**	**249**	**664**	**545**	**458**	**282**	**145**	**51**	**77**	**2,959**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												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	30	412	439	321	653	542	515	410	271	145	16	**3,754**
	F	0	14	209	231	161	355	299	256	220	176	84	8	**2,013**
	Sub-Total[2]	**0**	**44**	**621**	**670**	**482**	**1,008**	**841**	**771**	**630**	**447**	**229**	**25**	**5,768**
.001 - .019[3]	M	0	0	1	0	0	0	0	0	1	0	0	0	**2**
	F	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Sub-Total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**
.020 - .049[4]	M	0	0	2	3	1	1	0	1	0	1	0	0	**9**
	F	0	1	2	0	0	0	0	0	0	0	0	0	**3**
	Sub-Total[2]	**0**	**1**	**4**	**3**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**12**
.050 - .079	M	0	0	9	10	10	14	6	10	2	2	0	0	**63**
	F	0	0	2	2	5	6	4	0	2	0	0	0	**21**
	Sub-Total[2]	**0**	**0**	**11**	**12**	**15**	**20**	**10**	**10**	**4**	**2**	**0**	**0**	**84**
.080 - .149	M	0	1	23	36	28	40	25	19	13	4	0	2	**191**
	F	0	1	5	9	6	13	12	2	2	0	1	0	**51**
	Sub-Total[2]	**0**	**2**	**28**	**45**	**34**	**53**	**37**	**21**	**15**	**4**	**1**	**2**	**242**
≥.150	M	0	0	13	24	29	58	44	30	15	2	0	1	**216**
	F	0	0	4	13	9	24	20	11	3	1	0	0	**85**
	Sub-Total[2]	**0**	**0**	**17**	**37**	**38**	**82**	**64**	**41**	**18**	**3**	**0**	**1**	**301**
Unknown	M	1	41	198	259	229	554	403	399	296	133	88	32	**2,633**
	F	0	6	151	231	201	439	376	306	177	114	65	19	**2,085**
	Sub-Total[2]	**1**	**47**	**349**	**490**	**430**	**994**	**779**	**705**	**473**	**247**	**153**	**61**	**4,729**
MOTOR VEHICLE CONTROLLERS CASUALTIES :	**M**	**1**	**72**	**658**	**771**	**618**	**1,320**	**1,020**	**974**	**737**	**413**	**233**	**51**	**6,868**
	F	**0**	**22**	**373**	**486**	**382**	**837**	**711**	**575**	**404**	**291**	**150**	**27**	**4,258**
	TOTAL[2]	**1**	**94**	**1,031**	**1,257**	**1,000**	**2,158**	**1,731**	**1,549**	**1,141**	**704**	**383**	**89**	**11,138**

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

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

	Blood Alcohol Concentration (g/100mL)							
Road User Class	**Legal**	**.001 - .019[1]**	**.020 - .049[2]**	**.050 - .079**	**.080 - .149**	**≥.150**	**Unknown**	**Total**
Car driver	75	0	0	0	6	6	6	93
Light truck driver	18	0	0	1	1	5	0	25
Heavy rigid truck driver	1	0	0	0	0	0	0	1
Articulated truck driver	5	0	1	0	0	0	0	6
Bus driver	2	0	0	0	0	0	0	2
Motorcycle rider	43	1	0	0	2	5	1	52
Other motor vehicle driver	0	0	0	0	0	0	0	0
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	**144**	**1**	**1**	**1**	**9**	**16**	**7**	**179**

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

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

	Blood Alcohol Concentration (g/100mL)							
Road User Class	**Legal**	**.001 - .019[1]**	**.020 - .049[2]**	**.050 - .079**	**.080 - .149**	**≥.150**	**Unknown**	**Total**
Car driver	997	0	4	14	47	68	372	1,502
Light truck driver	237	0	0	8	24	17	88	374
Heavy rigid truck driver	16	0	0	0	0	0	10	26
Articulated truck driver	35	0	0	0	0	0	4	39
Bus driver	1	0	0	0	0	0	0	1
Motorcycle rider	585	0	0	7	13	7	283	895
Other motor vehicle driver	3	0	0	0	1	0	11	15
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	**1,874**	**0**	**4**	**29**	**85**	**92**	**768**	**2,852**

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

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

	Blood Alcohol Concentration (g/100mL)							
Road User Class	**Legal**	**.001 - .019[1]**	**.020 - .049[2]**	**.050 - .079**	**.080 - .149**	**≥.150**	**Unknown**	**Total**
Car driver	2,057	0	4	28	84	122	1,298	3,593
Light truck driver	472	0	0	12	21	30	204	739
Heavy rigid truck driver	57	0	0	0	0	2	21	80
Articulated truck driver	55	0	0	0	0	0	15	70
Bus driver	15	0	0	0	0	0	6	21
Motorcycle rider	358	0	1	3	5	4	252	623
Other motor vehicle driver	10	0	0	0	0	1	11	22
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	**3,024**	**0**	**5**	**43**	**110**	**159**	**1,807**	**5,148**

