ballina
shire council

Appendix A
Road Safety Strategy

Crash Profile

CONTENTS

ROAD CRASHES IN THE BALLINA SHIRE

To achieve the road safety vision and targets contained within the Road Safety Strategy (2014/15-2023/24), it is important to understand the nature and extent of road trauma in the Ballina Shire.

A detailed analysis of crash data was undertaken using fatal and injury crash data obtained from the Roads and Maritime Services. Non-casualty (towaway) crash data had also been analysed, but has not been documented here.

Most of the data has been analysed for the five-year period from January 2008 to December 2012. Some analysis has been undertaken over a ten-year period to demonstrate crash trends over a longer period and to allow more detailed patterns to emerge.

The crash profile of the Ballina Shire has been classified by factors such as crash type, age and gender, location, contributing factors and road user type. The analysis identifies key problem areas and provides an evidence base to target local road safety interventions.

Serious Injuries

Currently in NSW, the crash data makes no distinguish between injury and serious injury. At the moment, most states in Australia define a serious injury as anything that results in a person being admitted to hospital for one or more nights, however this is not reflected in the data sets provided by the State Government. Further detailed analysis of the new serious injury dataset is currently being conducted. This information will be invaluable in focussing strategies and actions to achieve a reduction in serious injuries. Until improvements in data collection and analysis are made, Council will continue to monitor its road safety performance against the fatal and injury data provided by Transport for NSW.

Ten-year crash trend

In the Ballina Shire from 2003 to 2012, there was a total of 1114 casualty crashes, 47 people were killed and 1,496 people were injured.

There has been a significant reduction in fatal crashes over the past ten years. From 2003 to 2007, there were 31 fatal crashes, compared to 14 fatal crashes in the five years from 2008 to 2012, (Figure 1).

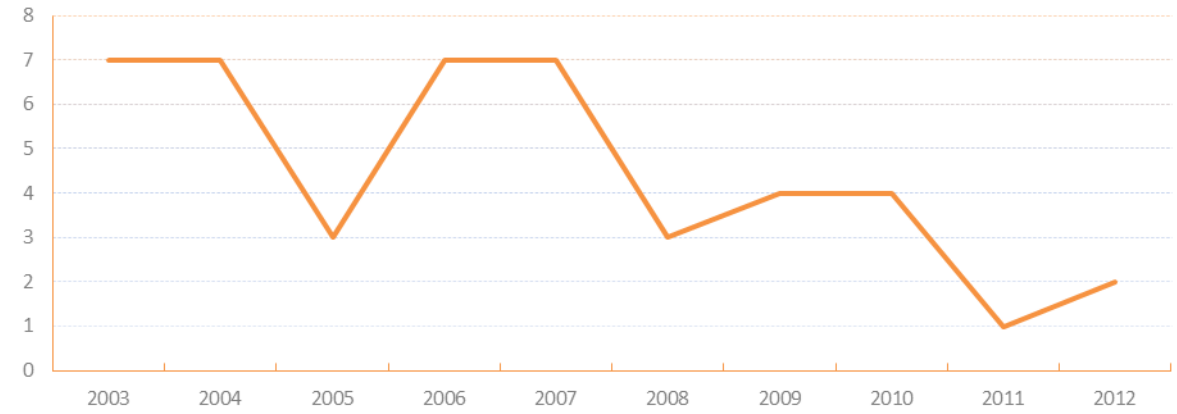


Figure 1 Number of fatal crashes in the Ballina Shire from 2003 to 2012.

There has been a slight downturn trend in the injury crash rate over the ten year period. From 2003 to 2007, there were 584 injury crashes, compared to 534 injury crashes in the five years from 2008 to 2012, (Figure 2).

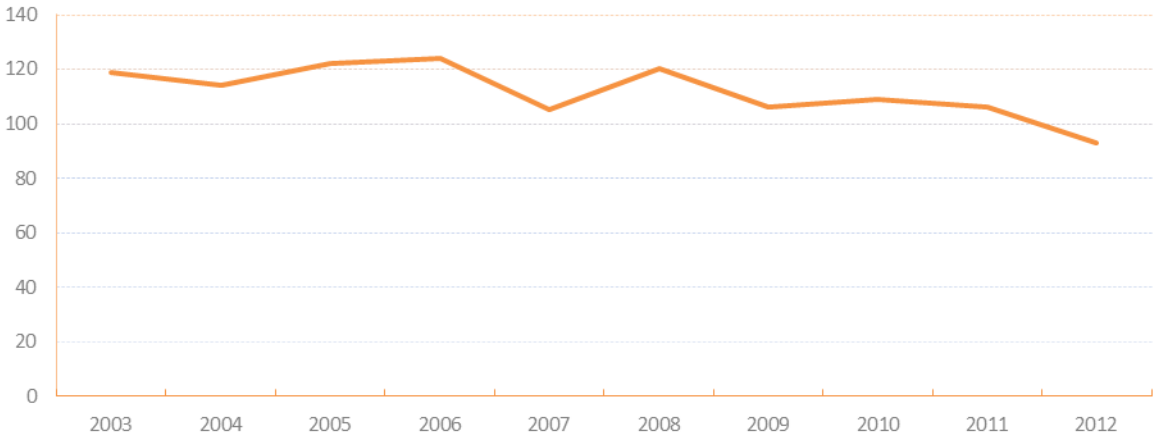


Figure 2 Number of injury crashes in the Ballina Shire from 2003 to 2012.

Five-year crash trend

In the Ballina Shire from 2008 to 2012, there was a total of 547 casualty crashes. In these crashes 14 people were killed and 690 people were injured. Of those either killed or injured 31 persons were not wearing a seat belt.

There has been a slight downturn trend in the number of casualty crashes over the past five years, from 123 casualty crashes in 2008 down to 94 casualty crashes in 2012, (Figure 3).

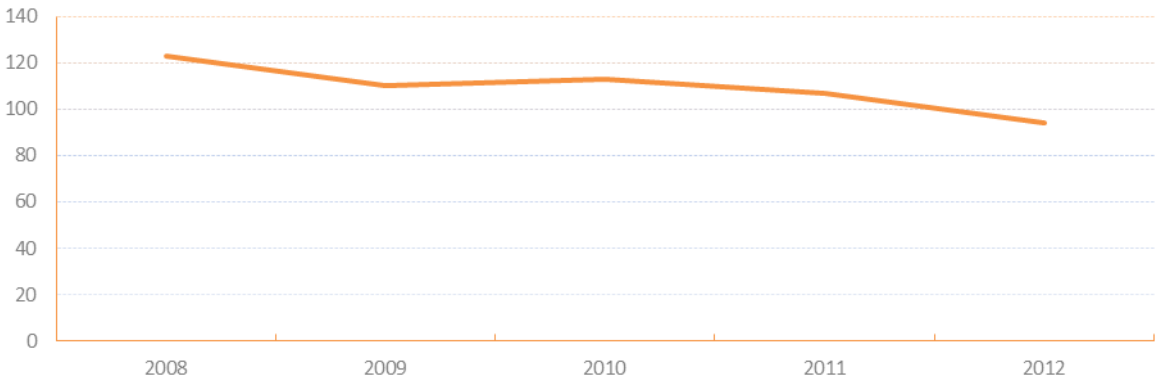


Figure 3 Number of casualty crashes in the Ballina Shire from 2003 to 2012.

CRASH PROFILE FOR THE BALLINA SHIRE FROM 2008 TO 2012

Crash type

In the Ballina Shire from 2008 to 2012, car crashes comprise 80 per cent of the casualty crashes. Light truck crashes comprise 16 per cent of the casualty crashes and motorcycle crashes 13 per cent. Pedal cycle crashes and crashes involving all truck types (light, rigid and articulated truck crashes) were higher than the five-year averages for Northern Region and NSW, (Figure 4). *

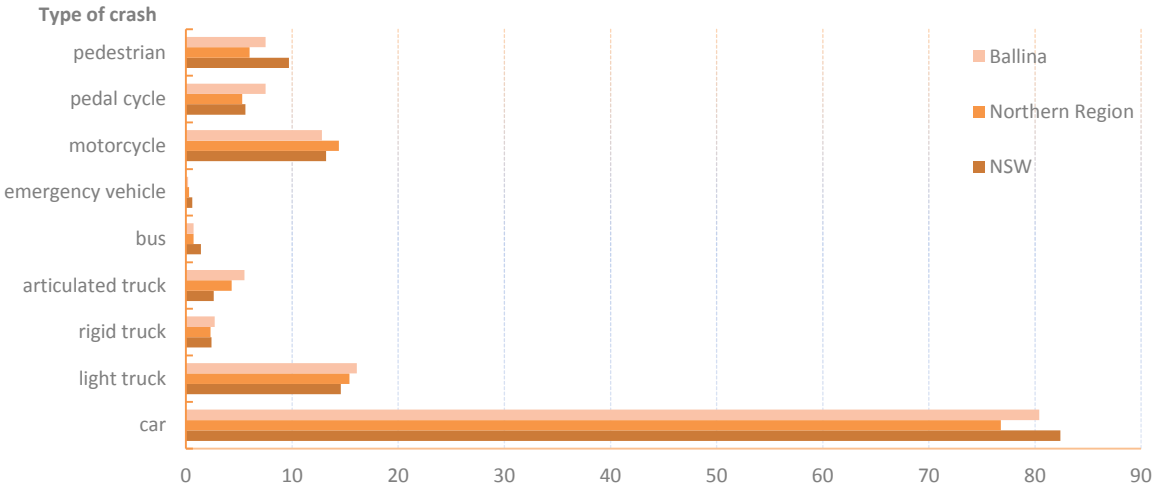


Figure 4 Percentage and type of vehicles involved in casualty crashes in the Ballina Shire, the Northern Region, NSW from 2008 to 2012.
* These categories are not mutually exclusive.

Car crashes also comprised the majority of fatal crashes in the Ballina Shire from 2008 to 2012; 11 crashes (79%). However, the picture for fatal crashes differs, four (29%) of the fatal crashes were pedestrian crashes, higher than the NSW average, but lower than the Northern Region average. Three (21%) of the fatal crashes were articulated truck crashes, higher than both the Northern Region and NSW averages. Fatal crashes involving heavy trucks were over represented in the Ballina Shire, higher than the five-year averages for the Northern Region and NSW, (Figure 5).*

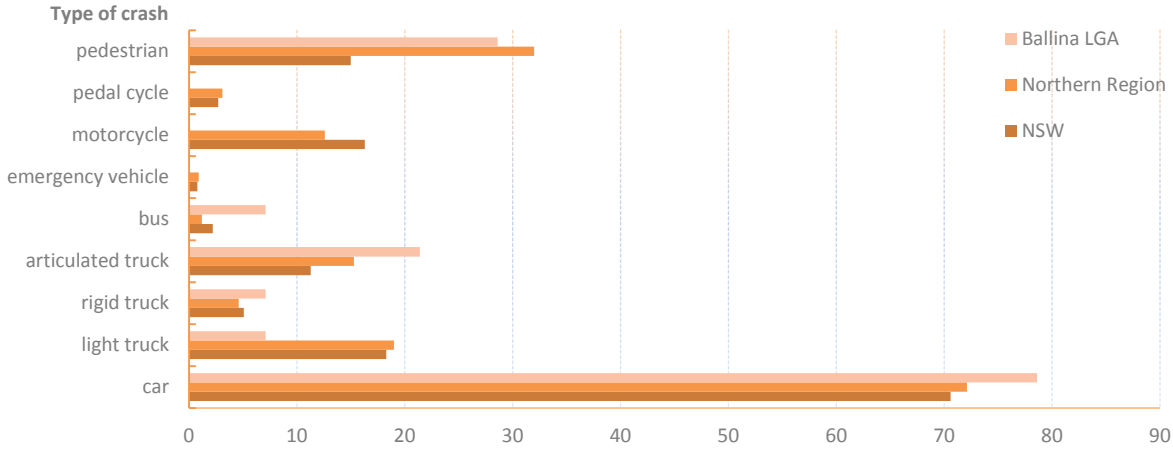


Figure 5 Percentage and type of vehicles involved in fatal crashes in the Ballina Shire, the Northern Region and NSW from 2008 to 2012.
*These categories are not mutually exclusive.

In the Ballina Shire from 2008 to 2012, nearly two thirds (64%) of injury crashes and two thirds of fatal crashes were multi-vehicle crashes, (Figure 6 and Figure 7).

