

Section 4

Motorcycle Casualties and Crashes

Table 31
Motorcycle Rider and Pillion Casualties
Historical
Year ending 31 December

Year	----- Motor Cycle Riders -----		----- Motor Cycle Pillions -----		----- Total Casualties -----	
	Injured	Killed	Injured	Killed	Injured	Killed
1951	885	42	232	5	1117	47
1952	1081	58	257	8	1338	66
1953	1039	58	254	14	1293	72
1954	1056	67	256	6	1312	73
1955	1067	73	228	7	1295	80
1956	1048	35	221	2	1269	37
1957	1169	42	228	6	1397	48
1958	1391	42	238	4	1629	46
1959	1404	34	269	3	1673	37
1960	1388	31	239	5	1627	36
1961	1420	38	209	5	1629	43
1962	1473	45	276	1	1749	46
1963	1473	38	238	6	1711	44
1964	1748	37	268	3	2016	40
1965	1779	41	282	7	2061	48
1966	1709	40	363	2	2072	42
1967	1638	41	280	5	1918	46
1968	1537	24	270	4	1807	28
1969	1587	29	322	7	1909	36
1970	1711	40	366	3	2077	43
1971	2381	44	530	8	2911	52
1972	3056	67	710	12	3766	79
1973	3420	106	804	24	4224	130
1974	3406	88	686	19	4092	107
1975	3077	79	548	17	3625	96
1976	2828	80	512	12	3340	92
1977	2581	79	435	19	3016	98
1978	2281	91	432	13	2713	104
1979	2406	82	404	8	2810	90
1980	2769	79	382	12	3151	91
1981	2944	104	432	12	3376	116
1982	3069	99	479	14	3548	113
1983	2932	97	477	10	3409	107
1984	3360	107	497	18	3857	125
1985	3390	118	515	14	3905	132
1986	3253	107	430	20	3683	127
1987	3066	131	455	14	3521	145
1988	2498	125	365	21	2863	146
1989	2153	122	303	19	2456	141
1990	1936	95	267	19	2203	114
1991	1844	64	217	14	2061	78
1992	1606	75	210	13	1816	88
1993	1402	74	159	6	1561	80
1994	1542	61	179	11	1721	72
1995	1379	66	160	12	1539	78
1996	1112	42	111	6	1223	48
1997	1039	52	103	4	1142	56
1998	862	47	107	7	969	54
1999	714	39	77	3	791	42
2000	646	29	51	2	697	31
2001	610	34	59	1	669	35
2002	696	28	48	2	744	30
2003	707	27	54	1	761	28
2004	669	32	52	2	721	34

NOTE: See note 13.

Table 32
Motorcyclist Crash and Casualty Rates
Historical
Year ending 31 December

Year	Motorcycles			Per 10,000 On Road Motorcycles		
	Motorcycles*	New Registrations	Crashes	Crashes	Injuries	Fatalities
1951	24779	2937	1125	454.0	450.8	19.0
1952	27469	8125	1367	497.7	487.1	24.0
1953	27634	6459	1323	478.8	467.9	26.1
1954	28627	4915	1353	472.6	458.3	25.5
1955	27031	4747	1350	499.4	479.1	29.6
1956	28588	3710	1236	432.3	443.9	12.9
1957	30145	5016	1424	472.4	463.4	15.9
1958	33531	7467	1591	474.5	485.8	13.7
1959	34093	5354	1627	477.2	490.7	10.9
1960	36377	6520	1634	449.2	447.3	9.9
1961	41689	6999	1641	393.6	390.8	10.3
1962	43084	6505	1742	404.3	406.0	10.7
1963	44159	5935	1717	388.8	387.5	10.0
1964	46743	6854	2001	428.1	431.3	8.6
1965	46362	6611	2011	433.8	444.5	10.4
1966	46201	6126	1972	426.8	448.5	9.1
1967	44989	5223	1865	414.5	426.3	10.2
1968	44480	4521	1739	391.0	406.3	6.3
1969	44364	4991	1815	409.1	430.3	8.1
1970	47144	9339	1938	411.1	440.6	9.1
1971	56441	19155	2668	472.7	515.8	9.2
1972	64706	19937	3450	533.2	582.0	12.2
1973	76674	29521	3918	511.0	550.9	17.0
1974	86779	28321	3857	444.5	471.5	12.3
1975	95730	24407	3440	359.3	378.7	10.0
1976	99412	18187	3161	318.0	336.0	9.3
1977	97956	16577	2909	297.0	307.9	10.0
1978	96781	16435	2571	265.7	280.3	10.7
1979	111798	25270	2769	247.7	251.3	8.1
1980	125701	34691	3076	244.7	250.7	7.2
1981	132730	29428	3273	246.6	254.4	8.7
1982	132963	26655	3347	251.7	266.8	8.5
1983	130407	19430	3249	249.1	261.4	8.2
1984	126357	18662	3559	281.7	305.2	9.9
1985	122756	16736	3642	296.7	318.1	10.8
1986	116892	16518	3378	289.0	315.1	10.9
1987	111985	15613	3179	283.9	314.4	12.9
1988	103648	11321	2739	264.3	276.2	14.1
1989	92945	7492	2352	253.1	264.2	15.2
1990	82437	5808	2116	256.7	267.2	13.8
1991	72676	4711	1963	270.1	283.2	10.7
1992	62748	2830	1743	277.8	289.4	14.0
1993	57493	2901	1521	264.6	271.5	13.9
1994	54799	3700	1632	297.8	314.1	13.1
1995	48917	3855	1497	306.0	314.6	15.9
1996	46000	4462	1195	259.8	265.9	10.4
1997	50040	4703	1102	220.2	228.2	11.2
1998	60458	4678	923	152.7	160.3	8.9
1999	59390	4589	773	130.2	133.2	7.1
2000	58566	4381	676	115.4	119.0	5.3
2001	57836	4549	658	113.8	115.7	6.1
2002	57454	5329	729	126.9	129.5	5.2
2003	56047	6772	747	133.3	135.8	5.0
2004	58659	8869	712	121.4	122.9	5.8

