SECTION 2: CASUALTIES AND CRASHES
### TABLE 5: AGE AND SEX OF ROAD USERS KILLED AND INJURED YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>Age group years</th>
<th>Females</th>
<th>Males</th>
<th>Unknown</th>
<th>Total casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 5</td>
<td>67 (6)</td>
<td>90 (4)</td>
<td>2 (-)</td>
<td>159 (10)</td>
</tr>
<tr>
<td>5 to 9</td>
<td>125 (1)</td>
<td>194 (3)</td>
<td>2 (-)</td>
<td>321 (4)</td>
</tr>
<tr>
<td>10 to 14</td>
<td>229 (3)</td>
<td>290 (6)</td>
<td>3 (-)</td>
<td>522 (9)</td>
</tr>
<tr>
<td>15 to 19</td>
<td>1121 (21)</td>
<td>1628 (35)</td>
<td>2 (-)</td>
<td>2751 (56)</td>
</tr>
<tr>
<td>20 to 24</td>
<td>893 (15)</td>
<td>1299 (46)</td>
<td>3 (-)</td>
<td>2195 (61)</td>
</tr>
<tr>
<td>25 to 29</td>
<td>555 (9)</td>
<td>787 (26)</td>
<td>- (-)</td>
<td>1342 (35)</td>
</tr>
<tr>
<td>30 to 34</td>
<td>474 (6)</td>
<td>577 (20)</td>
<td>1 (-)</td>
<td>1052 (26)</td>
</tr>
<tr>
<td>35 to 39</td>
<td>478 (6)</td>
<td>628 (14)</td>
<td>1 (-)</td>
<td>1107 (20)</td>
</tr>
<tr>
<td>40 to 44</td>
<td>457 (6)</td>
<td>641 (12)</td>
<td>- (-)</td>
<td>1098 (18)</td>
</tr>
<tr>
<td>45 to 49</td>
<td>425 (6)</td>
<td>545 (14)</td>
<td>2 (-)</td>
<td>972 (20)</td>
</tr>
<tr>
<td>50 to 54</td>
<td>377 (5)</td>
<td>462 (12)</td>
<td>- (-)</td>
<td>839 (17)</td>
</tr>
<tr>
<td>55 to 59</td>
<td>291 (5)</td>
<td>332 (13)</td>
<td>1 (-)</td>
<td>624 (18)</td>
</tr>
<tr>
<td>60 to 64</td>
<td>221 (7)</td>
<td>254 (10)</td>
<td>- (-)</td>
<td>475 (17)</td>
</tr>
<tr>
<td>65 to 69</td>
<td>160 (5)</td>
<td>172 (7)</td>
<td>- (-)</td>
<td>352 (12)</td>
</tr>
<tr>
<td>70 to 74</td>
<td>137 (1)</td>
<td>148 (7)</td>
<td>- (-)</td>
<td>285 (8)</td>
</tr>
<tr>
<td>75 to 79</td>
<td>125 (9)</td>
<td>118 (5)</td>
<td>- (-)</td>
<td>243 (14)</td>
</tr>
<tr>
<td>80 and over</td>
<td>165 (8)</td>
<td>138 (8)</td>
<td>- (-)</td>
<td>303 (16)</td>
</tr>
<tr>
<td>Unknown age</td>
<td>212 (2)</td>
<td>287 (3)</td>
<td>55 (-)</td>
<td>554 (5)</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>6512 (121)</td>
<td>8590 (245)</td>
<td>72 (-)</td>
<td>15174 (366)</td>
</tr>
</tbody>
</table>

**NOTE:** The figures in brackets are the numbers killed and are not included in the adjacent totals.

### TABLE 6: AGE AND TYPES OF ROAD USERS KILLED AND INJURED YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>Age group years</th>
<th>Drivers</th>
<th>Passengers</th>
<th>Motor Cycle Drivers</th>
<th>Motor Cycle Pillions</th>
<th>Pedal Cyclists</th>
<th>Pedestrians</th>
<th>Other road users</th>
<th>Total casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 5</td>
<td>- (-)</td>
<td>125 (8)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (1)</td>
<td>30 (1)</td>
<td>1 (-)</td>
<td>159 (10)</td>
</tr>
<tr>
<td>5 to 9</td>
<td>- (-)</td>
<td>211 (3)</td>
<td>2 (-)</td>
<td>1 (-)</td>
<td>26 (-)</td>
<td>76 (1)</td>
<td>5 (-)</td>
<td>321 (4)</td>
</tr>
<tr>
<td>10 to 14</td>
<td>19 (1)</td>
<td>249 (5)</td>
<td>14 (-)</td>
<td>13 (-)</td>
<td>116 (-)</td>
<td>108 (2)</td>
<td>3 (1)</td>
<td>522 (9)</td>
</tr>
<tr>
<td>15 to 19</td>
<td>1436 (19)</td>
<td>886 (27)</td>
<td>189 (7)</td>
<td>14 (-)</td>
<td>108 (1)</td>
<td>115 (2)</td>
<td>3 (-)</td>
<td>2751 (56)</td>
</tr>
<tr>
<td>20 to 24</td>
<td>1316 (32)</td>
<td>511 (18)</td>
<td>211 (6)</td>
<td>8 (-)</td>
<td>63 (1)</td>
<td>82 (4)</td>
<td>4 (-)</td>
<td>2195 (56)</td>
</tr>
<tr>
<td>25 to 29</td>
<td>852 (16)</td>
<td>239 (11)</td>
<td>122 (6)</td>
<td>6 (-)</td>
<td>68 (-)</td>
<td>55 (2)</td>
<td>- (-)</td>
<td>1342 (35)</td>
</tr>
<tr>
<td>30 to 34</td>
<td>689 (14)</td>
<td>129 (5)</td>
<td>115 (4)</td>
<td>5 (-)</td>
<td>67 (1)</td>
<td>46 (2)</td>
<td>1 (-)</td>
<td>1052 (26)</td>
</tr>
<tr>
<td>35 to 39</td>
<td>725 (8)</td>
<td>123 (5)</td>
<td>138 (4)</td>
<td>10 (1)</td>
<td>70 (1)</td>
<td>40 (2)</td>
<td>1 (-)</td>
<td>1107 (20)</td>
</tr>
<tr>
<td>40 to 44</td>
<td>689 (12)</td>
<td>115 (-)</td>
<td>132 (4)</td>
<td>3 (-)</td>
<td>104 (-)</td>
<td>54 (2)</td>
<td>1 (-)</td>
<td>1098 (18)</td>
</tr>
<tr>
<td>45 to 49</td>
<td>628 (11)</td>
<td>79 (2)</td>
<td>141 (4)</td>
<td>9 (-)</td>
<td>71 (2)</td>
<td>42 (1)</td>
<td>- (-)</td>
<td>972 (20)</td>
</tr>
<tr>
<td>50 to 54</td>
<td>558 (10)</td>
<td>77 (-)</td>
<td>102 (5)</td>
<td>5 (-)</td>
<td>59 (-)</td>
<td>38 (2)</td>
<td>- (-)</td>
<td>839 (17)</td>
</tr>
<tr>
<td>55 to 59</td>
<td>415 (9)</td>
<td>79 (3)</td>
<td>64 (3)</td>
<td>3 (-)</td>
<td>41 (1)</td>
<td>21 (2)</td>
<td>1 (-)</td>
<td>624 (18)</td>
</tr>
<tr>
<td>60 to 64</td>
<td>621 (5)</td>
<td>62 (9)</td>
<td>31 (-)</td>
<td>3 (-)</td>
<td>30 (2)</td>
<td>26 (1)</td>
<td>2 (-)</td>
<td>475 (17)</td>
</tr>
<tr>
<td>65 to 69</td>
<td>222 (8)</td>
<td>47 (-)</td>
<td>17 (3)</td>
<td>1 (-)</td>
<td>11 (1)</td>
<td>33 (-)</td>
<td>1 (-)</td>
<td>332 (12)</td>
</tr>
<tr>
<td>70 to 74</td>
<td>189 (1)</td>
<td>53 (2)</td>
<td>6 (1)</td>
<td>- (-)</td>
<td>9 (1)</td>
<td>23 (3)</td>
<td>5 (-)</td>
<td>285 (8)</td>
</tr>
<tr>
<td>75 to 79</td>
<td>171 (6)</td>
<td>34 (4)</td>
<td>5 (-)</td>
<td>- (-)</td>
<td>3 (1)</td>
<td>29 (3)</td>
<td>1 (1)</td>
<td>243 (14)</td>
</tr>
<tr>
<td>80 and over</td>
<td>204 (7)</td>
<td>54 (2)</td>
<td>1 (1)</td>
<td>- (-)</td>
<td>2 (1)</td>
<td>31 (1)</td>
<td>11 (5)</td>
<td>303 (16)</td>
</tr>
<tr>
<td>Unknown age</td>
<td>102 (4)</td>
<td>292 (1)</td>
<td>22 (-)</td>
<td>1 (-)</td>
<td>44 (-)</td>
<td>90 (-)</td>
<td>3 (-)</td>
<td>554 (5)</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>8536 (163)</td>
<td>3365 (105)</td>
<td>1314 (48)</td>
<td>82 (2)</td>
<td>895 (10)</td>
<td>939 (31)</td>
<td>43 (7)</td>
<td>15174 (366)</td>
</tr>
</tbody>
</table>

**NOTE:** The figures in brackets are the numbers killed and are not included in the adjacent totals. (1) includes unknown.
FIGURE 7: PERCENTAGE OF ROAD DEATHS BY AGE AND SEX

FIGURE 8: PERCENTAGE OF ROAD INJURIES BY AGE AND SEX
FIGURE 9: PERCENTAGE OF ROAD DEATHS BY AGE AND ROAD USER TYPE

- **Drivers**
- **Passengers**
- **Motorcyclists**
- **Pedestrians**
- **Cyclists**

The chart shows the percentage of road deaths by age and road user type. Each category (drivers, passengers, motorcyclists, pedestrians, and cyclists) has a separate bar graph, with age groups ranging from 0-4 to 80+ years. The y-axis represents the percent of deaths, while the x-axis shows age groups. The data illustrates the distribution of fatalities across different age groups and road user types, highlighting the most vulnerable populations and age groups in road crashes.
FIGURE 10: PERCENTAGE OF ROAD INJURIES BY AGE AND ROAD USER TYPE

Percent of injuries

- Drivers
- Passengers
- Motorcyclists
- Pedestrians
- Cyclists

Age:
- 0-4
- 5-9
- 10-14
- 15-19
- 20-24
- 25-29
- 30-34
- 35-39
- 40-44
- 45-49
- 50-54
- 55-59
- 60-64
- 65-69
- 70-74
- 75-79
- 80+

Casualties and crashes.
TABLE 7: TYPE OF ROAD USER KILLED AND INJURED YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>Type of road user</th>
<th>Killed</th>
<th>Serious Injury</th>
<th>Minor Injury</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DRIVERS OF:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car</td>
<td>128</td>
<td>813</td>
<td>5882</td>
<td>6823</td>
</tr>
<tr>
<td>Taxi</td>
<td>-</td>
<td>5</td>
<td>30</td>
<td>35</td>
</tr>
<tr>
<td>SUV</td>
<td>19</td>
<td>82</td>
<td>696</td>
<td>797</td>
</tr>
<tr>
<td>Van</td>
<td>10</td>
<td>107</td>
<td>570</td>
<td>687</td>
</tr>
<tr>
<td>Truck</td>
<td>5</td>
<td>52</td>
<td>250</td>
<td>307</td>
</tr>
<tr>
<td>Bus</td>
<td>-</td>
<td>4</td>
<td>24</td>
<td>28</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>48</td>
<td>430</td>
<td>884</td>
<td>1362</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>6</td>
<td>15</td>
<td>22</td>
</tr>
<tr>
<td>Unknown</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>211</td>
<td>1499</td>
<td>8351</td>
<td>10061</td>
</tr>
<tr>
<td><strong>PASSENGERS FROM:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car</td>
<td>82</td>
<td>397</td>
<td>2077</td>
<td>2556</td>
</tr>
<tr>
<td>Taxi</td>
<td>-</td>
<td>-</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>SUV</td>
<td>10</td>
<td>61</td>
<td>304</td>
<td>375</td>
</tr>
<tr>
<td>Van</td>
<td>9</td>
<td>72</td>
<td>319</td>
<td>400</td>
</tr>
<tr>
<td>Truck</td>
<td>2</td>
<td>11</td>
<td>60</td>
<td>73</td>
</tr>
<tr>
<td>Bus</td>
<td>1</td>
<td>6</td>
<td>40</td>
<td>47</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>2</td>
<td>26</td>
<td>56</td>
<td>84</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>2</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>Unknown</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>107</td>
<td>525</td>
<td>2875</td>
<td>3557</td>
</tr>
<tr>
<td><strong>OTHER ROAD USERS:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedal Cyclists</td>
<td>10</td>
<td>185</td>
<td>707</td>
<td>902</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>31</td>
<td>261</td>
<td>678</td>
<td>970</td>
</tr>
<tr>
<td>Other &amp; Unknown</td>
<td>7</td>
<td>11</td>
<td>32</td>
<td>50</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>48</td>
<td>457</td>
<td>1417</td>
<td>1922</td>
</tr>
<tr>
<td><strong>TOTAL ALL CASUALTIES</strong></td>
<td>366</td>
<td>2531</td>
<td>12643</td>
<td>15540</td>
</tr>
</tbody>
</table>

FIGURE 11: TYPE OF ROAD USER KILLED AND INJURED

Percent of deaths

- Driver: 44.5%
- Passenger: 28.7%
- Motorcyclist: 13.7%
- Pedestrian: 8.5%
- Cyclist: 2.7%