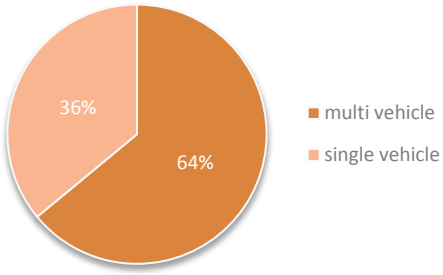


Figure 6 Number of injury crashes in the Ballina Shire involving a single vehicle or multiple vehicles from 2008 to 2012

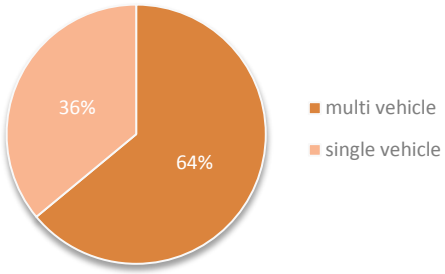


Figure 7 Number of fatal crashes in the Ballina Shire involving a single vehicle or multiple vehicles from 2008 to 2012

The most common casualty crash types were at intersections (91 crashes or 16.6%), rear-enders (83 crashes or 15.2%), and crashes involving a vehicle running off the road on a curve and hitting an object (79 crashes or 14.4%), (Figure 8).

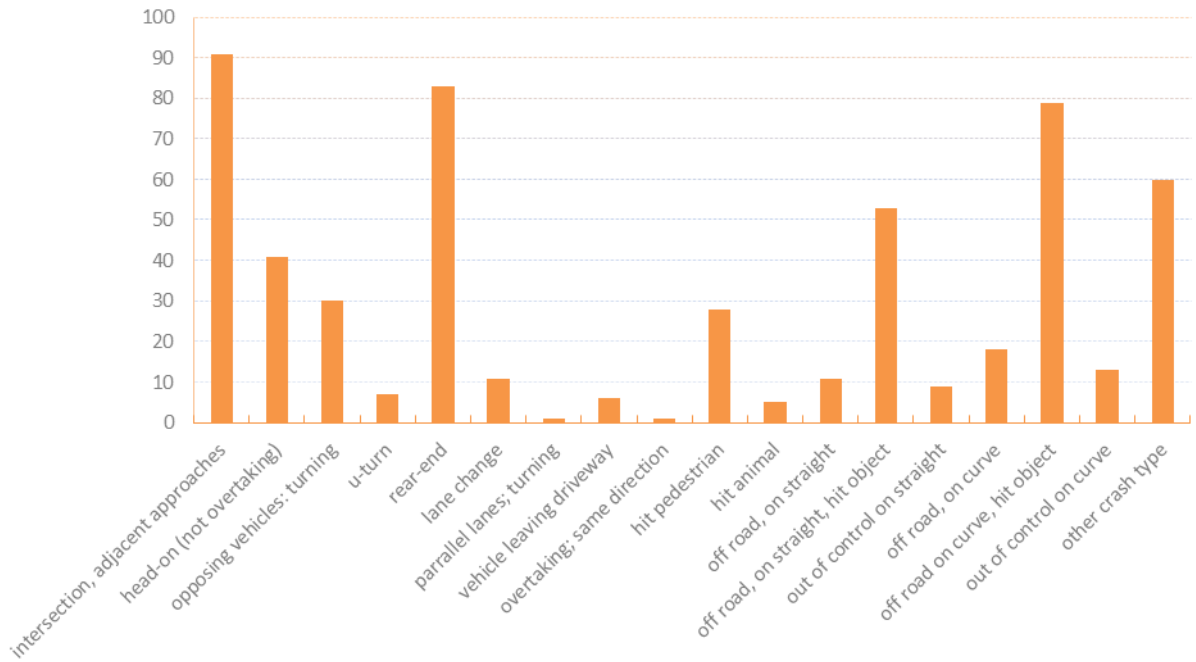


Figure 8 Casualty crash types in the Ballina Shire from 2008 to 2012.
* Not all crash types have been displayed.

The most common fatal crash types were a vehicle running off the road on a curve and hitting an object (5 crashes or 36%), head-on crashes (4 crashes or 29%) and pedestrian crashes (3 crashes or 21%), (Figure 9).

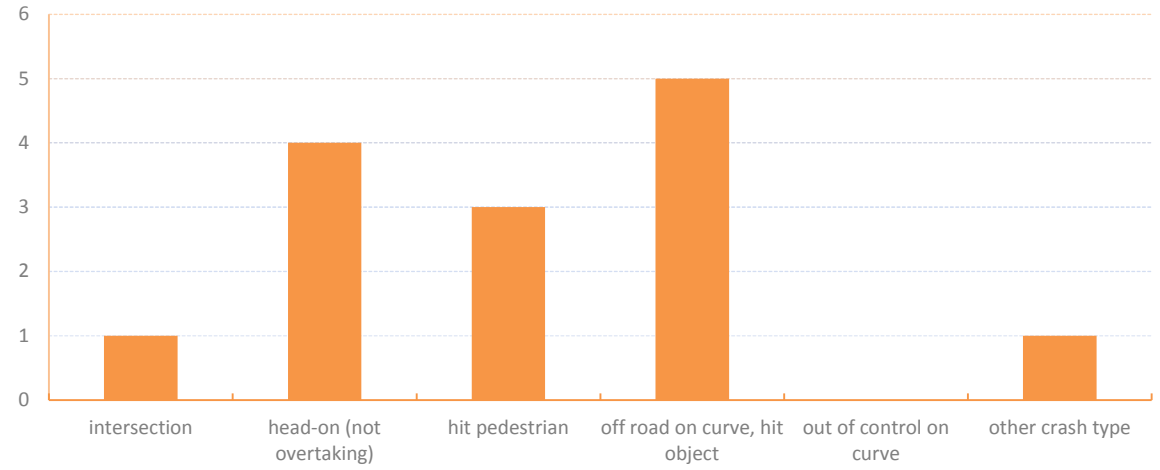


Figure 9 Number of fatal crashes and crash type in the Ballina Shire from 2008 to 2012.

Age and gender

In the Ballina Shire from 2008 to 2012, young road users aged 17-25 years were over-represented in casualty crashes. While young adults aged 17-25 years comprise only 8 per cent of the population, they account for 22 per cent of drivers involved in crashes resulting in death or injury, (Figure 10 and Figure 11).

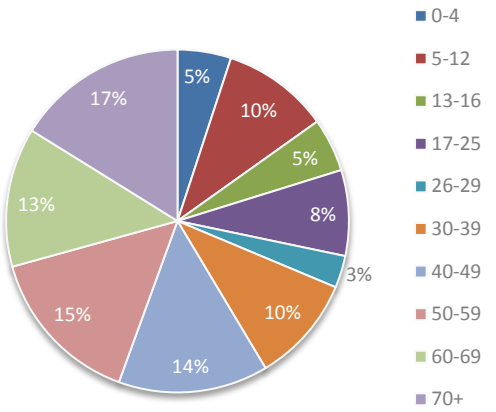


Figure 10 Ballina Shire LGA population age groups (2011 census data).

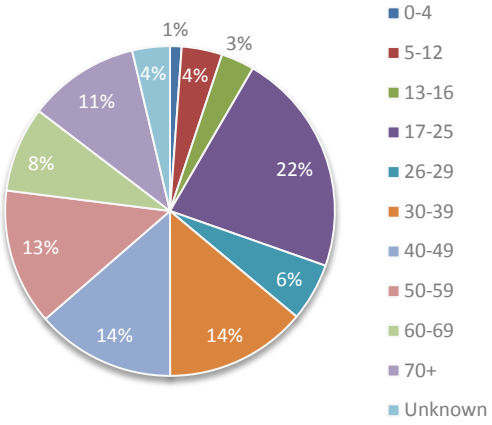


Figure 11 Percentage of casualties by age group in the Ballina Shire from 2008 to 2012.

Figure 12 shows the number of casualties, their age group* and gender. Although each age grouping is not equal, clearly young males and females aged 17-25 years were highly represented in casualty figures.

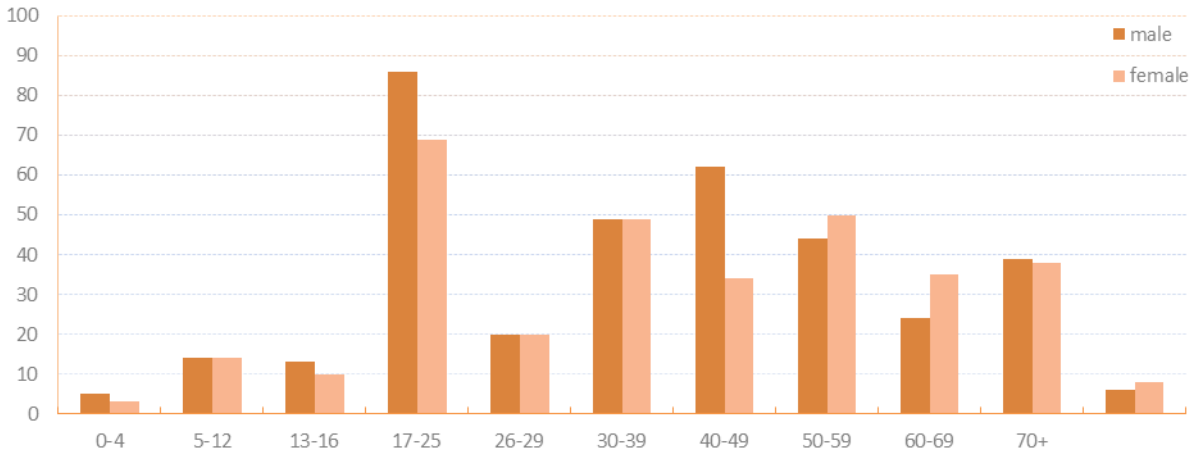


Figure 12 Number of casualties by age group and gender in the Ballina Shire from 2008 to 2012.
* The age groups in the data sets are determined by the RMS.

In the Ballina Shire from 2008 to 2012, ten (71%) of the people killed in fatal crashes were male and four (29%) were female. Four of the fatalities were aged 70 years or older and three were aged 26 to 29 years, (Figure 13).*

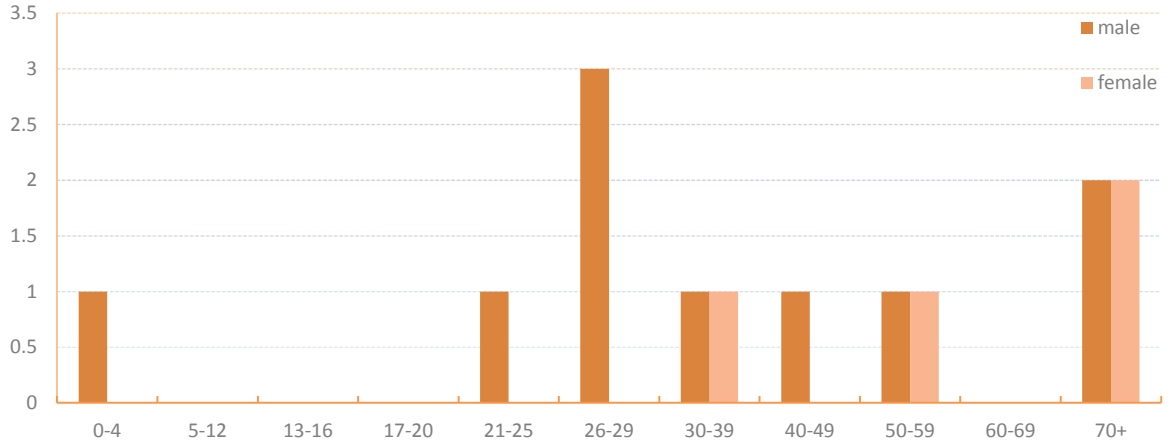


Figure 13 Age and gender of people killed in the Ballina Shire from 2008 to 2012.
* The age groups in the data sets are determined by the RMS.

Day of the week

In the Ballina Shire from 2008 to 2012, 417(76%) casualty crashes occurred on weekdays, 130 (24%) casualty crashes occurred on a weekend, (Figure 14).