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

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

	Blood Alcohol Concentration (g/100mL)							
Road User Class	**Legal**	**.001 - .019[1]**	**.020 - .049[2]**	**.050 - .079**	**.080 - .149**	**≥.150**	**Unknown**	**Total**
Car driver	509	1	1	5	25	22	1,715	2,278
Light truck driver	113	0	0	3	12	8	205	341
Heavy rigid truck driver	18	0	0	0	0	0	5	23
Articulated truck driver	9	0	0	0	0	0	14	23
Bus driver	1	0	0	0	0	0	2	3
Motorcycle rider	74	0	1	3	1	4	198	281
Other motor vehicle driver	2	0	0	0	0	0	8	10
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	**726**	**1**	**2**	**11**	**38**	**34**	**2,147**	**2,959**

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

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

	Blood Alcohol Concentration (g/100mL)							
Road User Class	**Legal**	**.001 - .019[1]**	**.020 - .049[2]**	**.050 - .079**	**.080 - .149**	**≥.150**	**Unknown**	**Total**
Car driver	3,638	1	9	47	162	218	3,391	7,466
Light truck driver	840	0	0	24	58	60	497	1,479
Heavy rigid truck driver	92	0	0	0	0	2	36	130
Articulated truck driver	104	0	1	0	0	0	33	138
Bus driver	19	0	0	0	0	0	8	27
Motorcycle rider	1,060	1	2	13	21	20	734	1,851
Other motor vehicle driver	15	0	0	0	1	1	30	47
MOTOR VEHICLE CONTROLLER								
CASUALTIES: TOTAL	**5,768**	**2**	**12**	**84**	**242**	**301**	**4,729**	**11,138**

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

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

	Degree of casuality				
Alcohol involved in crash	**Killed**	**Seriously Injured**	**Moderately Injured**	**Minor/Other Injured**	**Total killed & injured**
Yes	36	278	436	159	**909**
No	213	2,456	3,329	1,047	**7,045**
Unknown	32	1,243	2,685	2,927	**6,887**
CASUALITIES: Total	**281**	**3,977**	**6,450**	**4,133**	**14,841**

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

	Degree of casuality				
Speeding involved in crash	**Killed**	**Seriously Injured**	**Moderately Injured**	**Minor/Other Injured**	**Total killed & injured**
Yes	114	913	1,269	523	**2,819**
No or unknown	167	3,064	5,181	3,610	**12,022**
CASUALTIES: Total	**281**	**3,977**	**6,450**	**4,133**	**14,841**

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

	Degree of casuality				
Fatigue involved in crash	**Killed**	**Seriously Injured**	**Moderately Injured**	**Minor/Other Injured**	**Total killed & injured**
Yes	35	513	628	214	**1,390**
No or unknown	246	3,464	5,822	3,919	**13,451**
CASUALITIES: Total	**281**	**3,977**	**6,450**	**4,133**	**14,841**

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

Reference Information

- Population
- Licence holders
- Vehicle registrations

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

	Sex		
Age(years)	Male	Female	**TOTAL**
0 – 4	247,145	232,704	479,849
5 – 16	623,894	587,613	1,211,507
17 – 20	197,669	181,910	379,579
21 – 25	272,781	252,554	525,335
26 – 29	230,714	226,223	456,937
30 – 39	588,644	596,715	1,185,359
40 – 49	514,905	524,869	1,039,774
50 – 59	486,248	501,784	988,032
60 – 69	429,773	457,383	887,156
70 – 79	310,150	333,152	643,302
≥ 80	157,022	210,297	367,319
NEW SOUTH WALES RESIDENTS:			
TOTAL	**4,058,945**	**4,105,204**	**8,164,149**

Source – Australian Bureau of Statistics Australian Demographic Statistics.
[1] Preliminary estimated resident population for 30 June 2022 as published in September 2022.

Table 38: Licence holders* as at 30 June 2022, age, sex

	All licence holders		
Age(years)	Male	Female	**TOTAL[1]**
≤ 16	32,243	31,784	64,027
17 – 20	168,638	160,153	328,791
21 – 25	224,887	213,975	438,862
26 – 29	203,521	193,766	397,287
30 – 39	561,651	553,378	1,115,029
40 – 49	519,468	504,946	1,024,414
50 – 59	482,614	469,566	952,180
60 – 69	421,617	402,937	824,554
70 – 79	291,632	267,234	558,866
≥ 80	120,210	99,299	219,509
LICENCE HOLDERS:			
TOTAL[2]	**3,026,481**	**2,897,038**	**5,923,711**

Source – Transport for NSW, Licence holders by age by gender, as at 30 June 2022.
* Including Learner Licence holders
[1] Includes cases in which the sex of the licence holder was not recorded
[2] Includes cases in which the age of the licence holder was not recorded
Note: This table is counting the number of licence holders, whereas editions prior to 2000 counted the number of licences on issue.

Table 39: Vehicles on register as at 30 June 2022, vehicle type

Vehicle type	Vehicles on register
MOTOR VEHICLES	
Passenger vehicle	4,641,492
Rigid truck, van or utility	989,047
Articulated truck	25,270
Bus	13,415
Motorcycle	271,908
Sub-total	**5,941,132**
OTHER VEHICLES	
Plant	4,176
Trailer	1,074,591
Sub-total	**1,078,767**
VEHICLES ON REGISTER: TOTAL	**7,019,899**

Source – Transport for NSW Registration Table 1.1.1 Registered vehicles by vehicle type, as at 30 June 2022.
Note: As a result of a reclassification of types in the registration database, the passenger vehicle and rigid truck, van or utility categories are not comparable with years prior to 2013.
[1] Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.