Percent of injuries

- Driver: 56.3%
- Passenger: 22.2%
- Motorcyclist: 9.2%
- Pedestrian: 6.2%
- Cyclist: 5.9%
TABLE 8: TYPE OF ROAD USERS KILLED AND INJURED IN EACH SPEED LIMIT AREA DURING DAYLIGHT AND DARKNESS YEAR ENDED 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>ROAD USER</th>
<th>50 KM/H OR LESS</th>
<th>60 - 70 KM/H</th>
<th>80 - 100 KM/H</th>
<th>UNKNOWN SPEED LIMIT LIGHT</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Day</td>
<td>Dark</td>
<td>Day</td>
<td>Dark</td>
<td>Day</td>
</tr>
<tr>
<td><strong>DRivers Of:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car</td>
<td>2241 (7)</td>
<td>1178 (10)</td>
<td>300 (3)</td>
<td>151 (5)</td>
<td>1838 (58)</td>
</tr>
<tr>
<td>Taxi</td>
<td>12 (1)</td>
<td>14 (2)</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>5 (-)</td>
</tr>
<tr>
<td>SUV</td>
<td>181 (-)</td>
<td>90 (-)</td>
<td>20 (-)</td>
<td>17 (-)</td>
<td>335 (8)</td>
</tr>
<tr>
<td>Van</td>
<td>168 (-)</td>
<td>77 (1)</td>
<td>32 (-)</td>
<td>11 (-)</td>
<td>258 (7)</td>
</tr>
<tr>
<td>Truck</td>
<td>50 (-)</td>
<td>7 (-)</td>
<td>11 (-)</td>
<td>6 (-)</td>
<td>155 (4)</td>
</tr>
<tr>
<td>Bus</td>
<td>13 (-)</td>
<td>2 (-)</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>8 (-)</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>589 (5)</td>
<td>188 (6)</td>
<td>49 (1)</td>
<td>24 (1)</td>
<td>390 (29)</td>
</tr>
<tr>
<td>Other</td>
<td>6 (1)</td>
<td>3 (-)</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>8 (-)</td>
</tr>
<tr>
<td>Unknown</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>3260 (13)</td>
<td>1559 (17)</td>
<td>419 (4)</td>
<td>209 (6)</td>
<td>2997 (106)</td>
</tr>
<tr>
<td><strong>Passengers From:</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car</td>
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<td>477 (11)</td>
<td>95 (1)</td>
<td>91 (3)</td>
<td>761 (34)</td>
</tr>
<tr>
<td>Taxi</td>
<td>3 (-)</td>
<td>5 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>4 (-)</td>
</tr>
<tr>
<td>SUV</td>
<td>49 (-)</td>
<td>52 (-)</td>
<td>10 (-)</td>
<td>12 (-)</td>
<td>173 (4)</td>
</tr>
<tr>
<td>Van</td>
<td>65 (1)</td>
<td>46 (1)</td>
<td>30 (-)</td>
<td>7 (-)</td>
<td>170 (2)</td>
</tr>
<tr>
<td>Truck</td>
<td>8 (-)</td>
<td>3 (-)</td>
<td>3 (-)</td>
<td>1 (-)</td>
<td>41 (1)</td>
</tr>
<tr>
<td>Bus</td>
<td>15 (-)</td>
<td>- (-)</td>
<td>8 (-)</td>
<td>1 (-)</td>
<td>16 (1)</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>20 (1)</td>
<td>9 (-)</td>
<td>1 (-)</td>
<td>3 (-)</td>
<td>44 (1)</td>
</tr>
<tr>
<td>Other</td>
<td>5 (1)</td>
<td>1 (-)</td>
<td>1 (-)</td>
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<td>1 (-)</td>
</tr>
<tr>
<td>Unknown</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>790 (5)</td>
<td>593 (12)</td>
<td>148 (1)</td>
<td>115 (3)</td>
<td>1210 (43)</td>
</tr>
<tr>
<td><strong>Other Road Users:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedal Cyclists</td>
<td>650 (4)</td>
<td>120 (1)</td>
<td>33 (-)</td>
<td>8 (-)</td>
<td>74 (4)</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>634 (7)</td>
<td>236 (8)</td>
<td>20 (4)</td>
<td>10 (1)</td>
<td>29 (3)</td>
</tr>
<tr>
<td>Other &amp; Unknown</td>
<td>37 (5)</td>
<td>6 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>1321 (16)</td>
<td>362 (10)</td>
<td>53 (4)</td>
<td>18 (1)</td>
<td>103 (8)</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>5371 (34)</td>
<td>2514 (39)</td>
<td>620 (9)</td>
<td>342 (10)</td>
<td>4310 (157)</td>
</tr>
</tbody>
</table>

**NOTE:** The figures in brackets are numbers killed and are not included in the adjacent totals.
### TABLE 9: MOVEMENT CLASSIFICATION OF CRASHES AND NUMBER OF CASUALTIES

**YEAR ENDING 31 DECEMBER 2008**

<table>
<thead>
<tr>
<th>Movement classification</th>
<th>Number of crashes</th>
<th>Number of casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Injury</strong></td>
<td><strong>Fatal</strong></td>
<td><strong>Killed</strong></td>
</tr>
<tr>
<td>Overtaking or lane change</td>
<td>402</td>
<td>12</td>
</tr>
<tr>
<td>Head on (not overtaking)</td>
<td>630</td>
<td>74</td>
</tr>
<tr>
<td><strong>LOSS CONTROL OR OFF ROAD:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On straight</td>
<td>1246</td>
<td>47</td>
</tr>
<tr>
<td>While cornering</td>
<td>2610</td>
<td>107</td>
</tr>
<tr>
<td>Collision with obstruction</td>
<td>442</td>
<td>4</td>
</tr>
<tr>
<td>Rear end</td>
<td>1213</td>
<td>6</td>
</tr>
<tr>
<td><strong>INTERSECTIONS OR DRIVEWAYS:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turning versus same direction</td>
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<td>1</td>
</tr>
<tr>
<td>Crossing no turns</td>
<td>792</td>
<td>12</td>
</tr>
<tr>
<td>Crossing vehicle turning</td>
<td>794</td>
<td>11</td>
</tr>
<tr>
<td>Vehicles merging</td>
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<td>2</td>
</tr>
<tr>
<td>Right turn against</td>
<td>865</td>
<td>10</td>
</tr>
<tr>
<td>Loss control or off road on straight</td>
<td>1246</td>
<td>47</td>
</tr>
<tr>
<td>Vehicle manoeuvring</td>
<td>533</td>
<td>3</td>
</tr>
<tr>
<td>Pedestrian crossing road</td>
<td>727</td>
<td>20</td>
</tr>
<tr>
<td>Pedestrian other</td>
<td>132</td>
<td>14</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>92</td>
<td>8</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>11316</td>
<td>331</td>
</tr>
</tbody>
</table>

### FIGURE 12: MOVEMENT CLASSIFICATION OF CRASHES
### TABLE 10: CASUALTIES AND CRASHES EACH MONTH YEAR ENDED 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>Month</th>
<th>Driver</th>
<th>Passenger</th>
<th>Motorcyclist (1)</th>
<th>Pedestrian</th>
<th>Pedal cyclist</th>
<th>Other (2)</th>
<th>Totals</th>
<th>Number</th>
<th>Daily average</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>700 (12)</td>
<td>378 (11)</td>
<td>124 (5)</td>
<td>58 (4)</td>
<td>61 (2)</td>
<td>6 (1)</td>
<td>1327 (35)</td>
<td>907 (34)</td>
<td>29</td>
</tr>
<tr>
<td>February</td>
<td>765 (18)</td>
<td>313 (15)</td>
<td>146 (5)</td>
<td>91 (4)</td>
<td>106 (2)</td>
<td>7 (1)</td>
<td>1428 (41)</td>
<td>1054 (35)</td>
<td>36</td>
</tr>
<tr>
<td>March</td>
<td>732 (16)</td>
<td>312 (13)</td>
<td>127 (3)</td>
<td>76 (-)</td>
<td>109 (-)</td>
<td>2 (-)</td>
<td>1358 (32)</td>
<td>1024 (26)</td>
<td>33</td>
</tr>
<tr>
<td>April</td>
<td>731 (15)</td>
<td>285 (6)</td>
<td>138 (2)</td>
<td>80 (3)</td>
<td>86 (-)</td>
<td>1 (2)</td>
<td>1321 (28)</td>
<td>1012 (27)</td>
<td>34</td>
</tr>
<tr>
<td>May</td>
<td>764 (11)</td>
<td>272 (10)</td>
<td>115 (5)</td>
<td>105 (5)</td>
<td>82 (-)</td>
<td>1 (1)</td>
<td>1339 (32)</td>
<td>1005 (30)</td>
<td>34</td>
</tr>
<tr>
<td>June</td>
<td>659 (15)</td>
<td>243 (7)</td>
<td>94 (2)</td>
<td>89 (3)</td>
<td>82 (2)</td>
<td>2 (-)</td>
<td>1169 (29)</td>
<td>898 (26)</td>
<td>29</td>
</tr>
<tr>
<td>July</td>
<td>713 (10)</td>
<td>263 (6)</td>
<td>74 (2)</td>
<td>79 (3)</td>
<td>50 (-)</td>
<td>3 (-)</td>
<td>1182 (21)</td>
<td>884 (21)</td>
<td>29</td>
</tr>
<tr>
<td>August</td>
<td>663 (10)</td>
<td>211 (5)</td>
<td>108 (5)</td>
<td>94 (-)</td>
<td>71 (3)</td>
<td>6 (-)</td>
<td>1153 (23)</td>
<td>895 (19)</td>
<td>29</td>
</tr>
<tr>
<td>September</td>
<td>600 (9)</td>
<td>226 (9)</td>
<td>104 (4)</td>
<td>69 (1)</td>
<td>48 (1)</td>
<td>3 (-)</td>
<td>1050 (24)</td>
<td>798 (21)</td>
<td>27</td>
</tr>
<tr>
<td>October</td>
<td>706 (11)</td>
<td>271 (6)</td>
<td>109 (4)</td>
<td>75 (3)</td>
<td>73 (1)</td>
<td>3 (1)</td>
<td>1237 (26)</td>
<td>913 (22)</td>
<td>29</td>
</tr>
<tr>
<td>November</td>
<td>712 (10)</td>
<td>293 (6)</td>
<td>121 (8)</td>
<td>59 (1)</td>
<td>72 (1)</td>
<td>6 (-)</td>
<td>1263 (26)</td>
<td>944 (26)</td>
<td>31</td>
</tr>
<tr>
<td>December</td>
<td>791 (26)</td>
<td>298 (11)</td>
<td>136 (7)</td>
<td>64 (4)</td>
<td>55 (-)</td>
<td>3 (1)</td>
<td>1347 (49)</td>
<td>982 (44)</td>
<td>32</td>
</tr>
<tr>
<td>TOTALS</td>
<td>8536 (163)</td>
<td>3365 (105)</td>
<td>1396 (50)</td>
<td>939 (31)</td>
<td>855 (10)</td>
<td>43 (7)</td>
<td>15174 (366)</td>
<td>11316 (331)</td>
<td>31</td>
</tr>
</tbody>
</table>

**NOTES:** The figures in brackets are numbers killed or the number of fatal crashes and are not included in the adjacent totals.
(1) Includes pillion passengers
(2) Includes unknown road user types.

### FIGURE 13: PERCENTAGE OF ROAD INJURIES BY MONTH AND TYPE OF ROAD USER

![Percentage of Road Injuries by Month and Type of Road User](image-url)
**Figure 14: Crash Movement Classification Diagram**

<table>
<thead>
<tr>
<th>Type</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>O</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>OVERTAKING AND SAME CHANGE</td>
<td>head on</td>
<td>cutting in or changing lane to left</td>
<td>lost control or vehicle</td>
<td>side road</td>
<td>lost control on straight</td>
<td>lost control on curve</td>
<td>other</td>
</tr>
<tr>
<td>B</td>
<td>HEAD ON</td>
<td>on straight</td>
<td>cutting curver</td>
<td>moving wine</td>
<td>lost control or vehicle</td>
<td>lost control on straight</td>
<td>lost control on curve</td>
<td>other</td>
</tr>
<tr>
<td>C</td>
<td>LOST CONTROL OR OFF ROAD (STRAIGHT ROADS)</td>
<td>out of control on roadway</td>
<td>off roadway to left</td>
<td>off roadway to right</td>
<td>lost control turning right</td>
<td>lost control turning left</td>
<td>other</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>CORNERING</td>
<td>lost control turning right</td>
<td>lost control turning left</td>
<td>opposite</td>
<td>other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>COLLISION WITH OBSTRUCTION</td>
<td>parked vehicle</td>
<td>crash or barrier down</td>
<td>vehicle</td>
<td>worker vehicle</td>
<td>opening doors</td>
<td>other</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td>REAR END</td>
<td>slaler vehicle</td>
<td>cross traffic</td>
<td>pedestrian</td>
<td>q-sig</td>
<td>other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G</td>
<td>TURNING VERSUS SAME DIRECTION</td>
<td>that of left turning vehicle</td>
<td>left turn side side swipe</td>
<td>turning from left side</td>
<td>other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H</td>
<td>CROSSING (NO TURNS)</td>
<td>right angle (90° to left)</td>
<td>other</td>
<td>other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J</td>
<td>CROSSING (VEHICLE TURNING)</td>
<td>right turn right side</td>
<td>other</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K</td>
<td>MERGING</td>
<td>left turn in</td>
<td>right turn in</td>
<td>other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L</td>
<td>RIGHT TURN AGAINST</td>
<td>stopped waiting to turn</td>
<td>making turn</td>
<td>other</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>M</td>
<td>MANOEUVRING</td>
<td>&quot;U&quot; turn</td>
<td>&quot;U&quot; turn</td>
<td>other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N</td>
<td>PEDESTRIANS CROSSING ROAD</td>
<td>left side</td>
<td>right side</td>
<td>other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P</td>
<td>PEDESTRIANS OTHER</td>
<td>walking with traffic</td>
<td>walking facing traffic</td>
<td>other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>MISCELLANEOUS</td>
<td>fall from moving vehicle</td>
<td>fall from parked vehicle</td>
<td>train</td>
<td>other</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**Note:** * Movement applies for left and right hand bends, curves or turns.
### TABLE 11: CRASHES CLASSIFIED BY TYPE OF MOVEMENT

<table>
<thead>
<tr>
<th>TYPE</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>O</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Overtaking or lane change</td>
<td>114</td>
<td>36</td>
<td>105</td>
<td>86</td>
<td>3</td>
<td>24</td>
<td>4</td>
<td>42</td>
<td>414</td>
</tr>
<tr>
<td>B Head on – not overtaking</td>
<td>111</td>
<td>81</td>
<td>149</td>
<td>17</td>
<td>74</td>
<td>265</td>
<td>7</td>
<td>704</td>
<td></td>
</tr>
<tr>
<td>C Lost control – straight road</td>
<td>143</td>
<td>680</td>
<td>461</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1293</td>
</tr>
<tr>
<td>D Cornering</td>
<td>1495</td>
<td>1109</td>
<td>113</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2717</td>
</tr>
<tr>
<td>E Collision with obstruction</td>
<td>235</td>
<td>14</td>
<td>105</td>
<td>2</td>
<td>74</td>
<td></td>
<td>16</td>
<td></td>
<td>446</td>
</tr>
<tr>
<td>F Rear end collision</td>
<td>195</td>
<td>81</td>
<td>66</td>
<td>691</td>
<td>140</td>
<td>39</td>
<td>7</td>
<td></td>
<td>1219</td>
</tr>
<tr>
<td>G Turning versus same direction</td>
<td>53</td>
<td>74</td>
<td>70</td>
<td>258</td>
<td>95</td>
<td>16</td>
<td>13</td>
<td></td>
<td>579</td>
</tr>
<tr>
<td>H Crossing no turns</td>
<td>796</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>804</td>
</tr>
<tr>
<td>J Crossing, vehicle turning</td>
<td>763</td>
<td></td>
<td>24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>805</td>
</tr>
<tr>
<td>K Vehicles merging</td>
<td>149</td>
<td>95</td>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>262</td>
</tr>
<tr>
<td>L Right turn against</td>
<td>4</td>
<td>867</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>875</td>
</tr>
<tr>
<td>M Vehicle manoeuvring</td>
<td>52</td>
<td>44</td>
<td>224</td>
<td>55</td>
<td>8</td>
<td>14</td>
<td>14</td>
<td>125</td>
<td>536</td>
</tr>
<tr>
<td>N Pedestrian crossing road</td>
<td>338</td>
<td>201</td>
<td>38</td>
<td>48</td>
<td>13</td>
<td>62</td>
<td>33</td>
<td>14</td>
<td>747</td>
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<tr>
<td>P Pedestrian other</td>
<td>20</td>
<td>3</td>
<td>29</td>
<td>2</td>
<td>14</td>
<td>10</td>
<td>68</td>
<td></td>
<td>146</td>
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<tr>
<td>Q Miscellaneous</td>
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<td>30</td>
<td>9</td>
<td>13</td>
<td>1</td>
<td>4</td>
<td>27</td>
<td>10</td>
<td>100</td>
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</tbody>
</table>