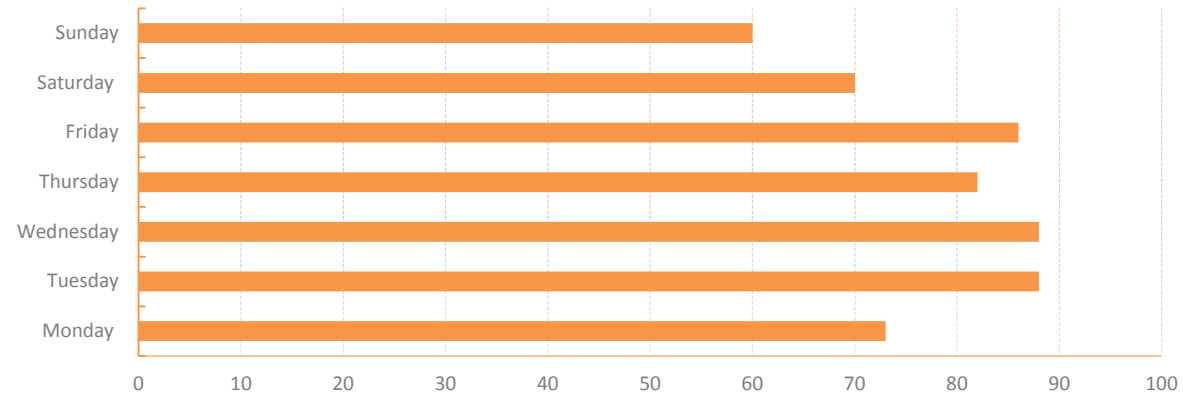


Figure 14 Number of casualty crashes in the Ballina Shire by day of the week from 2008 to 2012.

In the Ballina Shire from 2008 to 2012, eight (57%) of the fatal crashes occurred on weekdays and six (43%) occurred on a weekend, (Figure 15).

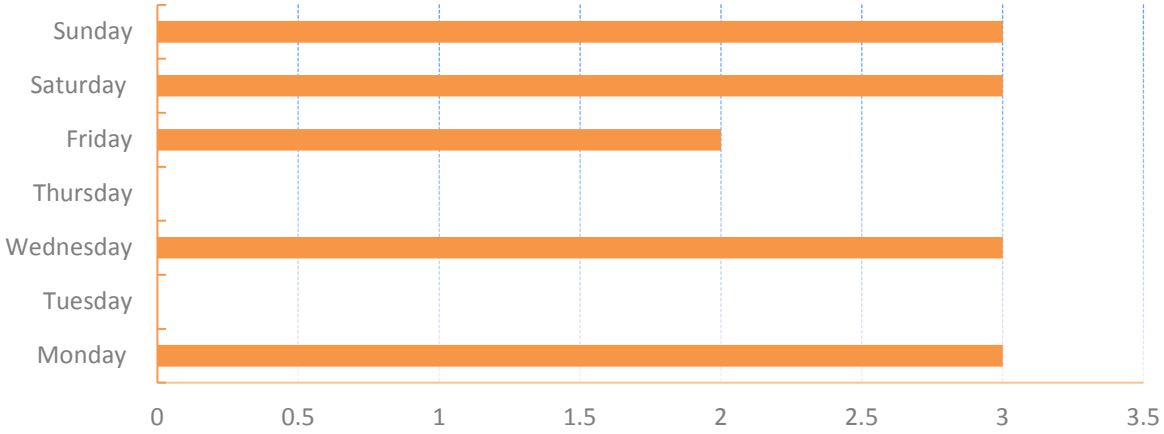


Figure 15 Number of fatal crashes in the Ballina Shire by day of the week from 2008 to 2012.

Time of the day and time of the year

In the Ballina Shire from 2008 to 2012, there was a peak in the number of casualty crashes between the hours of 3:00pm to 5:59pm, afternoon school travel times and the hours people traditionally travel home from work, (Figure 16). Twenty-three per cent of casualty crashes occurred during school travel times.*

School travel times and the times people traditionally travel to and from work are suitable times of the day to target road user safety.

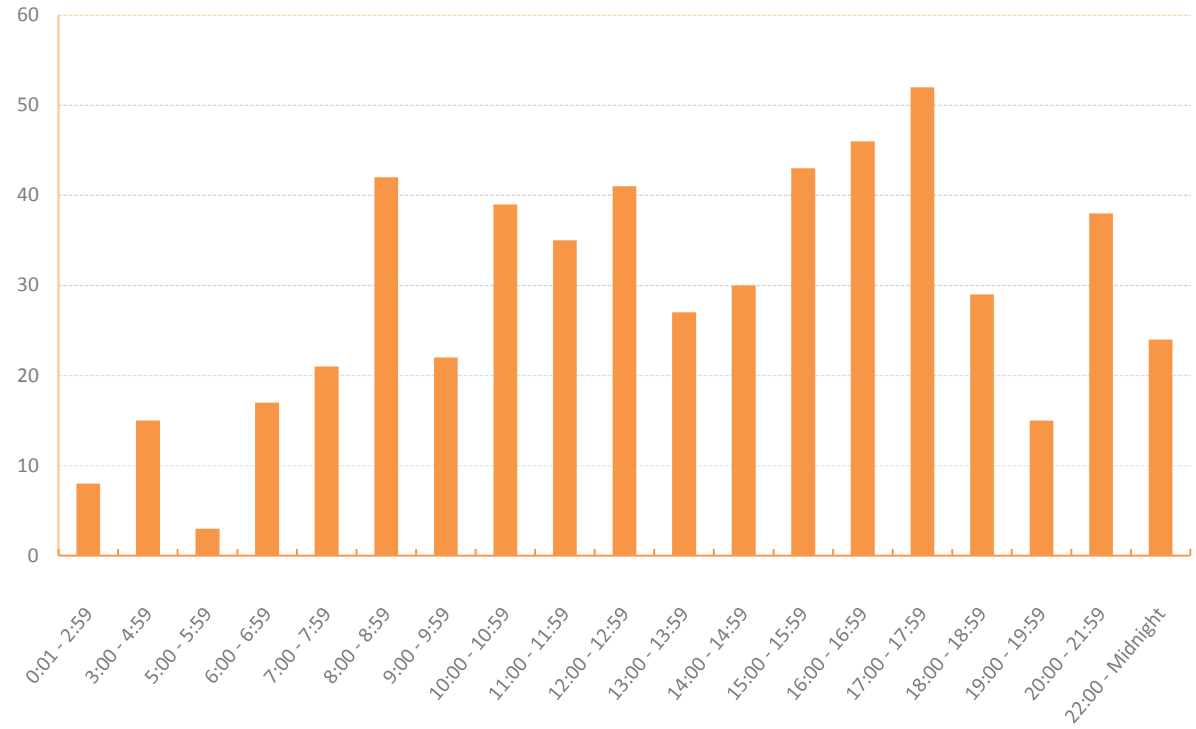


Figure 16 Number of casualty crashes in the Ballina Shire by time of the day from 2008 to 2012.
* School travel times are from 8:00am- 9:30am and from 2:30pm-4:00pm.

In the Ballina Shire from 2008 to 2012, there were two fatal crashes in the early hours of the morning, from 3:00am to 4:59am and two between 4:00pm and 4:59pm. The other fatal crashes were distributed throughout the day, (Figure 17). Two (14.3%) fatal crashes occurred during school travel times.*

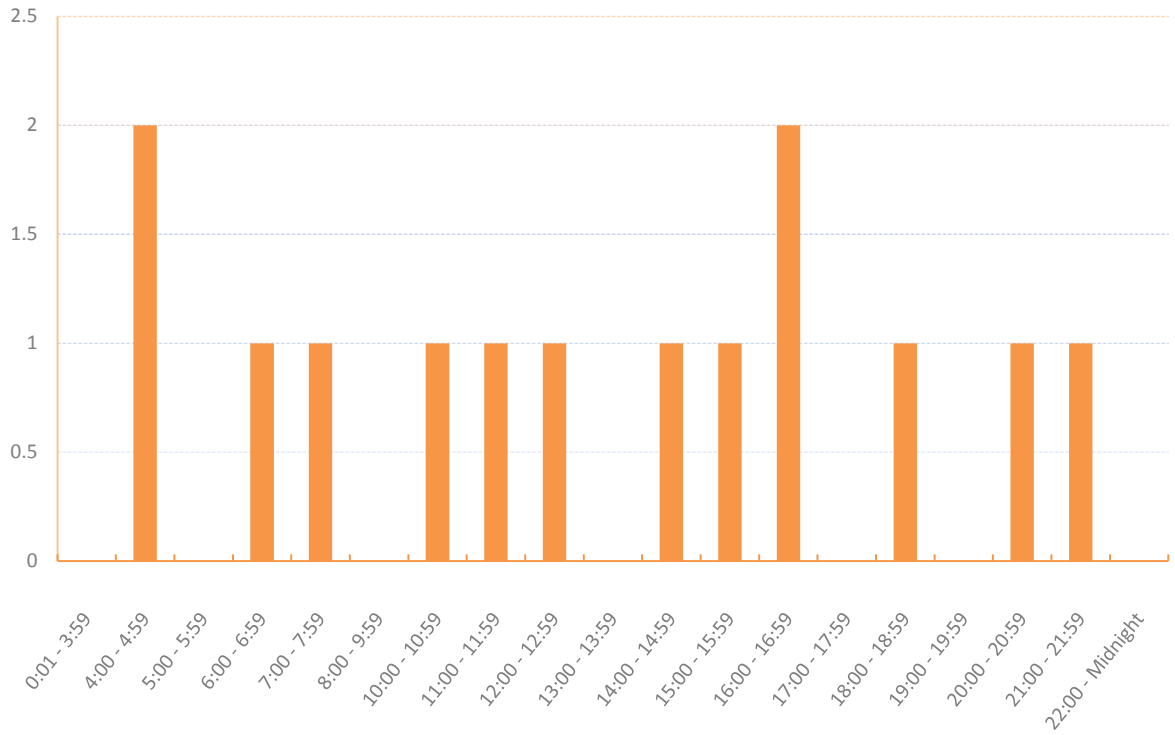


Figure 17 Number of fatal crashes in the Ballina Shire by time of the day from 2008 to 2012.
* School travel times are from 8:00am- 9:30am and from 2:30pm-4:00pm

In the Ballina Shire from 2008 and 2012, 152 (28%) casualty crashes occurred during holiday periods (public holiday or school holidays), (Figure 18). Five (36%) fatal crashes occurred during holiday periods, Figure 18.

Holiday periods are suitable times of the year to target road user safety, particularly Christmas, December and January school holidays and Easter school holidays.

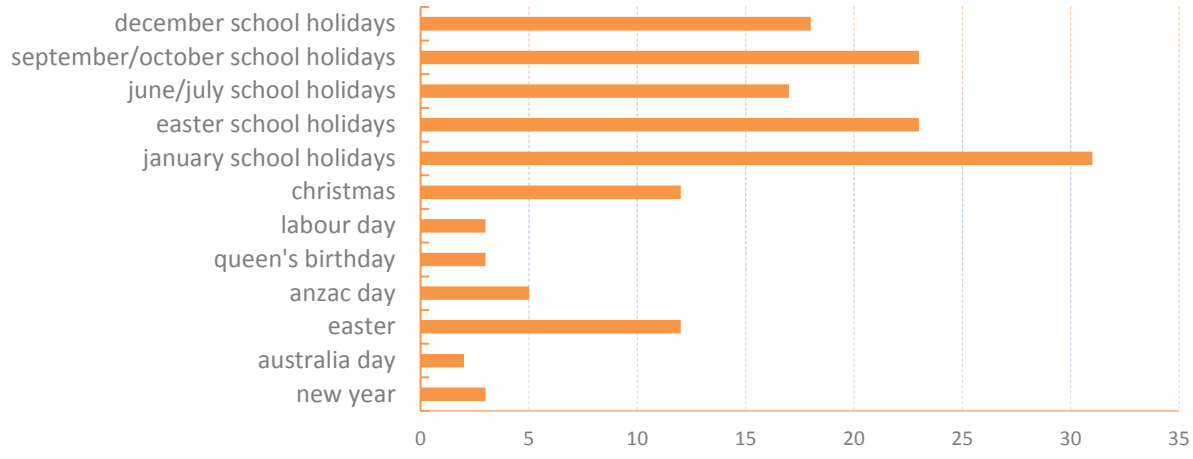


Figure 18 Number of casualty crashes in the Ballina Shire in holiday periods from 2008 to 2012.