Note * Motorcycles: See Note 16 for details.
From 1998 (the first full year with Continuous Vehicle Licensing) motorcycle numbers include registered Motor Cycles and Mopeds but exclude those with an exempt or restoration licence.
From 1986 to 1997 motorcycle numbers are estimates.
Prior to 1986 motorcycle numbers were derived from annual licence transactions.

Figure 19
Motorcyclists as a Percentage of All Road
Crash Casualties

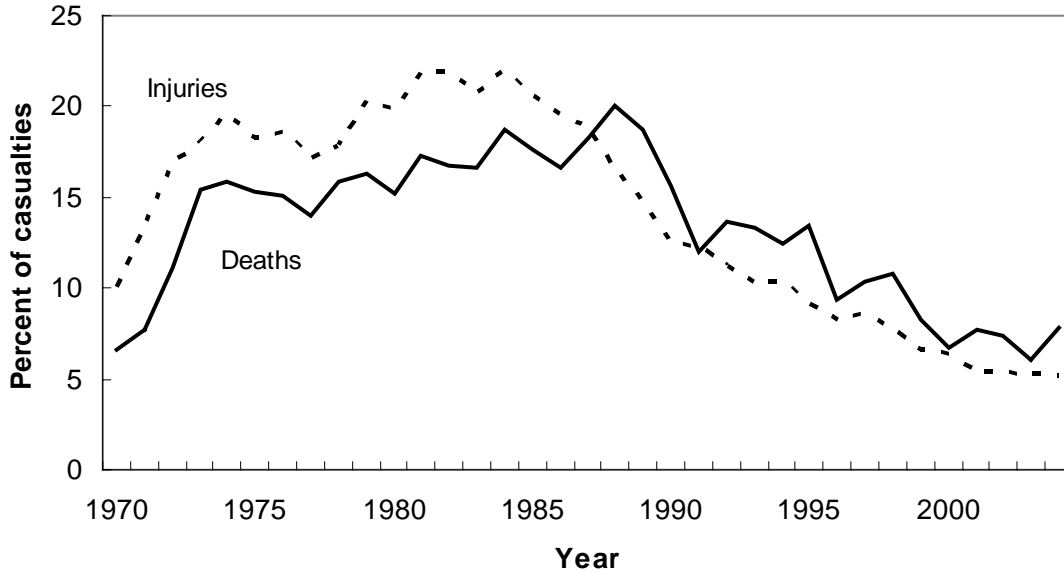


Figure 20
Percentage of Motorcycle Casualties by Age
and Sex

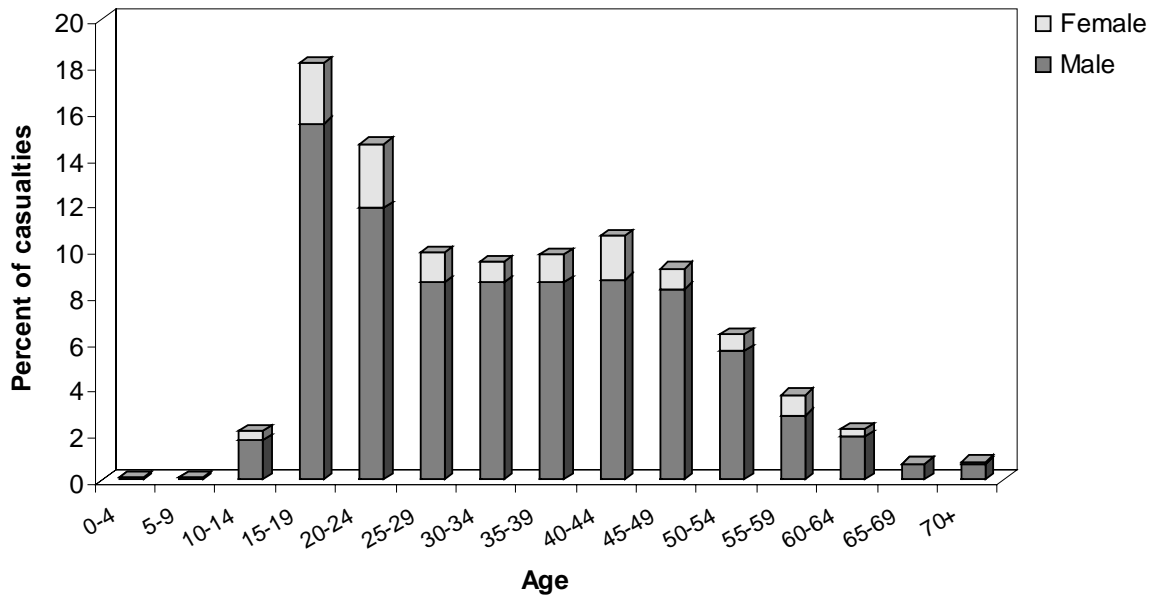


Table 33

**Movement Classification of Injury Crashes Involving Motorcyclists on Open and Urban Roads
Year ended 31 December 2004**

Movement Classification	----- URBAN ROADS ----- -			----- OPEN ROADS ----- -			UNKN WN AREA	Total Number of Injury Crashes
	Number of Injury Crashes	As a % of all Injury Crashes	Number During Darknes s	Number of Injury Crashes	As a % of all Injury Crashes	Number During Darknes s	Number of Injury Crashes	
Overtaking or lane change	22	3.2	6	19	2.8	1	-	41
Head on (not overtaking)	11	1.6	4	26	3.8	1	-	37
LOSS CONTROL OR OFF ROAD:								
On straight	33	4.9	14	22	3.2	4	-	55
While cornering	52	7.7	15	88	13.0	17	-	140
Collision with obstruction	5	0.7	1	10	1.5	6	-	15
Rear end	26	3.8	5	17	2.5	5	-	43
INTERSECTIONS OR DRIVEWAYS:								
Turning versus same direction	29	4.3	9	17	2.5	1	-	46
Crossing no turns	40	5.9	8	3	0.4	-	-	43
Crossing vehicle turning	58	8.6	11	11	1.6	3	1	70
Vehicles merging	17	2.5	3	2	0.3	-	-	19
Right turn against	87	12.8	27	16	2.4	2	-	103