**TOTAL CRASHES**: 11647

**NOTE**: See Figure 14 for a diagrammatic representation of this table.
### TABLE 12: MOVEMENT CLASSIFICATION OF CRASHES INVOLVING CARS, SUVS, VANS, TAXIS ETC

<table>
<thead>
<tr>
<th>TYPE</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>O</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overtaking or lane change</td>
<td>83</td>
<td>34</td>
<td>71</td>
<td>69</td>
<td>2</td>
<td>14</td>
<td>3</td>
<td>26</td>
<td>302</td>
</tr>
<tr>
<td>Head on – not overtaking</td>
<td>106</td>
<td>65</td>
<td>123</td>
<td>13</td>
<td>66</td>
<td>236</td>
<td>5</td>
<td>5</td>
<td>614</td>
</tr>
<tr>
<td>Lost control – straight road</td>
<td>79</td>
<td>610</td>
<td>430</td>
<td>57</td>
<td>5</td>
<td>1124</td>
<td>3</td>
<td>180</td>
<td></td>
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<tr>
<td>Corning</td>
<td>1220</td>
<td>939</td>
<td>100</td>
<td>20</td>
<td>197</td>
<td>2559</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collision with obstruction</td>
<td>199</td>
<td>13</td>
<td>68</td>
<td>2</td>
<td>7</td>
<td>297</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear end collision</td>
<td>162</td>
<td>72</td>
<td>54</td>
<td>124</td>
<td>30</td>
<td>1069</td>
<td>5</td>
<td>1098</td>
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<tr>
<td>Turning versus same direction</td>
<td>45</td>
<td>17</td>
<td>37</td>
<td>209</td>
<td>49</td>
<td>369</td>
<td>6</td>
<td>506</td>
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<tr>
<td>Crossing no turns</td>
<td>698</td>
<td>633</td>
<td></td>
<td></td>
<td>4</td>
<td>705</td>
<td>1</td>
<td>634</td>
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<tr>
<td>Crossing vehicle turning</td>
<td>530</td>
<td>79</td>
<td>13</td>
<td></td>
<td>4</td>
<td>553</td>
<td>15</td>
<td>737</td>
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<tr>
<td>Vehicles merging</td>
<td>61</td>
<td>73</td>
<td>12</td>
<td></td>
<td>3</td>
<td>149</td>
<td>4</td>
<td>225</td>
<td></td>
</tr>
<tr>
<td>Right turn against</td>
<td>1</td>
<td>569</td>
<td>4</td>
<td>800</td>
<td>1</td>
<td>571</td>
<td>3</td>
<td>807</td>
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</tr>
<tr>
<td>Vehicle manoeuvring</td>
<td>27</td>
<td>21</td>
<td>136</td>
<td>21</td>
<td>1</td>
<td>121</td>
<td>15</td>
<td>416</td>
<td></td>
</tr>
<tr>
<td>Pedestrian crossing road</td>
<td>304</td>
<td>191</td>
<td>32</td>
<td>4</td>
<td>13</td>
<td>681</td>
<td>5</td>
<td>681</td>
<td></td>
</tr>
<tr>
<td>Pedestrian other</td>
<td>19</td>
<td>1</td>
<td>28</td>
<td>2</td>
<td>11</td>
<td>128</td>
<td>1</td>
<td>4</td>
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<tr>
<td>Miscellaneous</td>
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<td>2</td>
<td>67</td>
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<td>14</td>
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</tr>
</tbody>
</table>

**NOTE:** See Figure 14 for a diagrammatic representation of this table. Top figure in each cell is the ‘KEY’ vehicle (DARK ARROW). Lower figure in each cell is the second vehicle. Third, fourth etc vehicles are not shown.
<table>
<thead>
<tr>
<th>TYPE</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>O</th>
<th>TOTAL</th>
</tr>
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<tr>
<td>A</td>
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<td>9</td>
<td>50</td>
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<td></td>
</tr>
<tr>
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<td>15</td>
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<td>4</td>
<td>3</td>
<td>6</td>
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<td></td>
</tr>
<tr>
<td>B</td>
<td>2</td>
<td>5</td>
<td>5</td>
<td>1</td>
<td>5</td>
<td>8</td>
<td>1</td>
<td>27</td>
<td>111</td>
</tr>
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**TOTAL CRASHES**: 668

**NOTE**: See Figure 14 for a diagrammatic representation of this table. Top Figure in each cell is the ‘KEY’ vehicle (DARK ARROW). Lower figure in each cell is the second vehicle. Third, fourth etc vehicles are not shown.
### TABLE 14: MOVEMENT CLASSIFICATION OF CRASHES INVOLVING MOTORCYCLES

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**TOTAL CRASHES**: 1168

**NOTE**: See Figure 14 for a diagrammatic representation of this table. Top figure in each cell is the ‘KEY’ vehicle (DARK ARROW). Lower figure in each cell is the second vehicle. Third, fourth etc vehicles are not shown.
### TABLE 15: MOVEMENT CLASSIFICATION OF CRASHES INVOLVING PEDAL CYCLES

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**NOTE:** See Figure 14 for a diagrammatic representation of this table. Top figure in each cell is the ‘KEY’ vehicle (DARK ARROW). Lower figure in each cell is the second vehicle. Third, fourth etc vehicles are not shown.
### TABLE 16: MOVEMENT CLASSIFICATION OF INJURY CRASHES ON OPEN AND URBAN ROADS
#### YEAR ENDING 31 DECEMBER 2008

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<tr>
<td>Pedestrian other</td>
<td>119</td>
<td>1.1</td>
<td>43</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>57</td>
<td>0.5</td>
<td>17</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>6991</td>
<td>61.8</td>
<td>2140</td>
</tr>
</tbody>
</table>

**NOTE:** Fatal crashes are not included in this table (see Table 17).

### TABLE 17: MOVEMENT CLASSIFICATION OF FATAL CRASHES ON OPEN AND URBAN ROADS
#### YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>Movement Classification</th>
<th>URBAN ROADS</th>
<th>OPEN ROADS</th>
<th>UNKNOWN AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of fatal crashes</td>
<td>As a % of all fatal crashes</td>
<td>Number during darkness</td>
</tr>
<tr>
<td>Overtaking or lane change</td>
<td>4</td>
<td>1.2</td>
<td>2</td>
</tr>
<tr>
<td>Head on (not overtaking)</td>
<td>5</td>
<td>1.5</td>
<td>3</td>
</tr>
<tr>
<td><strong>LOSS CONTROL OR OFF ROAD:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On straight</td>
<td>13</td>
<td>3.9</td>
<td>8</td>
</tr>
<tr>
<td>While cornering</td>
<td>18</td>
<td>5.4</td>
<td>12</td>
</tr>
<tr>
<td>Collision with obstruction</td>
<td>2</td>
<td>0.6</td>
<td>1</td>
</tr>
<tr>
<td>Rear end</td>
<td>1</td>
<td>0.3</td>
<td>1</td>
</tr>
<tr>
<td><strong>INTERSECTIONS OR DRIVEWAYS:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turning versus same direction</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Crossing no turns</td>
<td>8</td>
<td>2.4</td>
<td>3</td>
</tr>
<tr>
<td>Crossing vehicle turning</td>
<td>3</td>
<td>0.9</td>
<td>1</td>
</tr>
<tr>
<td>Vehicles merging</td>
<td>1</td>
<td>0.3</td>
<td>-</td>
</tr>
<tr>
<td>Right turn against</td>
<td>5</td>
<td>1.5</td>
<td>4</td>
</tr>
<tr>
<td>Vehicle manoeuvring</td>
<td>2</td>
<td>0.6</td>
<td>-</td>
</tr>
<tr>
<td>Pedestrian crossing road</td>
<td>16</td>
<td>4.8</td>
<td>5</td>
</tr>
<tr>
<td>Pedestrian other</td>
<td>7</td>
<td>2.1</td>
<td>4</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>3</td>
<td>0.9</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>88</td>
<td>26.6</td>
<td>45</td>
</tr>
</tbody>
</table>

**NOTES:** For movement classification see Note 9 (a).
For area classification see Note 11.
TABLE 18: INJURY CRASHES BY TIME OF DAY AND DAY OF WEEK YEAR ENDED 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
<th>Sunday</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midnight to 12.59am</td>
<td>16</td>
<td>12</td>
<td>18</td>
<td>25</td>
<td>40</td>
<td>64</td>
<td>66</td>
<td>241</td>
</tr>
<tr>
<td>1am to 1.59am</td>
<td>7</td>
<td>14</td>
<td>16</td>
<td>20</td>
<td>25</td>
<td>60</td>
<td>60</td>
<td>202</td>
</tr>
<tr>
<td>2am to 2.59am</td>
<td>17</td>
<td>13</td>
<td>11</td>
<td>13</td>
<td>29</td>
<td>53</td>
<td>58</td>
<td>194</td>
</tr>
<tr>
<td>3am to 3.59am</td>
<td>6</td>
<td>9</td>
<td>6</td>
<td>16</td>
<td>17</td>
<td>41</td>
<td>54</td>
<td>149</td>
</tr>
<tr>
<td>4am to 4.59am</td>
<td>5</td>
<td>13</td>
<td>11</td>
<td>17</td>
<td>19</td>
<td>45</td>
<td>45</td>
<td>146</td>
</tr>
<tr>
<td>5am to 5.59am</td>
<td>12</td>
<td>22</td>
<td>19</td>
<td>16</td>
<td>16</td>
<td>25</td>
<td>43</td>
<td>153</td>
</tr>
<tr>
<td>6am to 6.59am</td>
<td>44</td>
<td>54</td>
<td>38</td>
<td>34</td>
<td>33</td>
<td>34</td>
<td>36</td>
<td>273</td>
</tr>
<tr>
<td>7am to 7.59am</td>
<td>78</td>
<td>87</td>
<td>108</td>
<td>82</td>
<td>62</td>
<td>31</td>
<td>40</td>
<td>488</td>
</tr>
<tr>
<td>8am to 8.59am</td>
<td>140</td>
<td>150</td>
<td>142</td>
<td>164</td>
<td>117</td>
<td>60</td>
<td>44</td>
<td>817</td>
</tr>
<tr>
<td>9am to 9.59am</td>
<td>57</td>
<td>86</td>
<td>71</td>
<td>81</td>
<td>72</td>
<td>70</td>
<td>46</td>
<td>483</td>
</tr>
<tr>
<td>10am to 10.59am</td>
<td>63</td>
<td>72</td>
<td>63</td>
<td>72</td>
<td>72</td>
<td>88</td>
<td>66</td>
<td>496</td>
</tr>
<tr>
<td>11am to 11.59am</td>
<td>77</td>
<td>73</td>
<td>83</td>
<td>74</td>
<td>87</td>
<td>101</td>
<td>81</td>
<td>576</td>
</tr>
<tr>
<td>Noon to 12.59am</td>
<td>81</td>
<td>75</td>
<td>81</td>
<td>86</td>
<td>90</td>
<td>121</td>
<td>86</td>
<td>620</td>
</tr>
<tr>
<td>1pm to 1.59pm</td>
<td>82</td>
<td>83</td>
<td>60</td>
<td>85</td>
<td>89</td>
<td>113</td>
<td>86</td>
<td>598</td>
</tr>
<tr>
<td>2pm to 2.59pm</td>
<td>82</td>
<td>83</td>
<td>95</td>
<td>97</td>
<td>114</td>
<td>118</td>
<td>98</td>
<td>687</td>
</tr>
<tr>
<td>3pm to 3.59pm</td>
<td>128</td>
<td>165</td>
<td>139</td>
<td>137</td>
<td>154</td>
<td>98</td>
<td>112</td>
<td>933</td>
</tr>
<tr>
<td>4pm to 4.59pm</td>
<td>120</td>
<td>109</td>
<td>125</td>
<td>132</td>
<td>142</td>
<td>105</td>
<td>93</td>
<td>826</td>
</tr>
<tr>
<td>5pm to 5.59pm</td>
<td>135</td>
<td>153</td>
<td>173</td>
<td>148</td>
<td>139</td>
<td>101</td>
<td>94</td>
<td>943</td>
</tr>
<tr>
<td>6pm to 6.59pm</td>
<td>66</td>
<td>98</td>
<td>87</td>
<td>109</td>
<td>133</td>
<td>90</td>
<td>67</td>
<td>650</td>
</tr>
<tr>
<td>7pm to 7.59pm</td>
<td>61</td>
<td>57</td>
<td>77</td>
<td>67</td>
<td>73</td>
<td>61</td>
<td>59</td>
<td>455</td>
</tr>
<tr>
<td>8pm to 8.59pm</td>
<td>35</td>
<td>48</td>
<td>49</td>
<td>54</td>
<td>78</td>
<td>56</td>
<td>47</td>
<td>367</td>
</tr>
<tr>
<td>9pm to 9.59pm</td>
<td>25</td>
<td>49</td>
<td>54</td>
<td>48</td>
<td>70</td>
<td>62</td>
<td>43</td>
<td>351</td>
</tr>
<tr>
<td>10pm to 10.59pm</td>
<td>18</td>
<td>35</td>
<td>49</td>
<td>60</td>
<td>66</td>
<td>79</td>
<td>30</td>
<td>337</td>
</tr>
<tr>
<td>11pm to 11.59pm</td>
<td>25</td>
<td>28</td>
<td>37</td>
<td>29</td>
<td>66</td>
<td>69</td>
<td>10</td>
<td>264</td>
</tr>
<tr>
<td>Unknown time</td>
<td>5</td>
<td>11</td>
<td>6</td>
<td>7</td>
<td>15</td>
<td>13</td>
<td>10</td>
<td>67</td>
</tr>
<tr>
<td>TOTALS</td>
<td>1385</td>
<td>1599</td>
<td>1616</td>
<td>1675</td>
<td>1818</td>
<td>1758</td>
<td>1465</td>
<td>11316</td>
</tr>
</tbody>
</table>

NOTE: Fatal crashes are not included in this table (see Table 19).