Road and weather characteristics

In the Ballina Shire from 2008 to 2012, most casualty crashes occurred in speed zones posted 50km/hr, 60km/hr, 80km/h and 100km/h, Figure 15. The number of casualty crashes occurring on roads with a 50km/hr (our local roads) is a concern, (Figure 19).

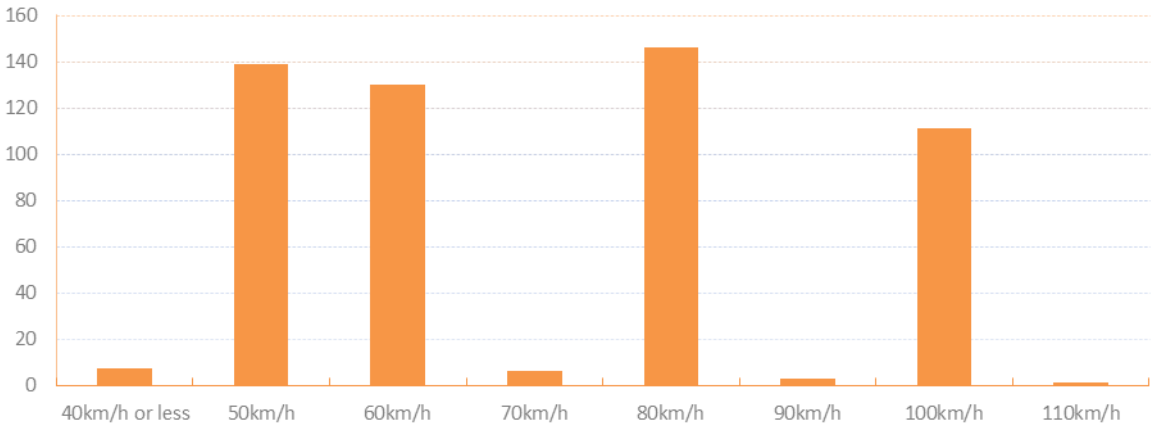


Figure 19 Casualty crashes by speed zone in the Ballina Shire from 2008 to 2012.

In the Ballina Shire from 2008 to 2012, six (43%) fatal crashes occurred on roads with a 100km/h speed limit, four (29%) fatal crashes occurred on roads with a 80km/h speed limit and three (21%) occurred on roads with a 50km/hr, our local roads, (Figure 20).

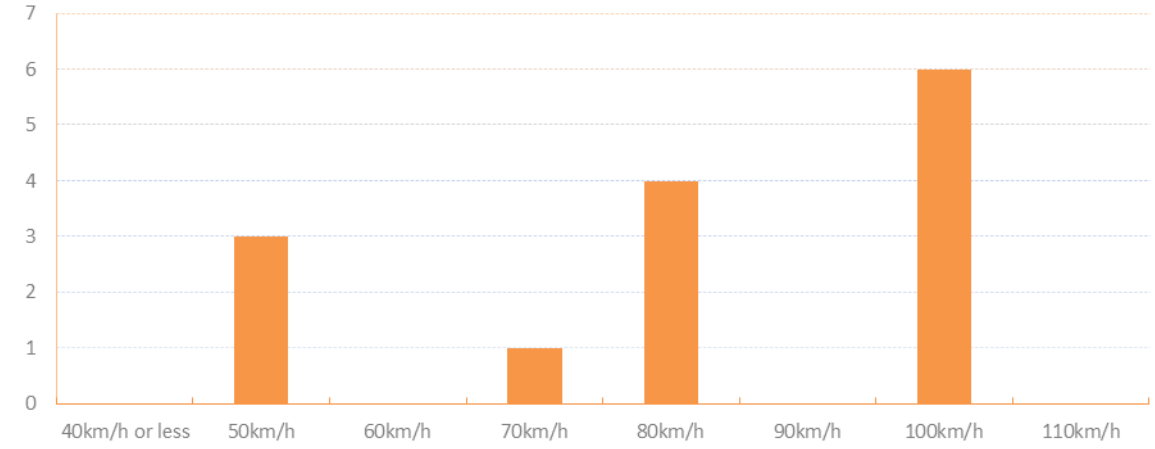


Figure 20 Fatal crashes by speed zone in the Ballina Shire from 2008 and 2012.

Most casualty crashes in the Ballina Shire from 2008 to 2012 occurred in dry conditions, (Figure 21).

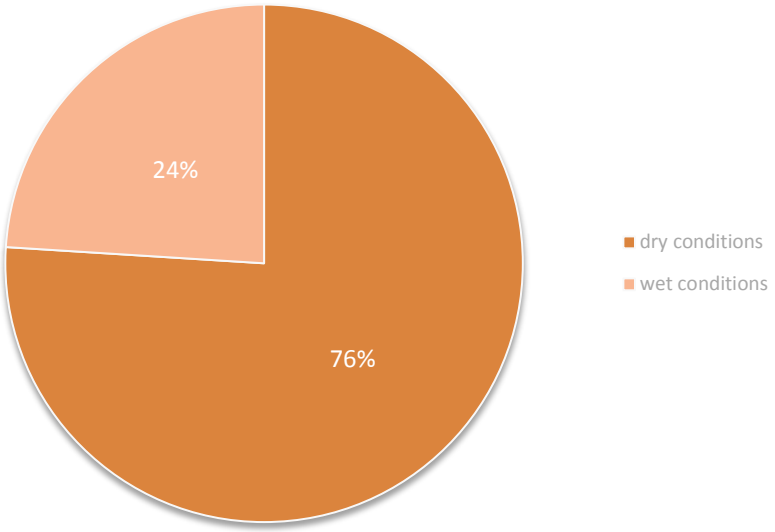


Figure 21 Road conditions where casualty crashes occurred in the Ballina Shire from 2008 to 2012.

Most casualty crashes in the Ballina Shire from 2008 to 2013 occurred in daylight hours, (Figure 22).

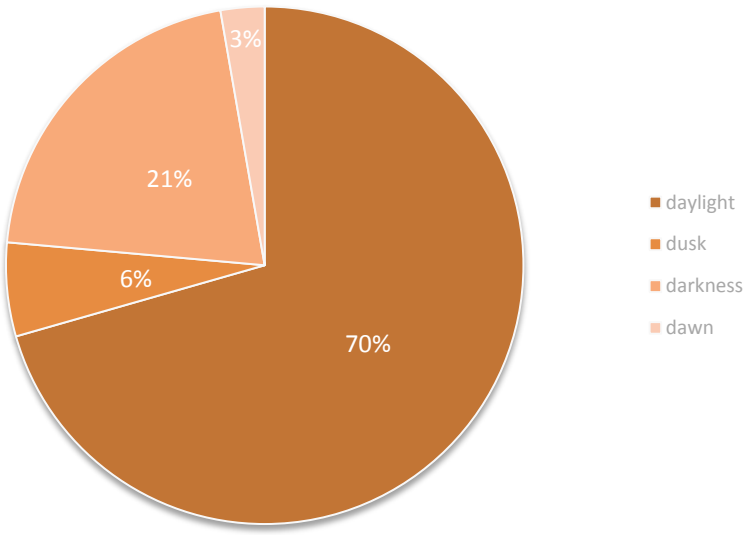


Figure 22 Amount of light when casualty crashes occurred in the Ballina Shire from 2008 to 2012.

Most casualty crashes in the Ballina Shire from 2008 to 2012 occurred in fine weather, (Figure 23).

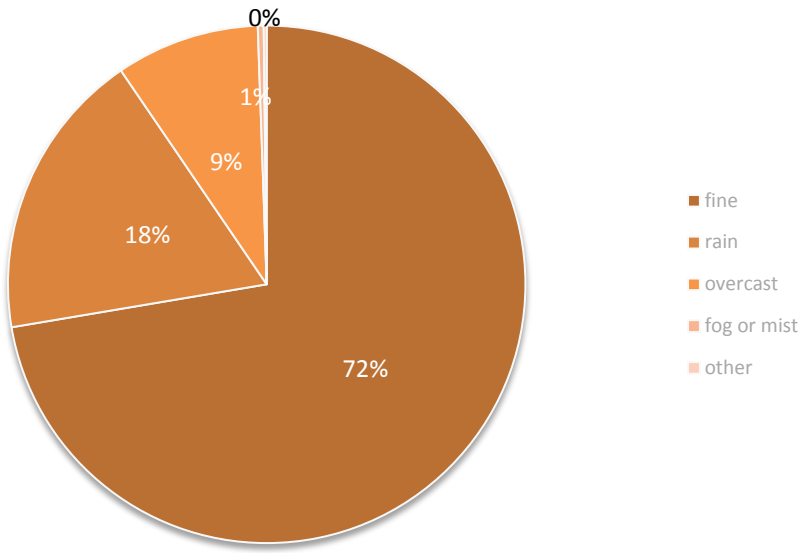


Figure 23 Atmospheric conditions at the time of casualty crashes in the Ballina Shire from 2008 to 2012.

Road classification

In the Ballina Shire from 2008 to 2012, 187 (34%) of the injury crashes occurred on state owned roads, predominantly on the Pacific Highway and the Bruxner Highway. The remaining 346 (66%) injury crashes occurred on regional or local roads managed by Council, (Figure 24).

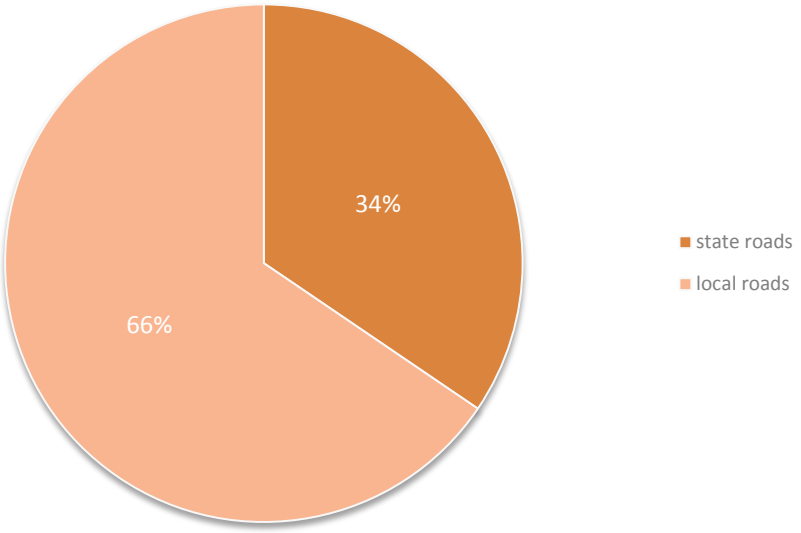


Figure 24 Number of injury crashes in the Ballina Shire on state and local road types from 2008 to 2012.

Six (43%) of the fatal crashes occurred on the Pacific Highway (state road) and eight (57%) fatal crashes occurred on roads managed by Council (regional or local roads), (Figure 25). Three of the fatal crashes occurred on the Coast Road.

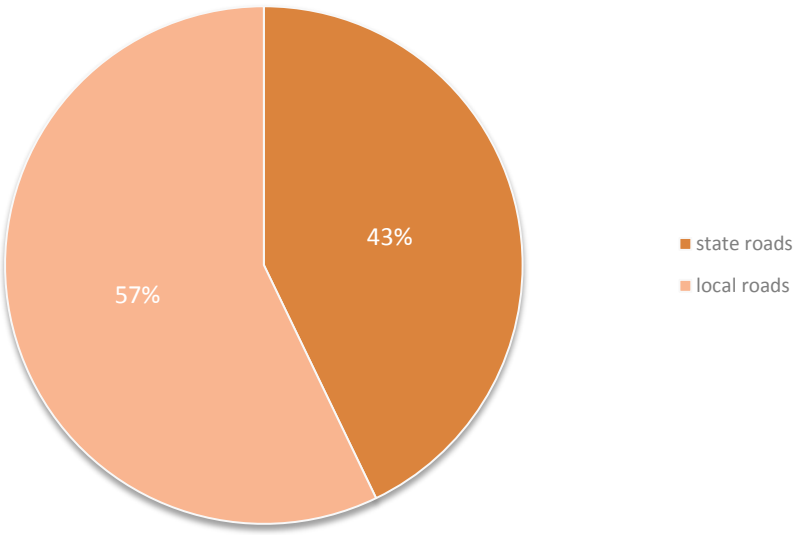


Figure 25 Number of fatal crashes in the Ballina Shire on state and local road types from 2008 to 2012.