Vehicle manoeuvring	47	6.9	14	5	0.7	1	-	52
Pedestrian crossing road	13	1.9	2	-	-	-	-	13
Pedestrian other	-	-	-	-	-	-	-	-
Miscellaneous	1	0.1	-	-	-	-	-	1
TOTALS	441	65.0	119	236	34.8	41	1	678

Note: This table does not include fatal crashes (see table 34)

Table 34

**Movement Classification of Fatal Crashes Involving Motorcyclists on Open and Urban Roads
Year ended 31 December 2004**

Movement Classification	----- URBAN ROADS ----- -			----- OPEN ROADS ----- -			UNKN WN AREA	Total Number of Fatal Crashes
	Number of Fatal Crashes	As a % of all Fatal Crashes	Number During Darknes s	Number of Fatal Crashes	As a % of all Fatal Crashes	Number During Darknes s	Number of Fatal Crashes	
Overtaking or lane change	-	-	-	3	8.8	1	-	3
Head on (not overtaking)	1	2.9	1	9	26.5	3	-	10
LOSS CONTROL OR OFF ROAD:								
On straight	-	-	-	2	5.9	-	-	2
While cornering	1	2.9	1	5	14.7	3	-	6
Collision with obstruction	-	-	-	1	2.9	1	-	1
Rear end	1	2.9	1	1	2.9	1	-	2
INTERSECTIONS OR DRIVEWAYS:								
Turning versus same direction	1	2.9	1	1	2.9	-	-	2
Crossing no turns	1	2.9	1	-	-	-	-	1
Crossing vehicle turning	-	-	-	3	8.8	2	-	3
Vehicles merging	-	-	-	-	-	-	-	-
Right turn against	-	-	-	1	2.9	-	-	1
Vehicle manoeuvring	2	5.9	1	-	-	-	-	2
Pedestrian crossing road	-	-	-	-	-	-	-	-
Pedestrian other	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	1	2.9	-	-	1
TOTALS	7	20.6	6	27	79.4	11	-	34

NOTE: A motorcyclist can be involved in a crash and escape Injury or Death.
For movement classification see note 9(a).
For area classification see note 11.