FIGURE 15: INJURY CRASHES BY TIME OF DAY AND DAY OF WEEK

![Graph showing injury crashes by time of day and day of week](image-url)
**TABLE 19: FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK YEAR ENDED 31 DECEMBER 2008**

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
<th>Sunday</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midnight to 12.59am</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>6</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>1am to 1.59am</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>11</td>
</tr>
<tr>
<td>2am to 2.59am</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>12</td>
</tr>
<tr>
<td>3am to 3.59am</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>5</td>
<td>-</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>4am to 4.59am</td>
<td>-</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>5am to 5.59am</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>6am to 6.59am</td>
<td>3</td>
<td>1</td>
<td>-</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>12</td>
</tr>
<tr>
<td>7am to 7.59am</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>8am to 8.59am</td>
<td>3</td>
<td>-</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>8</td>
</tr>
<tr>
<td>9am to 9.59am</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>10am to 10.59am</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>14</td>
</tr>
<tr>
<td>11am to 11.59am</td>
<td>-</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>12</td>
</tr>
<tr>
<td>Noon to 12.59am</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>-</td>
<td>4</td>
<td>1</td>
<td>4</td>
<td>17</td>
</tr>
<tr>
<td>1pm to 1.59pm</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>14</td>
</tr>
<tr>
<td>2pm to 2.59pm</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>5</td>
<td>2</td>
<td>6</td>
<td>4</td>
<td>24</td>
</tr>
<tr>
<td>3pm to 3.59pm</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>4</td>
<td>21</td>
</tr>
<tr>
<td>4pm to 4.59pm</td>
<td>5</td>
<td>1</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>-</td>
<td>7</td>
<td>25</td>
</tr>
<tr>
<td>5pm to 5.59pm</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>21</td>
</tr>
<tr>
<td>6pm to 6.59pm</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>5</td>
<td>1</td>
<td>16</td>
</tr>
<tr>
<td>7pm to 7.59pm</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>16</td>
</tr>
<tr>
<td>8pm to 8.59pm</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>2</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>18</td>
</tr>
<tr>
<td>9pm to 9.59pm</td>
<td>1</td>
<td>3</td>
<td>-</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>13</td>
</tr>
<tr>
<td>10pm to 10.59pm</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td>11pm to 11.59pm</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>14</td>
</tr>
<tr>
<td>Unknown time</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>34</td>
<td>37</td>
<td>50</td>
<td>42</td>
<td>44</td>
<td>66</td>
<td>58</td>
<td>331</td>
</tr>
</tbody>
</table>

**FIGURE 16: FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK DAY**
### TABLE 20: LIGHT AND WEATHER CONDITIONS PREVAILING WHEN INJURY CRASHES OCCURRED

#### YEAR ENDED 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>LIGHT CONDITIONS</th>
<th>FINE</th>
<th>HEAVY RAIN</th>
<th>LIGHT RAIN</th>
<th>MIST</th>
<th>SNOW</th>
<th>UNKNOWN</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRIGHT SUN</td>
<td>4408</td>
<td>4</td>
<td>31</td>
<td>1</td>
<td>1</td>
<td>11</td>
<td>4456</td>
</tr>
<tr>
<td>OVERCAST</td>
<td>2015</td>
<td>59</td>
<td>915</td>
<td>285</td>
<td>15</td>
<td>8</td>
<td>3297</td>
</tr>
</tbody>
</table>

**TWILIGHT:**

- Street lights on: 140 (3), 26 (7), 1 (1), - (1), 177
- Street lights off: 179 (1), 17 (7), 7 (-), - (-), 204
- No street lights: 127 (3), 26 (5), 1 (-), - (-), 162
- Not stated: - (-), - (-), - (-), - (-)

**TWILIGHT SUBTOTAL**

- 446 (7), 69 (19), 2 (-), - (-), 543

**DARK:**

- Street lights on: 1393 (29), 425 (125), 5 (2), 1979
- Street lights off: 22 (3), 6 (3), - (-), 34
- No street lights: 732 (55), 145 (67), 7 (1), 1007
- Not stated: - (-), - (-), - (-), - (-)

**DARK SUBTOTAL**

- 2147 (87), 576 (195), 12 (3), 3020

**UNKNOWN LIGHT**

- - (-), - (-), - (-), - (-)

**TOTAL**

- 9016 (157), 1591 (500), 30 (22), 11316

---

**NOTE:** Fatal crashes are not included in this table (see Table 21).

### TABLE 21: LIGHT AND WEATHER CONDITIONS PREVAILING WHEN FATAL CRASHES OCCURRED

#### YEAR ENDED 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>LIGHT CONDITIONS</th>
<th>FINE</th>
<th>HEAVY RAIN</th>
<th>LIGHT RAIN</th>
<th>MIST</th>
<th>SNOW</th>
<th>UNKNOWN</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRIGHT SUN</td>
<td>121</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>122</td>
</tr>
<tr>
<td>OVERCAST</td>
<td>30</td>
<td>-</td>
<td>24</td>
<td>6</td>
<td>-</td>
<td>-</td>
<td>60</td>
</tr>
</tbody>
</table>

**TWILIGHT:**

- Street lights on: 4 (-), - (-), - (-), - (-), 4
- Street lights off: 5 (-), - (-), - (-), - (-), 5
- No street lights: 11 (-), 4 (-), - (-), - (-), 15
- Not stated: - (-), - (-), - (-), - (-)

**TWILIGHT SUBTOTAL**

- 20 (-), 4 (-), - (-), - (-), 24

**DARK:**

- Street lights on: 34 (1), 8 (5), - (-), - (-), 48
- Street lights off: - (-), - (-), - (-), - (-)
- No street lights: 55 (4), 12 (6), - (-), - (-), 77
- Not stated: - (-), - (-), - (-), - (-)

**DARK SUBTOTAL**

- 89 (5), 20 (11), - (-), - (-), 125

**UNKNOWN LIGHT**

- - (-), - (-), - (-), - (-)

**TOTAL**

- 260 (5), 49 (17), - (-), - (-), 331
<table>
<thead>
<tr>
<th>Objects struck</th>
<th>Number of objects</th>
<th>As a % of all objects</th>
<th>Number during darkness</th>
<th>Number of objects</th>
<th>As a % of all objects</th>
<th>Number during darkness</th>
<th>Number of objects</th>
<th>Total number of objects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driven or accompanied animals</td>
<td>-</td>
<td>-</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>Bridge or approach rails</td>
<td>21</td>
<td>0.3</td>
<td>7</td>
<td>70</td>
<td>1.1</td>
<td>32</td>
<td>-</td>
<td>91</td>
</tr>
<tr>
<td>Upright cliff or bank</td>
<td>110</td>
<td>1.8</td>
<td>65</td>
<td>515</td>
<td>8.4</td>
<td>203</td>
<td>-</td>
<td>625</td>
</tr>
<tr>
<td>Debris on the road</td>
<td>4</td>
<td>0.1</td>
<td>1</td>
<td>14</td>
<td>0.2</td>
<td>7</td>
<td>-</td>
<td>18</td>
</tr>
<tr>
<td>Over the bank or cliff</td>
<td>61</td>
<td>1.9</td>
<td>32</td>
<td>230</td>
<td>3.8</td>
<td>88</td>
<td>-</td>
<td>291</td>
</tr>
<tr>
<td>Fence letterbox hoarding</td>
<td>401</td>
<td>6.6</td>
<td>215</td>
<td>631</td>
<td>10.3</td>
<td>270</td>
<td>-</td>
<td>1032</td>
</tr>
<tr>
<td>Guard rail</td>
<td>56</td>
<td>0.9</td>
<td>38</td>
<td>270</td>
<td>4.4</td>
<td>132</td>
<td>-</td>
<td>326</td>
</tr>
<tr>
<td>House or building</td>
<td>117</td>
<td>1.9</td>
<td>65</td>
<td>12</td>
<td>0.2</td>
<td>6</td>
<td>-</td>
<td>129</td>
</tr>
<tr>
<td>Traffic island or median</td>
<td>109</td>
<td>1.8</td>
<td>64</td>
<td>21</td>
<td>0.3</td>
<td>8</td>
<td>-</td>
<td>130</td>
</tr>
<tr>
<td>Phone boxes bus shelters etc</td>
<td>56</td>
<td>0.9</td>
<td>28</td>
<td>6</td>
<td>0.1</td>
<td>3</td>
<td>-</td>
<td>62</td>
</tr>
<tr>
<td>Kerb</td>
<td>159</td>
<td>2.6</td>
<td>86</td>
<td>20</td>
<td>0.3</td>
<td>7</td>
<td>-</td>
<td>179</td>
</tr>
<tr>
<td>Slip washout or flood</td>
<td>1</td>
<td>0.1</td>
<td>1</td>
<td>4</td>
<td>0.1</td>
<td>1</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>Parked vehicle</td>
<td>593</td>
<td>9.7</td>
<td>248</td>
<td>30</td>
<td>0.5</td>
<td>9</td>
<td>-</td>
<td>623</td>
</tr>
<tr>
<td>Train</td>
<td>3</td>
<td>0.1</td>
<td>2</td>
<td>4</td>
<td>0.1</td>
<td>-</td>
<td>-</td>
<td>7</td>
</tr>
<tr>
<td>Pole or post</td>
<td>409</td>
<td>6.7</td>
<td>231</td>
<td>269</td>
<td>4.4</td>
<td>127</td>
<td>-</td>
<td>678</td>
</tr>
<tr>
<td>Broken down or accident vehicles</td>
<td>109</td>
<td>1.8</td>
<td>30</td>
<td>34</td>
<td>0.6</td>
<td>18</td>
<td>-</td>
<td>143</td>
</tr>
<tr>
<td>Road works signs or drums</td>
<td>2</td>
<td>0.1</td>
<td>-</td>
<td>4</td>
<td>0.1</td>
<td>2</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>Traffic sign or signals</td>
<td>124</td>
<td>2.0</td>
<td>70</td>
<td>115</td>
<td>1.9</td>
<td>48</td>
<td>-</td>
<td>239</td>
</tr>
<tr>
<td>Tree</td>
<td>285</td>
<td>4.7</td>
<td>158</td>
<td>313</td>
<td>5.1</td>
<td>143</td>
<td>-</td>
<td>598</td>
</tr>
<tr>
<td>Stray or wild animals</td>
<td>7</td>
<td>0.1</td>
<td>5</td>
<td>66</td>
<td>1.1</td>
<td>53</td>
<td>-</td>
<td>73</td>
</tr>
<tr>
<td>Ditch</td>
<td>60</td>
<td>1.0</td>
<td>34</td>
<td>534</td>
<td>8.8</td>
<td>198</td>
<td>-</td>
<td>594</td>
</tr>
<tr>
<td>Into water river or sea</td>
<td>24</td>
<td>0.4</td>
<td>10</td>
<td>52</td>
<td>0.9</td>
<td>23</td>
<td>-</td>
<td>76</td>
</tr>
<tr>
<td>Other</td>
<td>71</td>
<td>1.2</td>
<td>39</td>
<td>99</td>
<td>1.6</td>
<td>42</td>
<td>-</td>
<td>170</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>2782</strong></td>
<td><strong>45.6</strong></td>
<td><strong>1429</strong></td>
<td><strong>3315</strong></td>
<td><strong>54.4</strong></td>
<td><strong>1422</strong></td>
<td>-</td>
<td><strong>6097</strong></td>
</tr>
</tbody>
</table>

**NOTE:** For area classification see Note 11. Fatal crashes are not included in this Table (see Table 23).
### TABLE 23: OBJECTS COLLIDED WITH IN FATAL CRASHES ON OPEN AND URBAN ROADS
YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>Objects struck</th>
<th>URBAN ROADS</th>
<th>OPEN ROADS</th>
<th>UNKNOWN AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of objects</td>
<td>As a % of all objects</td>
<td>Number during darkness</td>
</tr>
<tr>
<td>Driven or accompanied animals</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Bridge or approach rails</td>
<td>1</td>
<td>0.3</td>
<td>1</td>
</tr>
<tr>
<td>Upright cliff or bank</td>
<td>5</td>
<td>1.7</td>
<td>3</td>
</tr>
<tr>
<td>Debris on the road</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Over the bank or cliff</td>
<td>2</td>
<td>0.7</td>
<td>1</td>
</tr>
<tr>
<td>Fence letterbox hoarding</td>
<td>5</td>
<td>1.7</td>
<td>3</td>
</tr>
<tr>
<td>Guard rail</td>
<td>1</td>
<td>0.3</td>
<td>1</td>
</tr>
<tr>
<td>House or building</td>
<td>3</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Traffic island or median</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Phone boxes bus shelters etc</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Kerb</td>
<td>4</td>
<td>1.4</td>
<td>4</td>
</tr>
<tr>
<td>Slipwashout or flood</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Parked vehicle</td>
<td>5</td>
<td>1.7</td>
<td>3</td>
</tr>
<tr>
<td>Train</td>
<td>1</td>
<td>0.3</td>
<td>-</td>
</tr>
<tr>
<td>Pole or post</td>
<td>11</td>
<td>3.8</td>
<td>9</td>
</tr>
<tr>
<td>Broken down or accident vehicles</td>
<td>1</td>
<td>0.3</td>
<td>-</td>
</tr>
<tr>
<td>Road works signs or drums</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Traffic sign or signals</td>
<td>4</td>
<td>1.4</td>
<td>3</td>
</tr>
<tr>
<td>Tree</td>
<td>12</td>
<td>4.1</td>
<td>6</td>
</tr>
<tr>
<td>Stray or wild animals</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Ditch</td>
<td>2</td>
<td>0.7</td>
<td>2</td>
</tr>
<tr>
<td>Into water river or sea</td>
<td>1</td>
<td>0.3</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>0.3</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>59</strong></td>
<td><strong>20.1</strong></td>
<td><strong>39</strong></td>
</tr>
</tbody>
</table>

**NOTE:** For area classification see Note 11.
### TABLE 24: INJURY CRASHES BY ROAD FEATURE ON OPEN AND URBAN ROADS YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>ROAD FEATURE</th>
<th>Total number of injury crashes</th>
<th>% of all injury crashes</th>
<th>Number during darkness</th>
<th>% of all injury crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTERSECTIONS</td>
<td>SUBTOTAL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Controlled by:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic signals</td>
<td>951</td>
<td>8.4</td>
<td>333</td>
<td>38.0</td>
</tr>
<tr>
<td>Stop sign</td>
<td>503</td>
<td>4.4</td>
<td>116</td>
<td>21.6</td>
</tr>
<tr>
<td>Roundabout</td>
<td>341</td>
<td>3.0</td>
<td>107</td>
<td>6.1</td>
</tr>
<tr>
<td>Other Give Way sign</td>
<td>1235</td>
<td>10.9</td>
<td>320</td>
<td>25.7</td>
</tr>
<tr>
<td>Points man or School Patrol</td>
<td>1</td>
<td>0.0</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Uncontrolled</td>
<td>749</td>
<td>6.6</td>
<td>232</td>
<td>2.5</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>3780</td>
<td>33.4</td>
<td>1108</td>
<td>6.9</td>
</tr>
<tr>
<td>NON-INTERSECTIONS</td>
<td>SUBTOTAL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge</td>
<td>39</td>
<td>0.3</td>
<td>15</td>
<td>0.4</td>
</tr>
<tr>
<td>Railway Crossing</td>
<td>4</td>
<td>0.0</td>
<td>2</td>
<td>0.0</td>
</tr>
<tr>
<td>Motorway on-off ramp</td>
<td>4</td>
<td>0.0</td>
<td>3</td>
<td>0.0</td>
</tr>
<tr>
<td>Raised islands</td>
<td>262</td>
<td>2.3</td>
<td>86</td>
<td>2.8</td>
</tr>
<tr>
<td>Straight road</td>
<td>2061</td>
<td>18.2</td>
<td>564</td>
<td>12.8</td>
</tr>
<tr>
<td>Easy curve</td>
<td>420</td>
<td>3.7</td>
<td>179</td>
<td>6.7</td>
</tr>
<tr>
<td>Moderate curve</td>
<td>340</td>
<td>3.0</td>
<td>146</td>
<td>8.7</td>
</tr>
<tr>
<td>Severe curve</td>
<td>81</td>
<td>0.7</td>
<td>37</td>
<td>3.4</td>
</tr>
<tr>
<td>Not stated</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>3211</td>
<td>28.4</td>
<td>1032</td>
<td>12.3</td>
</tr>
<tr>
<td>TOTAL</td>
<td>6991</td>
<td>61.8</td>
<td>2140</td>
<td>38.2</td>
</tr>
</tbody>
</table>