Contributing factors

In the Ballina Shire from 2008 to 2012, speed, alcohol and fatigue are the three of the biggest killers on our roads. Speed was a contributing factor in 131 (24%) casualty crashes, fatigue was a factor in 50 (9%) casualty crashes and alcohol was factor in 35 (6%) casualty crashes, (Figure 26).

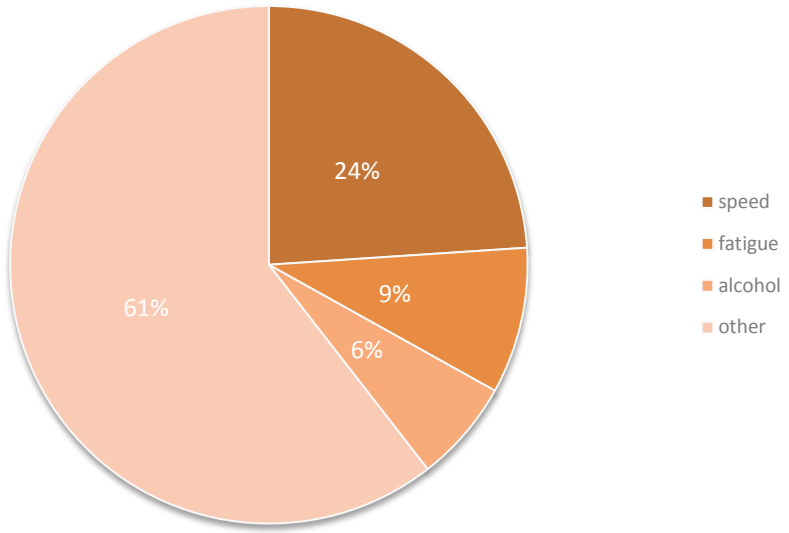


Figure 26 Casualty crash types and their contributing factor in the Ballina Shire from 2008 to 2012.

A comparison between casualty crashes for the Ballina Shire, the Northern Region and NSW reveal crashes where speed, alcohol or fatigue were contributing factors were all above the NSW five-year averages but below the five-years averages for the Northern Region, (Figure 27).

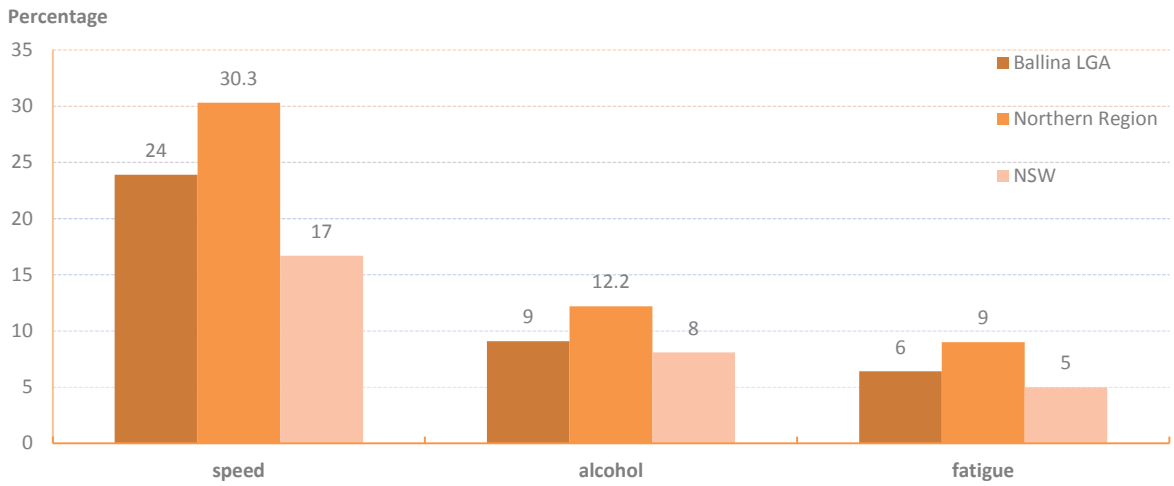


Figure 27 Percentage of casualty crashes and their contributing factor in the Ballina Shire, NSW and the Northern Region from 2008 to 2012.

SPEED

Ten-year crash trend

Speeding was a factor in 44 per cent of fatal crashes and 23 per cent of injury crashes in the Ballina Shire from 2003 to 2012. Over the ten-year period, there was a total of 761 crashes (casualty and non-casualty crashes) where speed was a contributing factor; resulting in 362 casualties. Twenty-two people were killed and 340 people injured.

Ballina Shire has experienced a positive downward trend in the overall number of crashes where speed was a contributing factor. There was a significant reduction in the number of fatal crashes; from 14 fatal crashes for the five-year period from 2003 to 2007, to six fatal crashes over the five years from 2008 to 2012. However, less impressive reductions in the number of injury crashes; injury crashes have fluctuated over the ten years with a slight decrease in the five-year period from 2008 to 2012, (Figure 28).

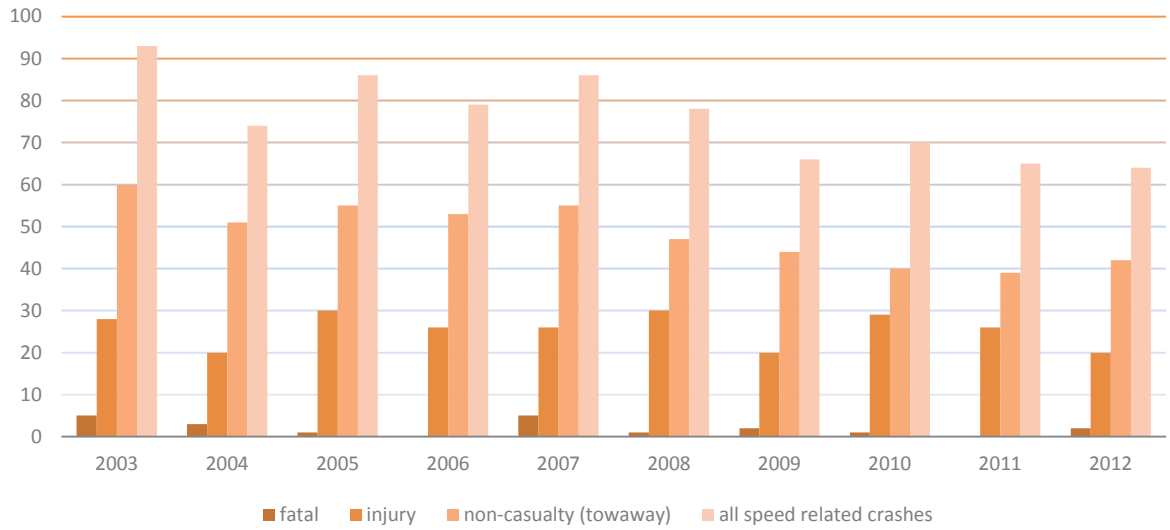


Figure 28 Number of crashes (fatal, injury and non-casualty crashes) where speed was a contributing factor in the Ballina Shire from 2003 to 2012.

The number of people killed or injured in crashes where speed was a contributing factor dropped significantly in 2004 but has since fluctuated slightly, (Figure 29).

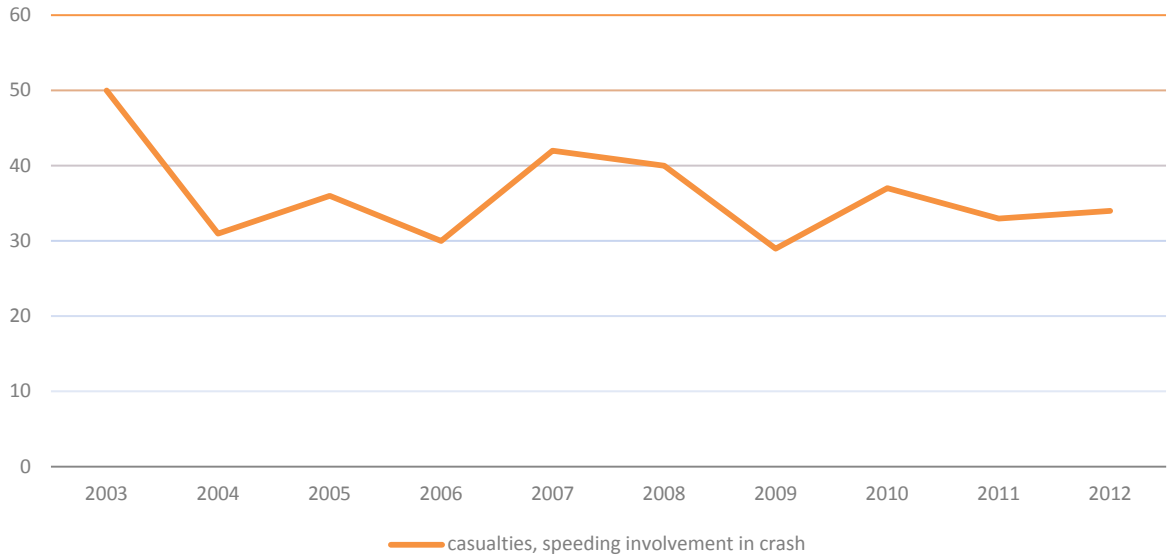


Figure 29 Number of casualties in crashes where speed was a contributing factor in the Ballina Shire from 2003 to 2012.

Snapshot of casualty crashes where speed was a contributing factor in the Ballina Shire from 2008 to 2012.

Five-year crash trend

Speed was a contributing factor in 43 per cent of fatal crashes and 24 per cent of injury crashes, a total of 131 casualty crashes. Six people were killed and 167 people being injured in these crashes, a total number of 173 casualties. Six of the casualties were not wearing a seat belt.

- 65% of the speeding motor vehicle controllers killed or injured in crashes were male.
- Five of the six fatalities were male.
- Of the speeding motor vehicle controllers, 34% were aged 17 to 25 years, 22% were aged 26 to 39 years.

Of the casualty crashes:

- 76% were single vehicle crashes.
- 70% involved a vehicle veering off road on a curve or being out of control on a curve, 12% were head-on crashes.
- 75% involved a car, 15% involved a motorcycle and 10% of crashes involved a heavy vehicle.*
- 41% occurred in 80km/h speed zones and 28% occurred in 100km/hr speed zone.
- 15% occurred during school travel times.
- 53% occurred in fine weather and 35% in the rain.
- 38% occurred between the hours of 8:00pm and 5:00am.
- 76% occurred on regional or local roads managed by Council and 23% on state roads.

* These categories are not mutually exclusive.

Of the speeding motor vehicle controllers killed or injury in crashes, 45 (34%) were aged 17 to 25 years and 29 (22%) were aged 40 to 49 years, (Figure 30)*. Males were over represented in these crashes.

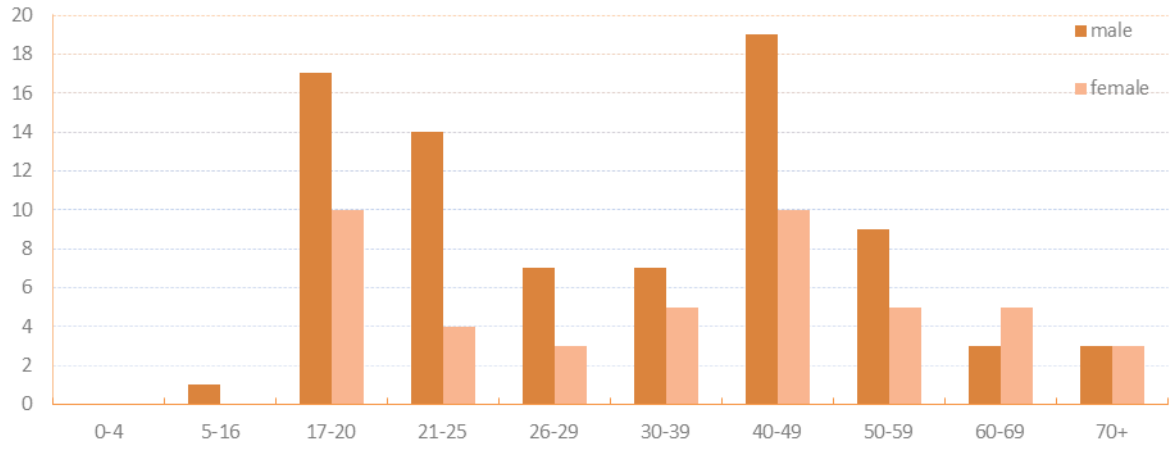


Figure 30 Number of speeding motor vehicle controllers killed or injured in crashes, age group and gender in the Ballina Shire from 2008 to 2012.