Table 35

**Crashes Involving Motorcyclists by Time of Day and Day of Week
Year ended 31 December 2004**

Time of Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Totals
Midnight to 12.59am	- (-)	- (-)	- (-)	2 (-)	3 (-)	1 (1)	2 (-)	8 (1)
1am to 1.59am	- (-)	1 (-)	- (-)	- (-)	1 (-)	1 (1)	2 (-)	5 (1)
2am to 2.59am	- (-)	2 (-)	- (-)	- (-)	- (1)	2 (-)	- (-)	4 (1)
3am to 3.59am	- (-)	- (-)	- (-)	- (-)	1 (-)	3 (-)	1 (1)	5 (1)
4am to 4.59am	- (-)	2 (-)	- (-)	- (-)	1 (-)	- (-)	- (-)	3 (-)
5am to 5.59am	- (-)	- (-)	- (-)	- (-)	1 (-)	1 (-)	2 (1)	4 (1)
6am to 6.59am	3 (-)	2 (-)	2 (-)	3 (1)	3 (-)	- (-)	- (-)	13 (1)
7am to 7.59am	5 (-)	6 (2)	4 (1)	6 (-)	6 (-)	- (-)	- (-)	27 (3)
8am to 8.59am	4 (-)	9 (-)	10 (-)	6 (-)	9 (-)	2 (1)	- (-)	40 (1)
9am to 9.59am	3 (-)	2 (-)	4 (-)	1 (-)	4 (-)	3 (-)	6 (-)	23 (-)
10am to 10.59am	2 (-)	4 (1)	3 (-)	2 (-)	5 (-)	8 (-)	6 (-)	30 (1)
11am to 11.59am	- (-)	2 (-)	2 (-)	3 (1)	1 (-)	10 (-)	13 (1)	31 (2)
noon to 12.59pm	2 (-)	5 (-)	2 (-)	11 (-)	4 (-)	6 (-)	8 (-)	38 (-)
1pm to 1.59pm	3 (-)	2 (-)	5 (-)	5 (1)	15 (-)	11 (1)	11 (1)	52 (3)
2pm to 2.59pm	5 (1)	4 (-)	4 (-)	8 (2)	5 (1)	12 (-)	17 (1)	55 (5)
3pm to 3.59pm	7 (-)	3 (-)	13 (-)	8 (-)	13 (-)	10 (-)	13 (-)	67 (-)
4pm to 4.59pm	10 (-)	7 (-)	6 (-)	6 (-)	11 (1)	8 (-)	10 (-)	58 (1)
5pm to 5.59pm	4 (-)	7 (-)	13 (-)	10 (2)	17 (-)	9 (1)	8 (-)	68 (3)
6pm to 6.59pm	9 (-)	6 (-)	7 (-)	3 (-)	15 (1)	9 (1)	7 (-)	56 (2)
7pm to 7.59pm	2 (-)	3 (1)	4 (-)	3 (-)	7 (-)	1 (-)	5 (-)	25 (1)
8pm to 8.59pm	1 (-)	1 (-)	3 (-)	3 (-)	7 (-)	3 (2)	3 (-)	21 (2)
9pm to 9.59pm	4 (-)	1 (-)	1 (1)	2 (-)	8 (-)	2 (-)	3 (1)	21 (2)
10pm to 10.59pm	3 (-)	1 (-)	- (-)	1 (-)	1 (2)	1 (-)	- (-)	7 (2)
11pm to 11.59pm	- (-)	- (-)	- (-)	- (-)	2 (-)	3 (-)	- (-)	5 (-)
Unknown time	- (-)	2 (-)	2 (-)	- (-)	2 (-)	4 (-)	2 (-)	12 (-)
TOTALS	67 (1)	72 (4)	85 (2)	83 (7)	14 (6)	11 (8)	11 (6)	67 (3)
					2	0	9	8

Figure 21
Motorcycle Casualties by Time of Day
and Day of Week