**NOTES:** For urban/open road classification see Note 11. Fatal crashes are not included in this table (see Table 25).
TABLE 25: FATAL CRASHES BY ROAD FEATURE ON OPEN AND URBAN ROADS
YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>ROAD FEATURE</th>
<th>URBAN AREA</th>
<th>OPEN ROADS</th>
<th>UNKNOWN AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of fatal crashes</td>
<td>As a % of all fatal crashes</td>
<td>Number during darkness</td>
</tr>
<tr>
<td>INTERSECTIONS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Controlled by:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic signals</td>
<td>6</td>
<td>1.8</td>
<td>3</td>
</tr>
<tr>
<td>Stop sign</td>
<td>7</td>
<td>2.1</td>
<td>4</td>
</tr>
<tr>
<td>Roundabout</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other Give Way sign</td>
<td>11</td>
<td>3.3</td>
<td>5</td>
</tr>
<tr>
<td>Points man or School Patrol</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Uncontrolled</td>
<td>6</td>
<td>1.8</td>
<td>3</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>30</td>
<td>9.1</td>
<td>15</td>
</tr>
<tr>
<td>NON-INTERSECTIONS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge</td>
<td>2</td>
<td>0.6</td>
<td>2</td>
</tr>
<tr>
<td>Railway Crossing</td>
<td>2</td>
<td>0.6</td>
<td>-</td>
</tr>
<tr>
<td>Motorway on-off ramp</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Raised islands</td>
<td>3</td>
<td>0.9</td>
<td>1</td>
</tr>
<tr>
<td>Straight road</td>
<td>33</td>
<td>10</td>
<td>16</td>
</tr>
<tr>
<td>Easy curve</td>
<td>9</td>
<td>2.7</td>
<td>6</td>
</tr>
<tr>
<td>Moderate curve</td>
<td>8</td>
<td>2.4</td>
<td>5</td>
</tr>
<tr>
<td>Severe curve</td>
<td>1</td>
<td>0.3</td>
<td>-</td>
</tr>
<tr>
<td>Not stated</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>58</td>
<td>17.5</td>
<td>30</td>
</tr>
<tr>
<td>TOTAL</td>
<td>88</td>
<td>26.6</td>
<td>45</td>
</tr>
</tbody>
</table>

NOTE: For urban/open road classification see Note 11.
FIGURE 17: FACTORS PROBABLY CONTRIBUTING TO CRASHES

- Lost control: 23
- Too fast for conditions: 15
- Alcohol or drugs: 14
- Inattention or attention diverted: 21
- Road factors: 12
- Driver tired or fell asleep: 9
- Inexperienced: 3
- Failed to keep left: 3
- Failed to give way or stop: 24
- Did not see other party: 20
- Too far left: 4
- Pedestrian factors: 5
- Weather: 4
- Vehicle factors: 3
- Illness/disability: 4
- Overtaking: 2
- Other factors: 3
- Misjudged other vehicle: 4
- Suddenly braked or turned: 3
- Load factors: 0
- Cyclist factors: 3
- Following too close: 6
### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
#### YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>MOTOR VEHICLE</th>
<th>MOTOR CYCLE</th>
<th>PEDAL CYCLE</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DRIVER/RIDER CONTROL FACTORS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alcohol or Drugs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alcohol suspected</td>
<td>377 (13)</td>
<td>34 (-)</td>
<td>- (-)</td>
<td>411 (13)</td>
</tr>
<tr>
<td>Alcohol suspected</td>
<td>354 (23)</td>
<td>22 (6)</td>
<td>- (-)</td>
<td>376 (29)</td>
</tr>
<tr>
<td>All tests positive or refused</td>
<td>918 (62)</td>
<td>43 (11)</td>
<td>- (-)</td>
<td>961 (73)</td>
</tr>
<tr>
<td>Result of test unknown</td>
<td>191 (13)</td>
<td>16 (1)</td>
<td>- (-)</td>
<td>207 (14)</td>
</tr>
<tr>
<td>Visibly intoxicated non-driver (pedestrian/cyclist/passenger)</td>
<td>7 (1)</td>
<td>- (-)</td>
<td>14 (-)</td>
<td>21 (1)</td>
</tr>
<tr>
<td>Not suspected and test negative</td>
<td>- (73)</td>
<td>- (25)</td>
<td>- (-)</td>
<td>- (98)</td>
</tr>
<tr>
<td>Drugs suspected</td>
<td>39 (16)</td>
<td>4 (1)</td>
<td>- (-)</td>
<td>43 (17)</td>
</tr>
<tr>
<td>Drugs proven</td>
<td>12 (-)</td>
<td>- (1)</td>
<td>- (-)</td>
<td>12 (1)</td>
</tr>
<tr>
<td>Other</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>1900 (201)</td>
<td>119 (45)</td>
<td>14 (-)</td>
<td>2033 (246)</td>
</tr>
<tr>
<td><strong>Too fast for Conditions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cornering</td>
<td>1091 (65)</td>
<td>97 (13)</td>
<td>5 (-)</td>
<td>1193 (78)</td>
</tr>
<tr>
<td>On straight</td>
<td>299 (19)</td>
<td>20 (2)</td>
<td>5 (-)</td>
<td>324 (21)</td>
</tr>
<tr>
<td>To give way at intersection</td>
<td>52 (2)</td>
<td>3 (-)</td>
<td>4 (-)</td>
<td>59 (2)</td>
</tr>
<tr>
<td>Approaching railway crossing</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (1)</td>
</tr>
<tr>
<td>Passing stationary school bus</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>At temporary speed limit</td>
<td>43 (-)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>44 (-)</td>
</tr>
<tr>
<td>At crash or emergency</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>119 (7)</td>
<td>10 (2)</td>
<td>6 (-)</td>
<td>135 (9)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>1608 (94)</td>
<td>131 (17)</td>
<td>20 (-)</td>
<td>1759 (111)</td>
</tr>
<tr>
<td><strong>Failed to keep left</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swung wide on bend</td>
<td>96 (18)</td>
<td>17 (1)</td>
<td>1 (-)</td>
<td>114 (19)</td>
</tr>
<tr>
<td>Swung wide at an intersection</td>
<td>24 (-)</td>
<td>3 (-)</td>
<td>1 (-)</td>
<td>28 (-)</td>
</tr>
<tr>
<td>Cutting corner</td>
<td>-</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>- on bend</td>
<td>48 (2)</td>
<td>6 (-)</td>
<td>1 (-)</td>
<td>55 (2)</td>
</tr>
<tr>
<td>- at an intersection</td>
<td>28 (-)</td>
<td>1 (-)</td>
<td>4 (-)</td>
<td>33 (-)</td>
</tr>
<tr>
<td>On straight</td>
<td>59 (14)</td>
<td>1 (-)</td>
<td>1 (-)</td>
<td>61 (14)</td>
</tr>
<tr>
<td>Vehicle crossed raised median</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Driving or riding abreast (cyclists more than 2 abreast)</td>
<td>- (-)</td>
<td>2 (-)</td>
<td>1 (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Wandering or wobbling</td>
<td>3 (1)</td>
<td>- (-)</td>
<td>5 (-)</td>
<td>8 (1)</td>
</tr>
<tr>
<td>Too far left/right</td>
<td>429 (25)</td>
<td>32 (1)</td>
<td>11 (-)</td>
<td>472 (26)</td>
</tr>
<tr>
<td>Other</td>
<td>22 (3)</td>
<td>5 (1)</td>
<td>2 (-)</td>
<td>29 (4)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>711 (63)</td>
<td>67 (3)</td>
<td>27 (-)</td>
<td>805 (66)</td>
</tr>
</tbody>
</table>

(Continued)

**NOTE:** The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES

#### YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>MOTOR VEHICLE</th>
<th>MOTOR CYCLE</th>
<th>PEDAL CYCLE</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Driver/Rider Control Factors</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lost control</td>
<td>1154 (65)</td>
<td>136 (13)</td>
<td>1 (1)</td>
<td>1291 (79)</td>
</tr>
<tr>
<td>When turning</td>
<td>136 (2)</td>
<td>41 (1)</td>
<td>2 (-)</td>
<td>179 (5)</td>
</tr>
<tr>
<td>Under heavy braking</td>
<td>86 (2)</td>
<td>7 (-)</td>
<td>- (-)</td>
<td>93 (2)</td>
</tr>
<tr>
<td>Under heavy acceleration</td>
<td>157 (16)</td>
<td>2 (1)</td>
<td>- (-)</td>
<td>159 (17)</td>
</tr>
<tr>
<td>Due to road conditions</td>
<td>279 (7)</td>
<td>96 (3)</td>
<td>1 (-)</td>
<td>376 (10)</td>
</tr>
<tr>
<td>Due to vehicle fault</td>
<td>61 (1)</td>
<td>10 (-)</td>
<td>- (-)</td>
<td>71 (1)</td>
</tr>
<tr>
<td>Avoiding another vehicle, pedestrian, party or obstacle on roadway</td>
<td>93 (3)</td>
<td>26 (1)</td>
<td>4 (-)</td>
<td>123 (4)</td>
</tr>
<tr>
<td>On unsealed road</td>
<td>78 (1)</td>
<td>8 (1)</td>
<td>1 (-)</td>
<td>87 (2)</td>
</tr>
<tr>
<td>End of seal</td>
<td>4 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>4 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>329 (14)</td>
<td>45 (4)</td>
<td>3 (-)</td>
<td>377 (18)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>2377 (111)</td>
<td>371 (24)</td>
<td>12 (1)</td>
<td>2760 (136)</td>
</tr>
</tbody>
</table>

| **Failed to signal in time**                 |               |             |             |        |
| When moving to left, pulling over to left    | 2 (-)         | - (-)       | - (-)       | 2 (-)   |
| When turning left                            | 3 (-)         | - (-)       | 1 (-)       | 4 (-)   |
| When pulling out or moving to the right      | 6 (-)         | - (-)       | 2 (-)       | 8 (-)   |
| When turning right                           | 16 (-)        | 1 (-)       | 1 (-)       | 18 (-)  |
| Incorrect signal                             | 28 (-)        | 4 (-)       | - (-)       | 32 (-)  |
| Other                                        | 5 (-)         | - (-)       | - (-)       | 5 (-)   |
| **Totals**                                   | 60 (-)        | 5 (-)       | 4 (-)       | 69 (-)  |

| **Overtaking**                               |               |             |             |        |
| A line of traffic or queue                   | 15 (-)        | 14 (2)      | 4 (-)       | 33 (2)  |
| Deliberately in the face of oncoming traffic | 2 (1)        | 1 (-)       | - (-)       | 3 (1)   |
| Failed to notice oncoming traffic           | 23 (3)        | - (-)       | - (-)       | 23 (3)  |
| Misjudged speed or distance of oncoming traffic | 1 (-)    | - (-)       | - (-)       | 1 (-)   |
| At no passing line                           | 9 (3)         | 3 (-)       | - (-)       | 12 (3)  |
| With insufficient visibility                 | 13 (-)        | 3 (2)       | - (-)       | 16 (2)  |
| At an intersection without due care          | 17 (-)        | 6 (-)       | - (-)       | 23 (-)  |
| On left without due care                     | 14 (-)        | 14 (1)      | 16 (-)      | 44 (1)  |
| Cut in after overtaking                      | 41 (1)        | 1 (-)       | - (-)       | 42 (1)  |
| Vehicle signalling right turn                | 27 (-)        | 23 (-)      | 3 (-)       | 53 (-)  |
| Carelessly at a pedestrian crossing          | 1 (-)         | - (-)       | - (-)       | 1 (-)   |
| Other                                        | 19 (3)        | 3 (-)       | - (-)       | 22 (3)  |
| **Totals**                                   | 182 (11)      | 68 (5)      | 23 (-)      | 273 (16) |

(Continued)

**NOTE:** The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>MOTOR VEHICLE</th>
<th>MOTOR CYCLE</th>
<th>PEDAL CYCLE</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DRIVER/RIDER CONTROL FACTORS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wrong lane or turned from wrong position</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turned right from incorrect lane</td>
<td>7 (-)</td>
<td>1 (-)</td>
<td>1 (-)</td>
<td>9 (-)</td>
</tr>
<tr>
<td>Turned left from incorrect lane</td>
<td>5 (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>6 (-)</td>
</tr>
<tr>
<td>Traveled straight ahead from turning lane or flush median</td>
<td>4 (-)</td>
<td>1 (-)</td>
<td>2 (-)</td>
<td>7 (-)</td>
</tr>
<tr>
<td>Turned right from left side of road</td>
<td>19 (-)</td>
<td>1 (-)</td>
<td>8 (-)</td>
<td>28 (-)</td>
</tr>
<tr>
<td>Turned left from near centre line</td>
<td>11 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>11 (-)</td>
</tr>
<tr>
<td>Turned into incorrect lane</td>
<td>8 (-)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>9 (-)</td>
</tr>
<tr>
<td>Weaving or cut in on multi-lane roads</td>
<td>5 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>5 (-)</td>
</tr>
<tr>
<td>Moved left to avoid slow vehicle</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>1 (-)</td>
<td>3 (-)</td>
<td>2 (-)</td>
<td>6 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>60 (-)</td>
<td>7 (-)</td>
<td>14 (-)</td>
<td>81 (-)</td>
</tr>
</tbody>
</table>

| **In Line of Traffic** | | | | |
| Following too closely | 732 (1) | 49 (-) | 5 (-) | 786 (1) |
| Travelling unreasonably slowly | 1 (-) | - (-) | - (-) | 1 (-) |
| Motorist crowded cyclist | 13 (1) | - (-) | 1 (-) | 14 (1) |
| Incorrect merging manoeuvre | 5 (-) | - (-) | - (-) | 5 (-) |
| Other | 1 (-) | 1 (-) | - (-) | 2 (-) |
| **Totals** | 752 (2) | 50 (-) | 6 (-) | 808 (2) |

| **Sudden Action** | | | | |
| Braked | 117 (-) | 13 (1) | 2 (-) | 132 (1) |
| Turned left | 6 (-) | - (-) | 1 (-) | 7 (-) |
| Turned right | 5 (-) | - (-) | 1 (-) | 6 (-) |
| Swerved to avoid | | | | |
| - pedestrian | 11 (-) | 2 (-) | - (-) | 13 (-) |
| - animal | 66 (1) | 7 (-) | - (-) | 73 (1) |
| - crash or broken down vehicle | 1 (-) | - (-) | - (-) | 1 (-) |
| - vehicle | 112 (3) | 30 (-) | 6 (-) | 148 (3) |
| - object or for unknown reason | 14 (2) | 2 (-) | 3 (-) | 19 (2) |
| Other | 7 (1) | 1 (-) | 1 (-) | 9 (1) |
| **Totals** | 339 (7) | 55 (1) | 14 (-) | 408 (8) |

| **Forbidden movements** | | | | |
| Wrong way in one way street, motorway or roundabout | 9 (-) | 1 (-) | 2 (-) | 12 (-) |
| When turning or U turning contrary to a sign | 5 (-) | - (-) | - (-) | 5 (-) |
| Contrary to “in” or “out” only driveway signs | 1 (-) | - (-) | - (-) | 1 (-) |
| Driving or riding on footpath | 2 (-) | 5 (-) | 71 (-) | 78 (-) |
| On incorrect side of island or median | 30 (1) | 1 (-) | 4 (-) | 35 (1) |
| Contrary to “No Entry” sign | 1 (-) | - (-) | - (-) | 1 (-) |
| In car park | - (-) | - (-) | - (-) | - (-) |
| Motor vehicle in cycle lane | 3 (-) | 12 (-) | - (-) | 15 (-) |
| Bus / Transit lane | 1 (-) | 5 (-) | - (-) | 6 (-) |
| Cyclist riding on ped-Xing / ped signals | - (-) | - (-) | 16 (-) | 16 (-) |
| Other | 8 (-) | 3 (-) | - (-) | 11 (-) |
| **Totals** | 60 (1) | 27 (-) | 93 (-) | 180 (1) |