* The age groups in the data sets are determined by the RMS.

Casualty crashes, where speed was a contributing factor peaked slightly from 5:00pm to 5:59pm, the time most people travel home from work and in the evening between the hours of 8:00pm and 8:59pm, (Figure 31).

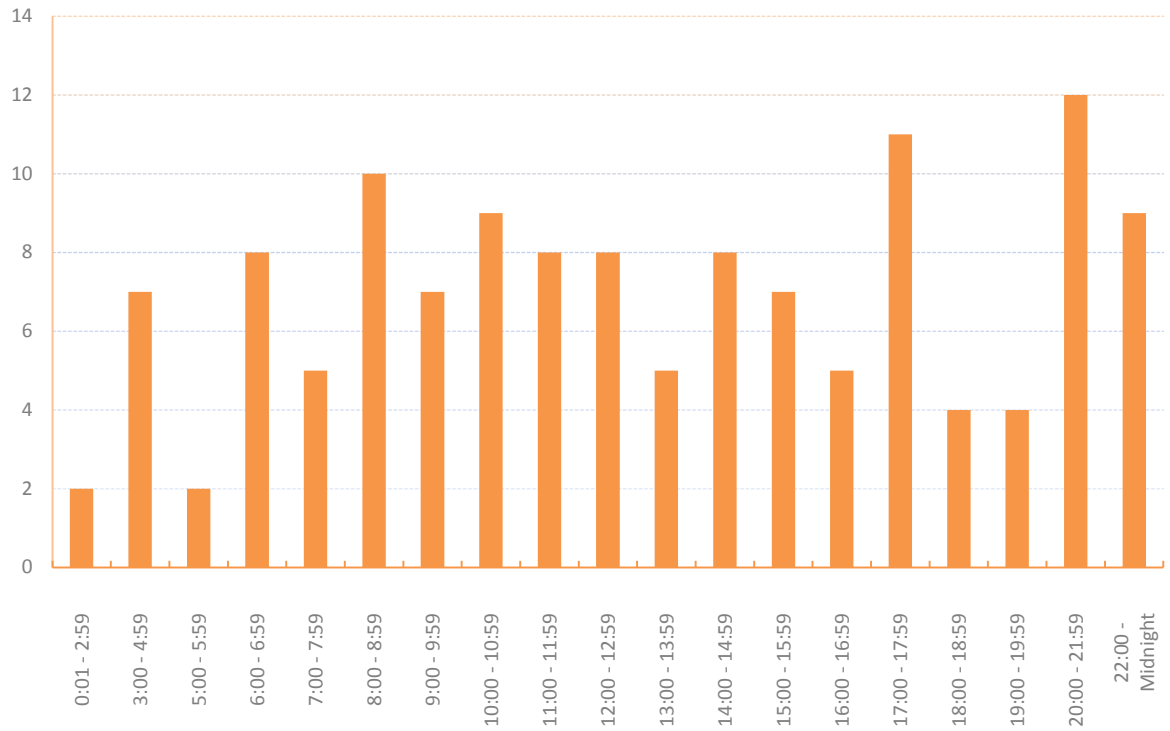
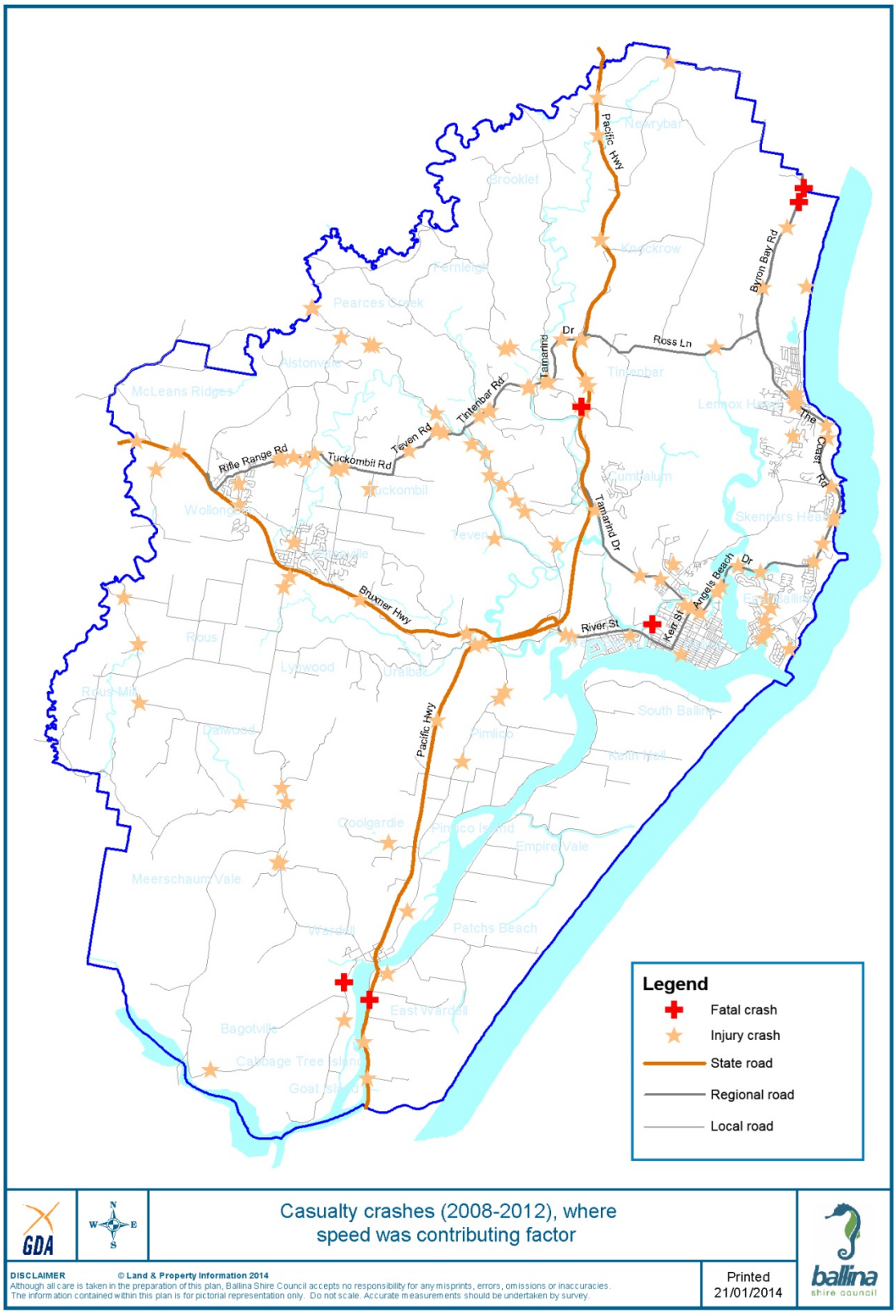


Figure 31 Number of casualty crashes where speed was a contributing factor, by time of the day in the Ballina Shire from 2008 to 2012.



Map 1 Location of casualty crashes where speed was a contributing factor, in the Ballina Shire from 2008 to 2012.

ALCOHOL

Ten-year crash trend

Alcohol was a contributing factor in 16 per cent of fatal crashes and 6 per cent of injury crashes in the Ballina Shire from 2003 to 2012. Over the ten-year period, there was a total of 132 crashes (casualty and non-casualty crashes) where alcohol was a contributing factor; resulting in 106 casualties. Seven people were killed and 99 people injured.

Fatal crashes where alcohol was a contributing factor have fluctuated between zero and two (2) people over the ten-year period. There was a slight reduction in injury crashes in 2011 and 2012, (Figure 32).

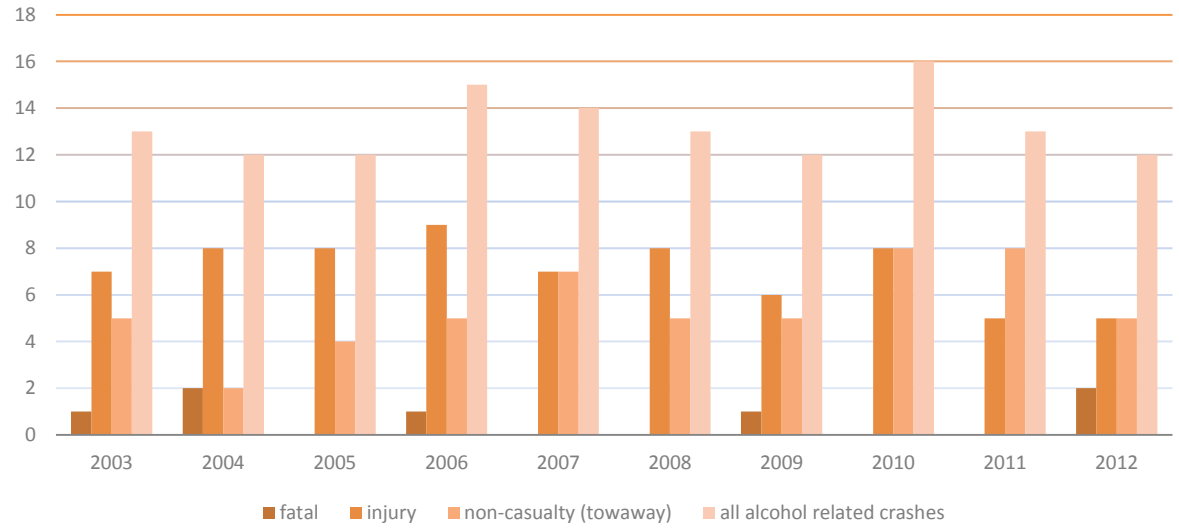


Figure 32 Number of crashes (fatal, injury and non-casualty crashes) where alcohol was a contributing factor in the Ballina Shire from 2003 to 2012.

Ballina Shire has experienced a downward trend in the total number of people killed or injured in crashes where alcohol was a contributing factor, (Figure 33).

Figure 33 Number of casualties in crashes where alcohol was a contributing factor in the Ballina Shire from 2003 to 2012.

Snapshot of casualty crashes where alcohol was a contributing factor in the Ballina Shire from 2008 to 2012.

Five-year crash trend

Alcohol was a contributing factor in 21 per cent of the fatal crashes and 6 per cent of injury crashes, a total of 35 casualty crashes. Three people were killed and 44 people were injured, a total of 47 casualties. Seven of the casualties were not wearing a seat belt.

- 71% of motor vehicle controllers with an illegal blood alcohol concentration killed or injured in crashes were male.
- Two of three fatalities were male.
- Of the casualties 31% were aged 17 to 25 years and 29% were aged 30 to 39 years.
- Casualty crashes peaked between the hours of 10:00pm to midnight.

Of the casualty crashes:

- Over half occurred between the hours of 8:00pm and 5:00am.
- 34% occurred during holiday periods, either public holidays or school holidays.
- Seven crashes involved a motorcyclist.
- 77% occurred on a weekday, peaking on Thursdays and Fridays.
- 91% involved a car, 20% involved a motorcycle.*
- 49% were single vehicle crashes and 51% were multi-vehicle crashes.
- 43% were crashes were a vehicle veer off the road on a curve, 37% of these then involved hitting an object.
- 77% occurred at an intersection or up to 10m from an intersection.
- 74% occurred on regional or local roads managed by Council.

*The categories are not mutually exclusive.

Thirty-five of the motor vehicle controllers with an illegal blood alcohol concentration were killed or injury in crashes, 11 (31%) were aged 17 to 25 years, 10 (29%) were aged 30 to 39 years and six (17%) were aged 26 to 29 years, (Figure 34)*. Males were over represented in these crashes.