**TOTAL DRIVER/RIDER CONTROL FACTORS**

8049 (490) | 900 (95) | 227 (1) | 9176 (586)

(Continued)

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## TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
**YEAR ENDING 31 DECEMBER 2008**

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<thead>
<tr>
<th>FACTORS</th>
<th>MOTOR VEHICLE</th>
<th>MOTOR CYCLE</th>
<th>PEDAL CYCLE</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VEHICLE CONFLICT FACTORS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Failed to give way</td>
<td>307 (6)</td>
<td>4 (1)</td>
<td>1 (-)</td>
<td>312 (7)</td>
</tr>
<tr>
<td>At a Stop sign</td>
<td>791 (9)</td>
<td>8 (-)</td>
<td>7 (-)</td>
<td>806 (9)</td>
</tr>
<tr>
<td>When turning, to non-turning traffic</td>
<td>801 (9)</td>
<td>8 (1)</td>
<td>7 (-)</td>
<td>816 (10)</td>
</tr>
<tr>
<td>When deemed turning by markings, not geometry</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>When turning left, to opposing right turning traffic</td>
<td>4 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>4 (-)</td>
</tr>
<tr>
<td>To pedestrian on a crossing</td>
<td>70 (2)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>70 (2)</td>
</tr>
<tr>
<td>When turning at signals to pedestrians</td>
<td>44 (1)</td>
<td>9 (-)</td>
<td>- (-)</td>
<td>44 (1)</td>
</tr>
<tr>
<td>When entering roadway from driveway</td>
<td>188 (1)</td>
<td>9 (-)</td>
<td>10 (-)</td>
<td>207 (1)</td>
</tr>
<tr>
<td>To traffic approaching or crossing from right</td>
<td>56 (1)</td>
<td>3 (-)</td>
<td>9 (-)</td>
<td>68 (1)</td>
</tr>
<tr>
<td>At one lane bridge/road</td>
<td>10 (-)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>11 (-)</td>
</tr>
<tr>
<td>To pedestrian on footpath or verge</td>
<td>4 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>4 (-)</td>
</tr>
<tr>
<td>Entering roadway not from driveway or intersection</td>
<td>4 (-)</td>
<td>- (-)</td>
<td>25 (-)</td>
<td>29 (-)</td>
</tr>
<tr>
<td>To emergency vehicle</td>
<td>6 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>6 (-)</td>
</tr>
<tr>
<td>Driver waved through</td>
<td>54 (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>55 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>12 (-)</td>
<td>- (-)</td>
<td>7 (-)</td>
<td>19 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>2353 (29)</td>
<td>33 (2)</td>
<td>67 (-)</td>
<td>2453 (31)</td>
</tr>
<tr>
<td>Did not stop</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>At stop sign</td>
<td>112 (3)</td>
<td>4 (-)</td>
<td>2 (-)</td>
<td>118 (3)</td>
</tr>
<tr>
<td>At steady red light</td>
<td>247 (1)</td>
<td>6 (-)</td>
<td>10 (-)</td>
<td>263 (1)</td>
</tr>
<tr>
<td>At steady red arrow</td>
<td>28 (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>29 (-)</td>
</tr>
<tr>
<td>At steady amber light</td>
<td>29 (-)</td>
<td>3 (-)</td>
<td>2 (-)</td>
<td>34 (-)</td>
</tr>
<tr>
<td>At steady amber arrow</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>At flashing red lights (railway crossing, fire station etc)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>For police or flag person</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>For school patrol/kea crossing</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>420 (4)</td>
<td>13 (-)</td>
<td>16 (-)</td>
<td>449 (4)</td>
</tr>
<tr>
<td>Inattentive: failed to notice</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car slowing, stopping or stopped in front</td>
<td>824 (5)</td>
<td>43 (-)</td>
<td>12 (-)</td>
<td>879 (5)</td>
</tr>
<tr>
<td>Bend in road</td>
<td>31 (2)</td>
<td>6 (-)</td>
<td>- (-)</td>
<td>37 (2)</td>
</tr>
<tr>
<td>Indication of vehicle in front</td>
<td>72 (-)</td>
<td>20 (-)</td>
<td>5 (-)</td>
<td>97 (-)</td>
</tr>
<tr>
<td>Traffic lights</td>
<td>129 (1)</td>
<td>2 (-)</td>
<td>1 (-)</td>
<td>132 (1)</td>
</tr>
<tr>
<td>Intersection or its Stop/Give Way control</td>
<td>85 (2)</td>
<td>4 (-)</td>
<td>- (-)</td>
<td>89 (2)</td>
</tr>
<tr>
<td>Other regulatory sign/markings</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Warning sign</td>
<td>15 (-)</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>17 (-)</td>
</tr>
<tr>
<td>Direction, information signs/markings</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Roadworks signs</td>
<td>10 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>10 (-)</td>
</tr>
<tr>
<td>Lane use arrows/markings</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Obstructions on roadway</td>
<td>33 (-)</td>
<td>3 (-)</td>
<td>2 (-)</td>
<td>38 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>146 (15)</td>
<td>21 (-)</td>
<td>13 (-)</td>
<td>180 (15)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>1350 (25)</td>
<td>101 (-)</td>
<td>33 (-)</td>
<td>1484 (25)</td>
</tr>
</tbody>
</table>

*(Continued)*

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<th>MOTOR CYCLE</th>
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<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VEHICLE CONFLICT FACTORS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Attention diverted by:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passengers</td>
<td>146 (8)</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>149 (8)</td>
</tr>
<tr>
<td>Scenery or persons outside vehicle</td>
<td>145 (1)</td>
<td>15 (-)</td>
<td>4 (-)</td>
<td>164 (1)</td>
</tr>
<tr>
<td>Other traffic</td>
<td>233 (3)</td>
<td>7 (-)</td>
<td>3 (-)</td>
<td>243 (3)</td>
</tr>
<tr>
<td>Animal or insect in vehicle</td>
<td>24 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>24 (-)</td>
</tr>
<tr>
<td>Trying to find intersection/house no.</td>
<td>42 (-)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>43 (-)</td>
</tr>
<tr>
<td>Advertising or signs</td>
<td>4 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>4 (-)</td>
</tr>
<tr>
<td>Emotionally upset</td>
<td>92 (7)</td>
<td>4 (-)</td>
<td>- (-)</td>
<td>96 (8)</td>
</tr>
<tr>
<td>Cigarette, radio, glove box etc.</td>
<td>223 (6)</td>
<td>6 (-)</td>
<td>- (-)</td>
<td>229 (6)</td>
</tr>
<tr>
<td>Cell phone or two way communications device</td>
<td>116 (1)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>117 (1)</td>
</tr>
<tr>
<td>Driver dazzled</td>
<td>205 (5)</td>
<td>8 (-)</td>
<td>3 (-)</td>
<td>216 (5)</td>
</tr>
<tr>
<td>Other</td>
<td>154 (9)</td>
<td>11 (-)</td>
<td>7 (-)</td>
<td>172 (9)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>1384 (40)</td>
<td>55 (1)</td>
<td>18 (-)</td>
<td>1457 (41)</td>
</tr>
<tr>
<td><strong>Did not see or look for another party</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Behind when</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- reversing</td>
<td>122 (1)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>123 (1)</td>
</tr>
<tr>
<td>- changing lanes, position, or direction (includes U-turns)</td>
<td>407 (1)</td>
<td>10 (-)</td>
<td>33 (1)</td>
<td>450 (2)</td>
</tr>
<tr>
<td>- pulling out from parked position</td>
<td>40 (-)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>41 (-)</td>
</tr>
<tr>
<td>- opening door or leaving vehicle</td>
<td>68 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>68 (1)</td>
</tr>
<tr>
<td>When required to give way to</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- traffic from another direction</td>
<td>1223 (17)</td>
<td>18 (1)</td>
<td>19 (-)</td>
<td>1260 (18)</td>
</tr>
<tr>
<td>- pedestrians</td>
<td>57 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>57 (1)</td>
</tr>
<tr>
<td>When visibility was</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- obstructed by other vehicles</td>
<td>228 (3)</td>
<td>7 (-)</td>
<td>2 (-)</td>
<td>237 (3)</td>
</tr>
<tr>
<td>- limited by roadside features</td>
<td>63 (2)</td>
<td>2 (-)</td>
<td>2 (-)</td>
<td>67 (2)</td>
</tr>
<tr>
<td>When first in queue on receiving green light</td>
<td>5 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>5 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>136 (4)</td>
<td>11 (-)</td>
<td>18 (-)</td>
<td>165 (4)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>2349 (30)</td>
<td>49 (1)</td>
<td>75 (1)</td>
<td>2473 (32)</td>
</tr>
<tr>
<td><strong>Misjudged speed, distance, size, etc of</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other vehicle coming from</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- behind or alongside</td>
<td>40 (3)</td>
<td>1 (-)</td>
<td>5 (-)</td>
<td>46 (3)</td>
</tr>
<tr>
<td>- another direction with right of way</td>
<td>127 (2)</td>
<td>2 (-)</td>
<td>5 (-)</td>
<td>134 (2)</td>
</tr>
<tr>
<td>Pedestrian movement or intention</td>
<td>10 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>10 (1)</td>
</tr>
<tr>
<td>Towed vehicle, or while towing</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Fixed object or obstacle</td>
<td>20 (-)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>21 (-)</td>
</tr>
<tr>
<td>Own vehicle</td>
<td>78 (2)</td>
<td>12 (-)</td>
<td>1 (-)</td>
<td>91 (2)</td>
</tr>
<tr>
<td>Misjudged intentions of another party</td>
<td>144 (-)</td>
<td>20 (-)</td>
<td>11 (-)</td>
<td>175 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>11 (-)</td>
<td>1 (-)</td>
<td>1 (-)</td>
<td>13 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>430 (8)</td>
<td>37 (-)</td>
<td>23 (-)</td>
<td>490 (8)</td>
</tr>
<tr>
<td><strong>TOTAL VEHICLE CONFLICT FACTORS</strong></td>
<td>8286 (136)</td>
<td>288 (4)</td>
<td>232 (1)</td>
<td>8806 (141)</td>
</tr>
</tbody>
</table>

(Continued)

**NOTE:** The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
## Table 26: Factors Probably Contributing to Crashes

### Year Ending 31 December 2008

<table>
<thead>
<tr>
<th>Factors</th>
<th>Motor Vehicle</th>
<th>Motor Cycle</th>
<th>Pedal Cycle</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Driver Factors</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inexperience</td>
<td>6 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>6 (1)</td>
</tr>
<tr>
<td>New driver</td>
<td>475 (17)</td>
<td>80 (2)</td>
<td>1 (-)</td>
<td>556 (19)</td>
</tr>
<tr>
<td>Driving strange vehicle</td>
<td>57 (4)</td>
<td>25 (2)</td>
<td>1 (-)</td>
<td>83 (6)</td>
</tr>
<tr>
<td>Foreign driver</td>
<td>109 (1)</td>
<td>5 (1)</td>
<td>2 (-)</td>
<td>116 (2)</td>
</tr>
<tr>
<td>Driver under instruction</td>
<td>3 (-)</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>5 (-)</td>
</tr>
<tr>
<td>At towing/trailer/other vehicle</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Driver over-reacted</td>
<td>176 (4)</td>
<td>4 (-)</td>
<td>1 (-)</td>
<td>181 (4)</td>
</tr>
<tr>
<td>Unsupervised cyclist</td>
<td>- (-)</td>
<td>- (-)</td>
<td>4 (-)</td>
<td>4 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>144 (7)</td>
<td>34 (2)</td>
<td>- (-)</td>
<td>178 (9)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>972 (34)</td>
<td>150 (7)</td>
<td>9 (-)</td>
<td>1131 (41)</td>
</tr>
<tr>
<td>Fatigue (drowsy, tired or fell asleep)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long trip</td>
<td>22 (2)</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>24 (2)</td>
</tr>
<tr>
<td>Lack of sleep</td>
<td>151 (2)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>151 (2)</td>
</tr>
<tr>
<td>Exhaust fumes</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Worked long hours before driving</td>
<td>28 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>28 (1)</td>
</tr>
<tr>
<td>Exceeded driving hours</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>429 (34)</td>
<td>2 (1)</td>
<td>1 (-)</td>
<td>432 (35)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>630 (39)</td>
<td>4 (1)</td>
<td>1 (-)</td>
<td>635 (40)</td>
</tr>
<tr>
<td>Incorrect use of vehicle controls</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Started in gear</td>
<td>4 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>4 (-)</td>
</tr>
<tr>
<td>Stalled engine</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Wrong pedal</td>
<td>62 (1)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>63 (1)</td>
</tr>
<tr>
<td>Footrest, stand</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Ignition turned off (steering locked)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Lights not switched on</td>
<td>4 (-)</td>
<td>1 (-)</td>
<td>3 (-)</td>
<td>8 (-)</td>
</tr>
<tr>
<td>Foot slipped</td>
<td>34 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>34 (-)</td>
</tr>
<tr>
<td>Parking brake not fully applied</td>
<td>10 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>10 (-)</td>
</tr>
<tr>
<td>Trailer coupling or safety chain not secured</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>33 (1)</td>
<td>2 (1)</td>
<td>- (-)</td>
<td>35 (2)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>150 (2)</td>
<td>4 (1)</td>
<td>3 (-)</td>
<td>157 (3)</td>
</tr>
<tr>
<td>Showing off</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Racing</td>
<td>32 (6)</td>
<td>2 (-)</td>
<td>1 (-)</td>
<td>35 (6)</td>
</tr>
<tr>
<td>Playing chicken</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Wheelspins/wheelies/doughnuts etc</td>
<td>39 (-)</td>
<td>6 (-)</td>
<td>- (-)</td>
<td>45 (-)</td>
</tr>
<tr>
<td>Intimidating driving</td>
<td>21 (-)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>22 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>44 (2)</td>
<td>2 (-)</td>
<td>1 (-)</td>
<td>47 (2)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>136 (8)</td>
<td>11 (-)</td>
<td>2 (-)</td>
<td>149 (8)</td>
</tr>
</tbody>
</table>

(Continued)

**Note:** The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>MOTOR VEHICLE</th>
<th>MOTOR CYCLE</th>
<th>PEDAL CYCLE</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parked or stopped</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inadequately lit at night (not lit by street lights or park lights off)</td>
<td>5 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>5 (-)</td>
</tr>
<tr>
<td>At a point of limited visibility</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Not as close as practicable to the side of the road</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>On incorrect side of the road</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Double parked</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>In a ‘No Stopping’ area</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Not clear of rail crossing</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>In cycle or Transit lane</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>6 (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>7 (-)</td>
</tr>
<tr>
<td>Totals</td>
<td>20 (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>21 (-)</td>
</tr>
</tbody>
</table>

**TOTAL GENERAL DRIVER FACTORS**: 1908 (83) 169 (9) 16 (-) 2093 (92)

(Continued)

**NOTE**: The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
#### YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>MOTOR VEHICLE</th>
<th>MOTOR CYCLE</th>
<th>PEDAL CYCLE</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GENERAL PERSON FACTORS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illness and disability</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illness with no warning</td>
<td>176 (7)</td>
<td>7 (-)</td>
<td>- (1)</td>
<td>183 (8)</td>
</tr>
<tr>
<td>Physically disabled</td>
<td>8 (-)</td>
<td>- (1)</td>
<td>1 (-)</td>
<td>9 (-)</td>
</tr>
<tr>
<td>Defective vision</td>
<td>18 (2)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>18 (2)</td>
</tr>
<tr>
<td>Medical illness (not sudden) flu, diabetes</td>
<td>62 (2)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>62 (2)</td>
</tr>
<tr>
<td>Mental illness (depression, psychosis)</td>
<td>16 (-)</td>
<td>3 (-)</td>
<td>2 (-)</td>
<td>21 (-)</td>
</tr>
<tr>
<td>Suicidal (but not successful)</td>
<td>17 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>17 (-)</td>
</tr>
<tr>
<td>Impaired ability due to old age</td>
<td>78 (7)</td>
<td>- (1)</td>
<td>2 (-)</td>
<td>80 (7)</td>
</tr>
<tr>
<td>Other</td>
<td>34 (4)</td>
<td>- (1)</td>
<td>2 (-)</td>
<td>36 (4)</td>
</tr>
<tr>
<td>Totals</td>
<td>409 (22)</td>
<td>10 (-)</td>
<td>7 (1)</td>
<td>426 (23)</td>
</tr>
<tr>
<td>Intentional or criminal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deliberate homicide (only if successful)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>- (1)</td>
</tr>
<tr>
<td>Intentional collision</td>
<td>48 (-)</td>
<td>1 (-)</td>
<td>1 (-)</td>
<td>50 (-)</td>
</tr>
<tr>
<td>Committed suicide (only if succeeded)</td>
<td>1 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Evading enforcement</td>
<td>71 (4)</td>
<td>19 (-)</td>
<td>- (1)</td>
<td>90 (4)</td>
</tr>
<tr>
<td>Object deliberately thrown at or dropped on vehicle/shot at</td>
<td>1 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Object thrown from vehicle</td>
<td>2 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Stolen vehicle</td>
<td>34 (4)</td>
<td>6 (-)</td>
<td>- (1)</td>
<td>40 (4)</td>
</tr>
<tr>
<td>Other</td>
<td>9 (2)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>9 (2)</td>
</tr>
<tr>
<td>Totals</td>
<td>166 (11)</td>
<td>26 (-)</td>
<td>1 (-)</td>
<td>193 (11)</td>
</tr>
<tr>
<td>Driver/Pass boarding/leaving/in vehicle</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boarding moving vehicle</td>
<td>2 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Intentionally leaving moving vehicle</td>
<td>3 (2)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>3 (2)</td>
</tr>
<tr>
<td>Riding in insecure position</td>
<td>15 (3)</td>
<td>5 (1)</td>
<td>2 (-)</td>
<td>22 (4)</td>
</tr>
<tr>
<td>Interfered with driver</td>
<td>24 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>24 (-)</td>
</tr>
<tr>
<td>Opened door inadvertently</td>
<td>8 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>8 (-)</td>
</tr>
<tr>
<td>Overloaded vehicle (with passengers)</td>
<td>2 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Child playing in parked vehicle</td>
<td>1 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>3 (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Totals</td>
<td>58 (5)</td>
<td>5 (1)</td>
<td>2 (-)</td>
<td>65 (6)</td>
</tr>
<tr>
<td>Miscellaneous person</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Casualty drowned</td>
<td>- (2)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>- (2)</td>
</tr>
<tr>
<td>Casualty thrown from vehicle</td>
<td>7 (20)</td>
<td>2 (2)</td>
<td>- (1)</td>
<td>9 (22)</td>
</tr>
<tr>
<td>Equestrian not keeping to verge</td>
<td>- (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Cyclist or motorcyclist wearing dark clothing</td>
<td>- (-)</td>
<td>3 (-)</td>
<td>12 (-)</td>
<td>15 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>- (-)</td>
<td>- (1)</td>
<td>- (1)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Totals</td>
<td>7 (22)</td>
<td>5 (2)</td>
<td>12 (-)</td>
<td>24 (24)</td>
</tr>
<tr>
<td><strong>TOTAL GENERAL PERSON FACTORS</strong></td>
<td>640 (60)</td>
<td>46 (3)</td>
<td>22 (1)</td>
<td>708 (64)</td>
</tr>
</tbody>
</table>

(Continued)

**NOTE:** The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
#### YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>MOTOR VEHICLE</th>
<th>MOTOR CYCLE</th>
<th>PEDAL CYCLE</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VEHICLE FACTORS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lights and Reflectors</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dazzling headlights</td>
<td>7 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>7 (-)</td>
</tr>
<tr>
<td>Inadequate or no headlights</td>
<td>17 (3)</td>
<td>5 (2)</td>
<td>19 (-)</td>
<td>41 (5)</td>
</tr>
<tr>
<td>Headlights failed suddenly</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Brake lights or indicators...</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Inadequate or no tail-lights</td>
<td>3 (-)</td>
<td>1 (2)</td>
<td>1 (-)</td>
<td>5 (2)</td>
</tr>
<tr>
<td>Inadequate or no reflectors</td>
<td>1 (-)</td>
<td>2 (-)</td>
<td>2 (-)</td>
<td>5 (-)</td>
</tr>
<tr>
<td>Lights or reflectors covered by dirt</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>6 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>6 (1)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>40 (4)</td>
<td>8 (4)</td>
<td>22 (-)</td>
<td>70 (8)</td>
</tr>
<tr>
<td><strong>Brakes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking brake</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- failed</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>- defective</td>
<td>2 (-)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Service brake</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- failed</td>
<td>9 (-)</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>11 (-)</td>
</tr>
<tr>
<td>- defective</td>
<td>7 (-)</td>
<td>5 (-)</td>
<td>- (-)</td>
<td>12 (-)</td>
</tr>
<tr>
<td>Jack-knifed</td>
<td>6 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>6 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>7 (1)</td>
<td>4 (1)</td>
<td>2 (-)</td>
<td>13 (2)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>34 (1)</td>
<td>12 (1)</td>
<td>2 (-)</td>
<td>48 (2)</td>
</tr>
<tr>
<td><strong>Steering</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Defective</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Failed suddenly</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>5 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>5 (-)</td>
</tr>
<tr>
<td><strong>Tyres</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Puncture or blow out</td>
<td>56 (2)</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>59 (2)</td>
</tr>
<tr>
<td>Tread worn</td>
<td>70 (6)</td>
<td>3 (1)</td>
<td>- (-)</td>
<td>73 (7)</td>
</tr>
<tr>
<td>Incorrect type</td>
<td>8 (2)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>9 (2)</td>
</tr>
<tr>
<td>Mixed treads/space savers</td>
<td>5 (2)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>5 (2)</td>
</tr>
<tr>
<td>Other</td>
<td>13 (2)</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>16 (2)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>152 (14)</td>
<td>10 (1)</td>
<td>- (-)</td>
<td>162 (15)</td>
</tr>
<tr>
<td><strong>Windscreen or mirror</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windscreen shattered</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Windscreen or rear window dirty</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Rear vision mirror not adjusted correctly</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>No rear vision mirror</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Windscreen, spectacles or rear window misted/frosted</td>
<td>35 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>35 (-)</td>
</tr>
<tr>
<td>Inadequate or no sun visors</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Inadequate or no windscreen wipers</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Cycle/motorcycle visor, goggles or screen defective, misted etc</td>
<td>- (-)</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>42 (-)</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>44 (-)</td>
</tr>
</tbody>
</table>

(Continued)

**NOTE:** The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>MOTOR VEHICLE</th>
<th>MOTOR CYCLE</th>
<th>PEDAL CYCLE</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VEHICLE FACTORS CONTINUED</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanical</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine failure</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Transmission failure</td>
<td>1 (-)</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>4 (-)</td>
</tr>
<tr>
<td>Accelerator or throttle jammed</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>9 (-)</td>
<td>4 (-)</td>
<td>- (-)</td>
<td>13 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>13 (-)</td>
<td>7 (-)</td>
<td>- (-)</td>
<td>20 (-)</td>
</tr>
<tr>
<td><strong>Body or chassis</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Body, chassis or frame failure</td>
<td>1 (1)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>2 (1)</td>
</tr>
<tr>
<td>Suspension failure</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Failure of door catch/door not shut</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Inadequate mudguards</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Inadequate tow coupling</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Inadequate or no safety chain</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Bonnet catch failed</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Wheel off</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Broken axle</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Inconspicuous colour</td>
<td>9 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>9 (-)</td>
</tr>
<tr>
<td>Blind spot</td>
<td>63 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>63 (-)</td>
</tr>
<tr>
<td>Seatbelt/restraint failed</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Airbag failed to inflate (fully)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>7 (2)</td>
<td>1 (1)</td>
<td>- (-)</td>
<td>8 (3)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>91 (3)</td>
<td>2 (1)</td>
<td>1 (-)</td>
<td>94 (4)</td>
</tr>
<tr>
<td><strong>Load</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interferes with driver</td>
<td>1 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (1)</td>
</tr>
<tr>
<td>Not well secured or load moved</td>
<td>16 (2)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>17 (2)</td>
</tr>
<tr>
<td>Overhanging</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Load obscured vision</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Excess dimensions not adequately indicated</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Overdimension vehicle or load</td>
<td>3 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Load too heavy</td>
<td>9 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>9 (1)</td>
</tr>
<tr>
<td>Towed vehicle or trailer too heavy or incompatible</td>
<td>4 (1)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>4 (1)</td>
</tr>
<tr>
<td>Other</td>
<td>14 (1)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>15 (1)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>47 (6)</td>
<td>2 (-)</td>
<td>- (-)</td>
<td>49 (6)</td>
</tr>
<tr>
<td><strong>Miscellaneous vehicle</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emergency vehicle attending emergency</td>
<td>6 (1)</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>7 (1)</td>
</tr>
<tr>
<td>Vehicle caught fire</td>
<td>29 (9)</td>
<td>3 (1)</td>
<td>- (-)</td>
<td>32 (10)</td>
</tr>
<tr>
<td>Being towed</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Airbag contributed to crash or injury</td>
<td>6 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>6 (-)</td>
</tr>
<tr>
<td>Seatbelt/restraint absent or unusable</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Dangerous goods</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>1 (-)</td>
<td>- (-)</td>
<td>- (-)</td>
<td>1 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>42 (10)</td>
<td>4 (1)</td>
<td>1 (-)</td>
<td>47 (11)</td>
</tr>
<tr>
<td><strong>TOTAL VEHICLE FACTORS</strong></td>
<td>466 (38)</td>
<td>47 (8)</td>
<td>26 (-)</td>
<td>539 (46)</td>
</tr>
</tbody>
</table>

(Continued)

**NOTE:** The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PEDESTRIAN FACTORS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Walking along road</strong></td>
<td></td>
</tr>
<tr>
<td>Not keeping to footpath</td>
<td>7 (1)</td>
</tr>
<tr>
<td>Not keeping to side of road</td>
<td>5 (-)</td>
</tr>
<tr>
<td>Not facing oncoming traffic</td>
<td>7 (-)</td>
</tr>
<tr>
<td>Not on outside of blind curve</td>
<td>- (-)</td>
</tr>
<tr>
<td>Wheeled ped inconsiderate or dangerous on footpath</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>2 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>22 (1)</td>
</tr>
<tr>
<td><strong>Crossing road</strong></td>
<td></td>
</tr>
<tr>
<td>Walking heedless of traffic</td>
<td>175 (6)</td>
</tr>
<tr>
<td>Stepping out from behind parked vehicle</td>
<td>81 (3)</td>
</tr>
<tr>
<td>Running heedless of traffic</td>
<td>223 (6)</td>
</tr>
<tr>
<td>Failed to use pedestrian crossing when one within 20 metres</td>
<td>13 (1)</td>
</tr>
<tr>
<td>Waiting on roadway for moving traffic</td>
<td>14 (1)</td>
</tr>
<tr>
<td>Confused by traffic or stepped back</td>
<td>6 (-)</td>
</tr>
<tr>
<td>Stepping suddenly onto pedestrian crossing</td>
<td>9 (1)</td>
</tr>
<tr>
<td>Not complying with traffic signals or school patrol</td>
<td>26 (-)</td>
</tr>
<tr>
<td>Misjudged speed and/or distance of vehicle</td>
<td>15 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>30 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>592 (18)</td>
</tr>
<tr>
<td><strong>Miscellaneous</strong></td>
<td></td>
</tr>
<tr>
<td>Pushing, working or unloading vehicle</td>
<td>9 (1)</td>
</tr>
<tr>
<td>Playing on, or unnecessarily on road</td>
<td>33 (6)</td>
</tr>
<tr>
<td>Working on road</td>
<td>5 (-)</td>
</tr>
<tr>
<td>Wearing dark clothing</td>
<td>25 (6)</td>
</tr>
<tr>
<td>Vision obscured by umbrella or clothing</td>
<td>5 (-)</td>
</tr>
<tr>
<td>Child escaped from supervision</td>
<td>12 (-)</td>
</tr>
<tr>
<td>Unsupervised child</td>
<td>50 (2)</td>
</tr>
<tr>
<td>Sitting/lying on road</td>
<td>1 (2)</td>
</tr>
<tr>
<td>Pedestrian from school bus</td>
<td>1 (1)</td>
</tr>
<tr>
<td>Pedestrian behind reversing/manoeuvring vehicle</td>
<td>21 (1)</td>
</tr>
<tr>
<td>Overseas pedestrian</td>
<td>8 (2)</td>
</tr>
<tr>
<td>Pedestrian attention diverted (music player, cigarette, cell phone etc)</td>
<td>22 (2)</td>
</tr>
<tr>
<td>Other</td>
<td>9 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>201 (23)</td>
</tr>
<tr>
<td><strong>TOTAL PEDESTRIAN FACTORS</strong></td>
<td>815 (42)</td>
</tr>
</tbody>
</table>