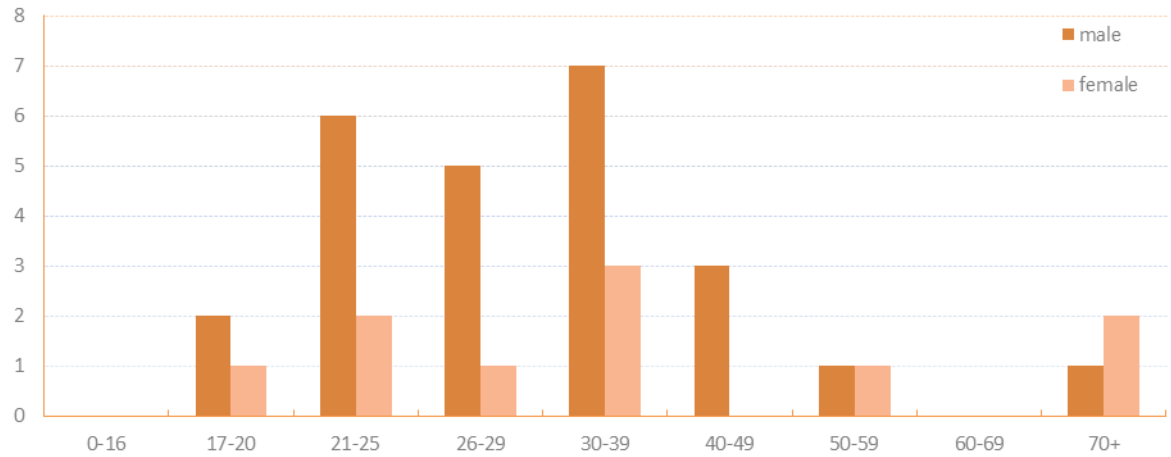


Figure 34 Number of motor vehicle controllers with an illegal blood alcohol concentration killed or injured in crashes, gender and age group in the Ballina Shire from 2008 to 2012.

* The age groups in the data sets are determined by the RMS.

FATIGUE

Ten-year crash trend

Fatigue was a contributing factor in 16 per cent of fatal crashes and 10 per cent of injury crashes in the Ballina Shire from 2003 to 2012. Over the ten-year period, there was a total of 238 crashes (casualty and non-casualty crashes) where fatigue was a contributing factor; resulting in 140 casualties. Seven people were killed and 133 people injured.

There has not been a fatal crash where fatigue was a contributing factor since 2009. All other crashes (injury and non-casualty crashes) where fatigue was a contributing factor have fluctuated over the ten-year period. There was a significant reduction in injury crashes in 2011, but no obvious explanation for this reduction. However, despite significantly lower injury crashes in 2011, injury crashes began to rise again in 2012, (Figure 35).

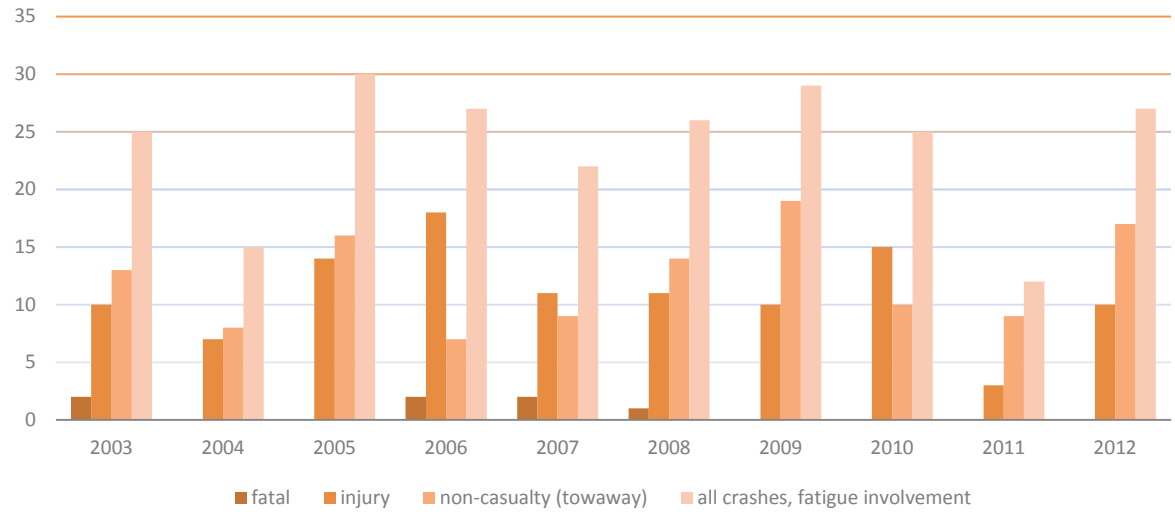


Figure 35 Number of crashes (fatal, injury and non-casualty crashes) where fatigue was a contributing factor in the Ballina Shire from 2003 to 2012.

Ballina Shire has experienced a downward trend in the total number of casualties where fatigue was a contributing factor. In the five years from 2003 to 2007, there were 84 casualties, compared to 56 casualties in the five years from 2008 to 2012. However, despite the reduction in the number of people killed or injured in 2011, casualty figures were on the rise in 2012, (Figure 36).

Figure 36 Number of casualties in crashes where alcohol was a contributing factor in the Ballina Shire from 2003 to 2012.

Snapshot of casualty crashes where fatigue was a contributing factor in the Ballina Shire from 2008 to 2012.

Five-year crash trend

Fatigue was a contributing factor in 7 per cent of fatal crashes and 9 per cent of injury crashes, a total of 50 casualty crashes. One person was killed and 49 people were injured, a total of 50 casualties. Five of the casualties were not wearing a seat belt.

- 67% of fatigued motor vehicle controllers killed or injured in crashes were male.
- Of the these 29% were aged 40 to 59 years, 24% were aged 17 to 25 years and 22% aged 30 to 39 years.
- Casualty crashes peaked between the hours of 10:00pm and midnight.

Of the casualty crashes:

- 43% occurred in a 100km/h speed zone.
- 38% occurred during holiday periods, either public holidays or school holidays.
- 32% occurred between the hours of 10:00pm and 5:00am.
- 74% involved a car, 24% involved a light truck, and 12% involved a motorcyclist.*
- 50% occurred on Friday, Saturday and Sundays.
- 68% were single vehicle crashes, 32% were multi-vehicle crashes.
- The most common crash types included the vehicle running off the road on a straight and hitting an object, head-on crashes and the vehicle running off the road on a curve and hitting an object.
- 60% occurred on regional or local roads managed by Council, 40% on the state roads.

* The categories are not mutually exclusive.

Although the number of years in each age grouping is not equal*, fatigue clearly affects motor vehicle controllers across many ages. Of the fatigued motor vehicle controllers killed or injury in crashes 14 (29%) were aged 40 to 59 years, 12 (24%) were aged 17 to 25 years and 11 (22%) were aged 30 to 39 years, (Figure 37). Males were over represented in these crashes.

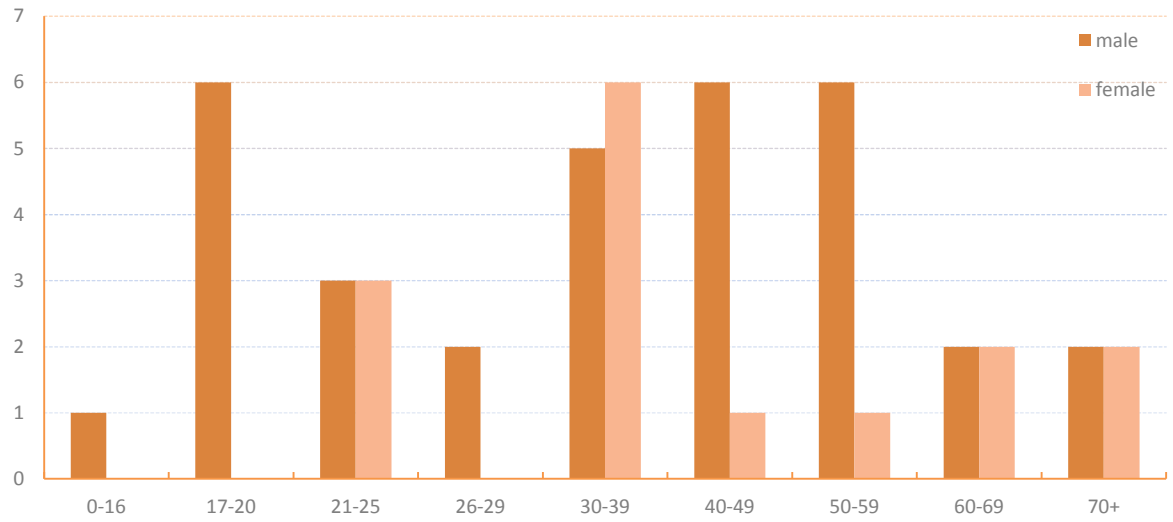
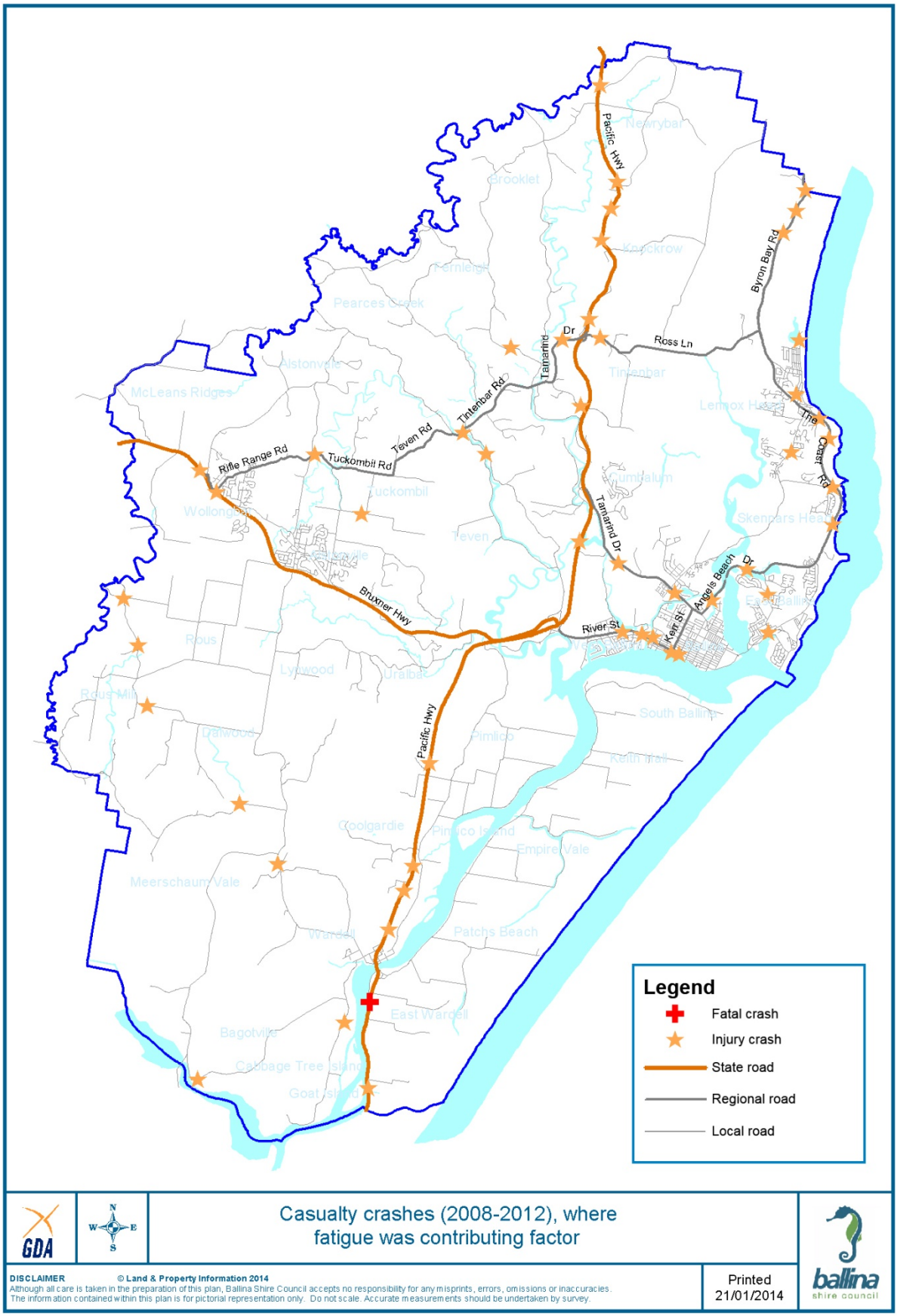


Figure 37 Number of fatigued motor vehicle controllers killed or injured in crashes, gender and age group in the Ballina Shire from 2008 to 2012.
Note: Age categories are not of equal number of years. The age groups in the data sets are determined by the RMS.