(Continued)

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TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROAD FACTORS</strong></td>
<td></td>
</tr>
<tr>
<td>Slippery because of</td>
<td></td>
</tr>
<tr>
<td>Rain</td>
<td>491 (13)</td>
</tr>
<tr>
<td>Frost or ice</td>
<td>82 (-)</td>
</tr>
<tr>
<td>Snow or hail</td>
<td>15 (-)</td>
</tr>
<tr>
<td>Loose material on seal</td>
<td>128 (2)</td>
</tr>
<tr>
<td>Mud</td>
<td>8 (-)</td>
</tr>
<tr>
<td>Oil/diesel/fuel</td>
<td>35 (1)</td>
</tr>
<tr>
<td>Painted markings</td>
<td>7 (-)</td>
</tr>
<tr>
<td>Recently graded</td>
<td>4 (-)</td>
</tr>
<tr>
<td>Surface bleeding/defective</td>
<td>15 (3)</td>
</tr>
<tr>
<td>Other</td>
<td>89 (-)</td>
</tr>
<tr>
<td>Totals</td>
<td>874 (19)</td>
</tr>
<tr>
<td><strong>Surface</strong></td>
<td></td>
</tr>
<tr>
<td>Potholed</td>
<td>17 (2)</td>
</tr>
<tr>
<td>Uneven</td>
<td>29 (1)</td>
</tr>
<tr>
<td>Deep loose metal</td>
<td>41 (1)</td>
</tr>
<tr>
<td>High crown</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Curve not well banked</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Edge badly defined or gave way</td>
<td>7 (-)</td>
</tr>
<tr>
<td>Under construction or maintenance</td>
<td>146 (4)</td>
</tr>
<tr>
<td>Unusually narrow</td>
<td>21 (3)</td>
</tr>
<tr>
<td>Broken glass</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>30 (2)</td>
</tr>
<tr>
<td>Totals</td>
<td>294 (13)</td>
</tr>
<tr>
<td><strong>Obstructed</strong></td>
<td></td>
</tr>
<tr>
<td>Fallen tree or branch</td>
<td>5 (-)</td>
</tr>
<tr>
<td>Slip or subsidence</td>
<td>4 (-)</td>
</tr>
<tr>
<td>Flood waters, large puddles, ford</td>
<td>7 (-)</td>
</tr>
<tr>
<td>Road works</td>
<td></td>
</tr>
<tr>
<td>- not adequately lighted</td>
<td>(-)</td>
</tr>
<tr>
<td>- not adequately signposted</td>
<td>7 (1)</td>
</tr>
<tr>
<td>Roadside object fell on vehicle</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Object flicked up by vehicle</td>
<td>(-)</td>
</tr>
<tr>
<td>Other</td>
<td>8 (-)</td>
</tr>
<tr>
<td>Totals</td>
<td>32 (1)</td>
</tr>
<tr>
<td><strong>Visibility limited by</strong></td>
<td></td>
</tr>
<tr>
<td>Curve</td>
<td>51 (4)</td>
</tr>
<tr>
<td>Crest</td>
<td>46 (4)</td>
</tr>
<tr>
<td>Building</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Trees</td>
<td>16 (1)</td>
</tr>
<tr>
<td>Hedge or fence</td>
<td>20 (1)</td>
</tr>
<tr>
<td>Scrub or long grass</td>
<td>10 (1)</td>
</tr>
<tr>
<td>Bank</td>
<td>4 (1)</td>
</tr>
<tr>
<td>Temporary obstruction or dust/smoke</td>
<td>5 (-)</td>
</tr>
<tr>
<td>Parked vehicle</td>
<td>65 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>40 (4)</td>
</tr>
<tr>
<td>Totals</td>
<td>258 (16)</td>
</tr>
</tbody>
</table>

(Continued)

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### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES

**YEAR ENDING 31 DECEMBER 2008**

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROAD FACTORS CONTINUED</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Signs and signals</strong></td>
<td></td>
</tr>
<tr>
<td>Damaged, removed or malfunctioned</td>
<td>10 (-)</td>
</tr>
<tr>
<td>Badly located</td>
<td>6 (-)</td>
</tr>
<tr>
<td>Ineffective or inadequate</td>
<td>19 (-)</td>
</tr>
<tr>
<td>Necessary</td>
<td>17 (3)</td>
</tr>
<tr>
<td>Signals turned off</td>
<td>4 (1)</td>
</tr>
<tr>
<td>Other</td>
<td>4 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>60 (4)</td>
</tr>
<tr>
<td><strong>Markings</strong></td>
<td></td>
</tr>
<tr>
<td>Faded</td>
<td>11 (-)</td>
</tr>
<tr>
<td>Difficult to see in weather conditions</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Necessary</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Not visible due to geometry or vehicles</td>
<td>- (-)</td>
</tr>
<tr>
<td>Old markings not adequately removed</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>1 (1)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>17 (1)</td>
</tr>
<tr>
<td><strong>Street lighting</strong></td>
<td></td>
</tr>
<tr>
<td>Failed</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Inadequate</td>
<td>23 (1)</td>
</tr>
<tr>
<td>Glare on wet road</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Pedestrian crossing not adequately lighted</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>3 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>29 (1)</td>
</tr>
<tr>
<td><strong>Raised islands and roundabouts</strong></td>
<td></td>
</tr>
<tr>
<td>Difficult to see</td>
<td>- (-)</td>
</tr>
<tr>
<td>Ineffective, badly located/designed</td>
<td>- (-)</td>
</tr>
<tr>
<td>Cyclist squeeze point</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>- (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>- (-)</td>
</tr>
<tr>
<td><strong>TOTAL ROAD FACTORS</strong></td>
<td>1564 (55)</td>
</tr>
</tbody>
</table>

(Continued)

**NOTE:** The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
### TABLE 26: FACTORS PROBABLY CONTRIBUTING TO CRASHES
YEAR ENDING 31 DECEMBER 2008

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MISCELLANEOUS FACTORS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Weather</strong></td>
<td></td>
</tr>
<tr>
<td>Heavy rain</td>
<td>234 (8)</td>
</tr>
<tr>
<td>Dazzling sun</td>
<td>182 (8)</td>
</tr>
<tr>
<td>Strong wind</td>
<td>32 (3)</td>
</tr>
<tr>
<td>Fog or mist</td>
<td>54 (2)</td>
</tr>
<tr>
<td>Snow sleet or hail</td>
<td>14 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>2 (1)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>518 (22)</td>
</tr>
<tr>
<td><strong>Animals</strong></td>
<td></td>
</tr>
<tr>
<td>Household pet rushed out or playing</td>
<td>8 (-)</td>
</tr>
<tr>
<td>Farm animal straying</td>
<td>58 (1)</td>
</tr>
<tr>
<td>Farm animal attended but</td>
<td></td>
</tr>
<tr>
<td>- inadequate warning or unexpected</td>
<td>2 (-)</td>
</tr>
<tr>
<td>- out of control</td>
<td>1 (-)</td>
</tr>
<tr>
<td>Wild</td>
<td>6 (-)</td>
</tr>
<tr>
<td>Other</td>
<td>3 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>77 (2)</td>
</tr>
<tr>
<td><strong>Entering or leaving land use</strong></td>
<td></td>
</tr>
<tr>
<td>Roadside stall</td>
<td>2 (-)</td>
</tr>
<tr>
<td>Service station</td>
<td>72 (-)</td>
</tr>
<tr>
<td>Specialised liquor outlet</td>
<td>11 (-)</td>
</tr>
<tr>
<td>Takeaway foods</td>
<td>19 (-)</td>
</tr>
<tr>
<td>Shopping complex</td>
<td>69 (-)</td>
</tr>
<tr>
<td>Car parking building/area</td>
<td>36 (-)</td>
</tr>
<tr>
<td>Other commercial</td>
<td>187 (-)</td>
</tr>
<tr>
<td>Industrial site</td>
<td>13 (-)</td>
</tr>
<tr>
<td>Private house/farm</td>
<td>460 (9)</td>
</tr>
<tr>
<td>Other non-commercial</td>
<td>79 (5)</td>
</tr>
<tr>
<td>Mobile shop or vendor</td>
<td>- (-)</td>
</tr>
<tr>
<td>Other</td>
<td>26 (-)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>974 (14)</td>
</tr>
<tr>
<td><strong>Unknown Factor</strong></td>
<td>6 (-)</td>
</tr>
<tr>
<td><strong>TOTAL MISCELLANEOUS FACTORS</strong></td>
<td>1575 (38)</td>
</tr>
</tbody>
</table>

(Continued)

**NOTE:** The figures in brackets are the number of factors in fatal crashes and are not included in the adjacent totals. See Note 10.
### TABLE 26A: CRASHES AND CASUALTIES WHERE DRIVER ALCOHOL/DRUGS WAS A CONTRIBUTING FACTOR

<table>
<thead>
<tr>
<th>Year</th>
<th>Crashes with Alcohol/Drugs</th>
<th></th>
<th>Casualties from Crashes with Alcohol/Drugs</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Injury</td>
<td>Fatal</td>
<td>Injury</td>
</tr>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>1985</td>
<td>238</td>
<td>36.1</td>
<td>2493</td>
<td>19.3</td>
</tr>
<tr>
<td>1986</td>
<td>266</td>
<td>40.5</td>
<td>2575</td>
<td>20.1</td>
</tr>
<tr>
<td>1987</td>
<td>271</td>
<td>39.4</td>
<td>2595</td>
<td>20.5</td>
</tr>
<tr>
<td>1988</td>
<td>266</td>
<td>42.6</td>
<td>2500</td>
<td>20.9</td>
</tr>
<tr>
<td>1989</td>
<td>264</td>
<td>40.6</td>
<td>2364</td>
<td>20.8</td>
</tr>
<tr>
<td>1990</td>
<td>268</td>
<td>42.1</td>
<td>2716</td>
<td>22.3</td>
</tr>
<tr>
<td>1991</td>
<td>225</td>
<td>40.6</td>
<td>2424</td>
<td>20.9</td>
</tr>
<tr>
<td>1992</td>
<td>221</td>
<td>40.8</td>
<td>2282</td>
<td>20.6</td>
</tr>
<tr>
<td>1993</td>
<td>185</td>
<td>35.8</td>
<td>1906</td>
<td>18.2</td>
</tr>
<tr>
<td>1994</td>
<td>190</td>
<td>38.3</td>
<td>2044</td>
<td>18.0</td>
</tr>
<tr>
<td>1995</td>
<td>162</td>
<td>32.3</td>
<td>2118</td>
<td>18.1</td>
</tr>
<tr>
<td>1996</td>
<td>129</td>
<td>28.2</td>
<td>1652</td>
<td>16.3</td>
</tr>
<tr>
<td>1997</td>
<td>127</td>
<td>27.1</td>
<td>1389</td>
<td>15.5</td>
</tr>
<tr>
<td>1998</td>
<td>118</td>
<td>27.1</td>
<td>1347</td>
<td>16.2</td>
</tr>
<tr>
<td>1999</td>
<td>100</td>
<td>23.0</td>
<td>1146</td>
<td>14.3</td>
</tr>
<tr>
<td>2000</td>
<td>101</td>
<td>26.4</td>
<td>1063</td>
<td>14.3</td>
</tr>
<tr>
<td>2001</td>
<td>104</td>
<td>26.3</td>
<td>1111</td>
<td>13.1</td>
</tr>
<tr>
<td>2002</td>
<td>95</td>
<td>26.1</td>
<td>1296</td>
<td>13.2</td>
</tr>
<tr>
<td>2003</td>
<td>124</td>
<td>30.6</td>
<td>1229</td>
<td>12.0</td>
</tr>
<tr>
<td>2004</td>
<td>116</td>
<td>30.9</td>
<td>1235</td>
<td>12.4</td>
</tr>
<tr>
<td>2005</td>
<td>101</td>
<td>29.6</td>
<td>1335</td>
<td>12.8</td>
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<tr>
<td>2006</td>
<td>99</td>
<td>28.3</td>
<td>1563</td>
<td>14.1</td>
</tr>
<tr>
<td>2007</td>
<td>117</td>
<td>31.1</td>
<td>1584</td>
<td>13.6</td>
</tr>
<tr>
<td>2008</td>
<td>103</td>
<td>31.1</td>
<td>1597</td>
<td>14.1</td>
</tr>
</tbody>
</table>
### TABLE 26B: CRASHES AND CASUALTIES WHERE TRAVELLING TOO FAST FOR CONDITIONS WAS A CONTRIBUTING FACTOR

<table>
<thead>
<tr>
<th>Year</th>
<th>Crashes with Speed</th>
<th>Casualties from Crashes with Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Injury</td>
</tr>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>1985</td>
<td>193</td>
<td>29.2</td>
</tr>
<tr>
<td>1986</td>
<td>192</td>
<td>29.3</td>
</tr>
<tr>
<td>1987</td>
<td>251</td>
<td>36.5</td>
</tr>
<tr>
<td>1988</td>
<td>231</td>
<td>37.0</td>
</tr>
<tr>
<td>1989</td>
<td>257</td>
<td>39.5</td>
</tr>
<tr>
<td>1990</td>
<td>224</td>
<td>35.2</td>
</tr>
<tr>
<td>1991</td>
<td>190</td>
<td>34.3</td>
</tr>
<tr>
<td>1992</td>
<td>195</td>
<td>36.0</td>
</tr>
<tr>
<td>1993</td>
<td>192</td>
<td>37.1</td>
</tr>
<tr>
<td>1994</td>
<td>191</td>
<td>38.5</td>
</tr>
<tr>
<td>1995</td>
<td>182</td>
<td>36.3</td>
</tr>
<tr>
<td>1996</td>
<td>153</td>
<td>33.5</td>
</tr>
<tr>
<td>1997</td>
<td>137</td>
<td>29.3</td>
</tr>
<tr>
<td>1998</td>
<td>140</td>
<td>32.1</td>
</tr>
<tr>
<td>1999</td>
<td>124</td>
<td>28.6</td>
</tr>
<tr>
<td>2000</td>
<td>87</td>
<td>22.7</td>
</tr>
<tr>
<td>2001</td>
<td>123</td>
<td>31.1</td>
</tr>
<tr>
<td>2002</td>
<td>108</td>
<td>29.7</td>
</tr>
<tr>
<td>2003</td>
<td>140</td>
<td>34.6</td>
</tr>
<tr>
<td>2004</td>
<td>138</td>
<td>36.7</td>
</tr>
<tr>
<td>2005</td>
<td>112</td>
<td>32.8</td>
</tr>
<tr>
<td>2006</td>
<td>107</td>
<td>30.7</td>
</tr>
<tr>
<td>2007</td>
<td>117</td>
<td>31.1</td>
</tr>
<tr>
<td>2008</td>
<td>111</td>
<td>33.5</td>
</tr>
</tbody>
</table>

**NOTES:** The Police Traffic Crash Report form was modified in 2001. The ‘too fast for conditions’ data since this change is not strictly comparable to earlier data.

Most crashes have a number of contributing causal factors and many have both alcohol and ‘too fast for conditions’. For this reason these tables can not be added together to give the total number of crashes with alcohol/drugs and/or ‘too fast for conditions’ listed as contributing factors.