Map 2 Location of casualty crashes where fatigue was a contributing factor, in the Ballina Shire from 2008 to 2012.

Road user category

In the Ballina Shire from 2008 to 2012, motor vehicle drivers and motor vehicle passengers accounted for 553 (78%) of the casualties. Vulnerable road users accounted for the remaining 152 (22%) of the casualties, (Figure 38). Four of the fatalities were pedestrians.

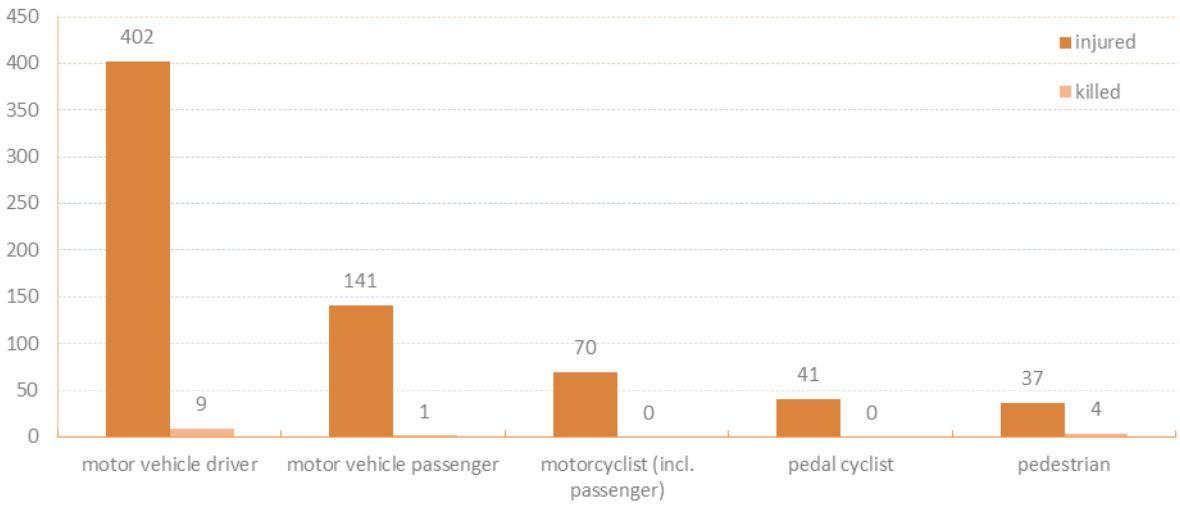


Figure 38 Number of people killed or injured by road user category in the Ballina Shire from 2008 to 2012.

Motor vehicle driver casualties were higher than the five-year averages for Northern Region and NSW. Pedal cyclist casualties in the Ballina Shire were two per cent higher than the Northern Region and NSW averages. Motorcyclist casualties were one per cent lower than the five-year averages for Northern Region and NSW, (Figure 39). Pedestrian casualties were one per cent higher than the five-year average for Northern Region and two per cent lower than the NSW five-year average, (Figure 39).

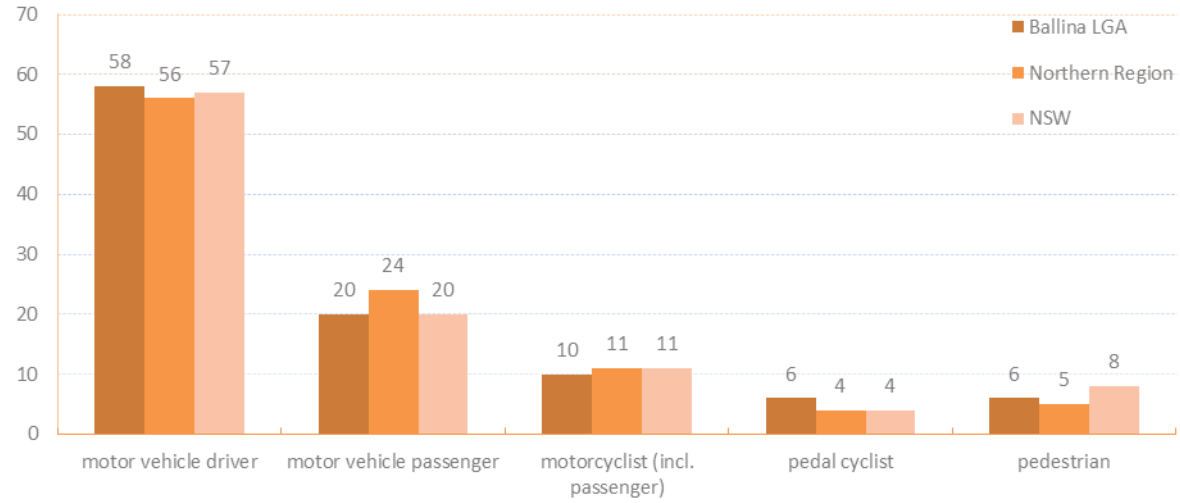


Figure 39 Percentage of casualties by road user category in the Ballina Shire, the Northern Region and NSW, average from 2008 to 2012.

Motor vehicle drivers

In the Ballina Shire from 2008 to 2012, there were 411 motor vehicle drivers casualties. Of those drivers killed or injured, 51 per cent were female and 49 per cent were male. Young drivers aged 17 to 25 years accounted for 23 per cent of all motor vehicle driver casualties and 23 per cent were aged 60 years and older, (Figure 40).* Fifteen of the motor vehicle driver casualties were not wearing a seatbelt.

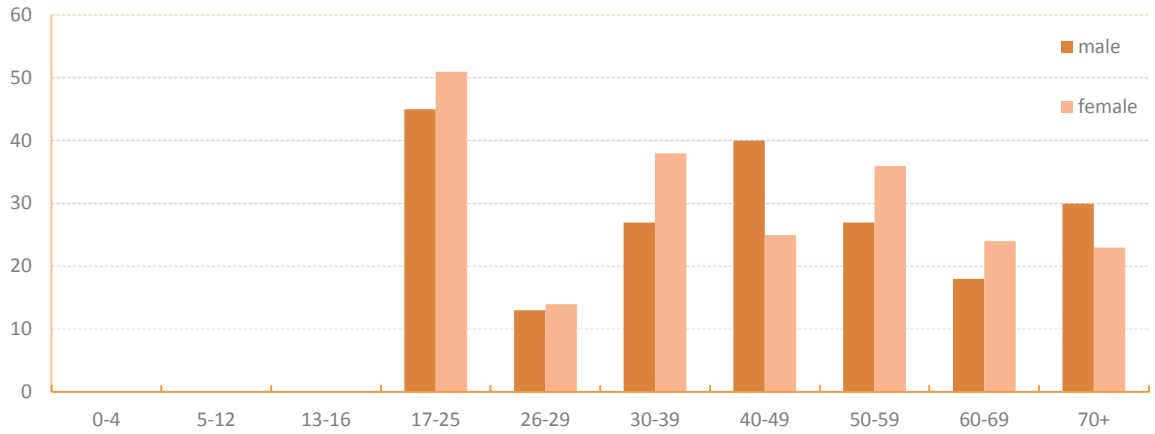


Figure 40 Age and gender of motor vehicle drivers killed or injured in crashes in the Ballina Shire from 2008 to 2012.
* Age categories are not of equal number of years. The age groups in the data sets are determined by the RMS.

Motor vehicle passengers

In the Ballina Shire from 2008 to 2012, there were 142 motor vehicle passengers casualties; the one passenger killed was aged 0 to 4 years. Of the persons injured 65 per cent were female and 35 per cent were male. Young adults aged 17 to 25 years accounted for 25 per cent of the passenger casualties and children aged 0 to 16 years accounted for 24 per cent of all motor vehicle passenger casualties, (Figure 41).* Two of the casualties were not wearing a seatbelt.

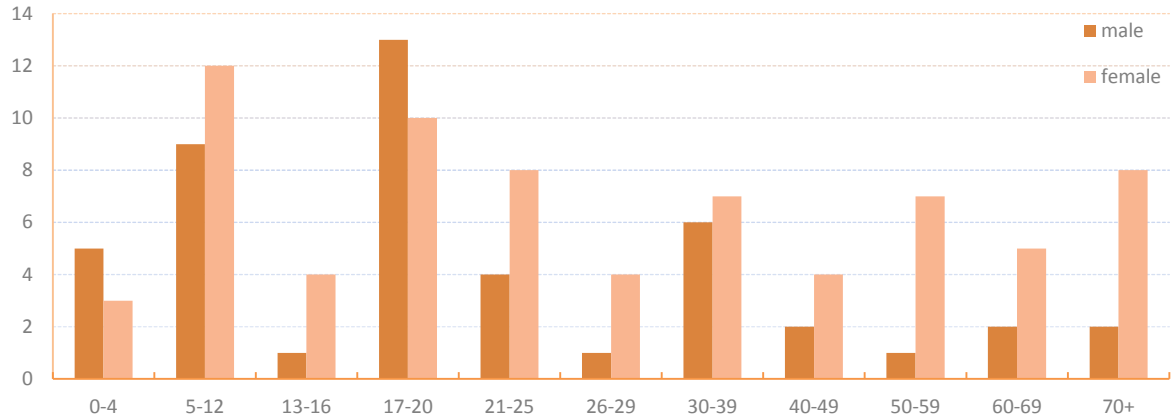


Figure 41 Age and gender of motor vehicle passengers killed or injured in crashes in the Ballina Shire from 2008 to 2012.
* Age categories are not of equal number of years. The age groups in the data sets are determined by the RMS.

Motorcyclists (including passengers)

In the Ballina Shire from 2008 to 2012, there were 69 motorcyclists injured, no motorcyclist was killed. Of those motorcyclists injured 91 per cent were male and 9 per cent were female, clearly males are over-represented in motorcycle casualty figures. People aged 40 to 59 years accounted for 38 per cent of all motorcycle casualties and young motorcyclists aged 17 to 25 years accounted for 26 per cent of the motorcycle casualties, (Figure 42).* Two of the motorcyclists injured were not wearing a helmet.

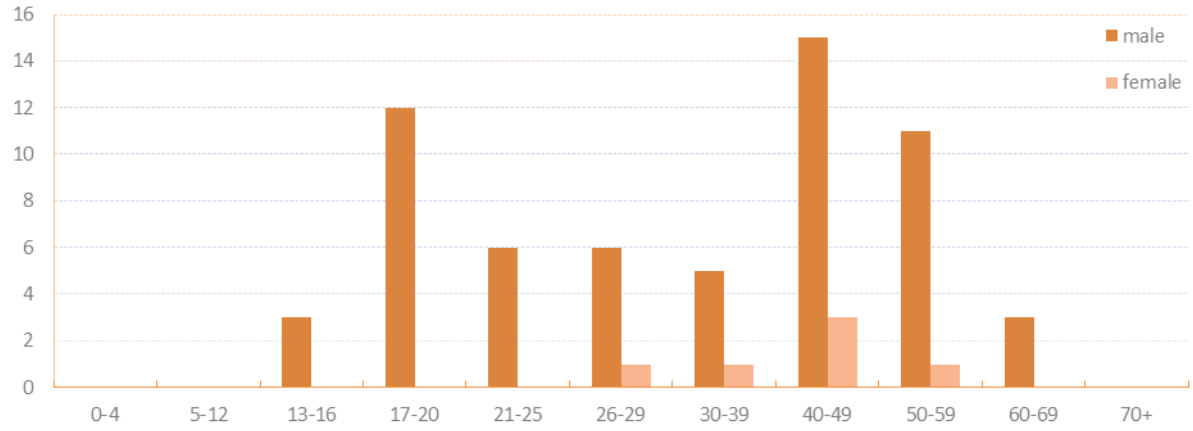


Figure 42 Age and gender of motorcyclists (including passengers) killed or injured in crashes in the Ballina Shire from 2008 to 2012.
Note: The term 'motorcyclist' includes passengers.
* Age categories are not of equal number of years. The age groups in the data sets are determined by the RMS.

Pedal cyclists

In the Ballina Shire from 2008 to 2012, there were 41 pedal cyclists injured, no cyclist was killed. Of the cyclists injured 78 per cent were male and 22 per cent were female. Riders aged 5 to 16 years accounted for 34 per-cent of all cyclist casualties and cyclists aged 30 to 39 years accounted for 22 per cent of the cyclists injured, (Figure 43). Twelve (29%) of the cyclists injured were not wearing a helmet.

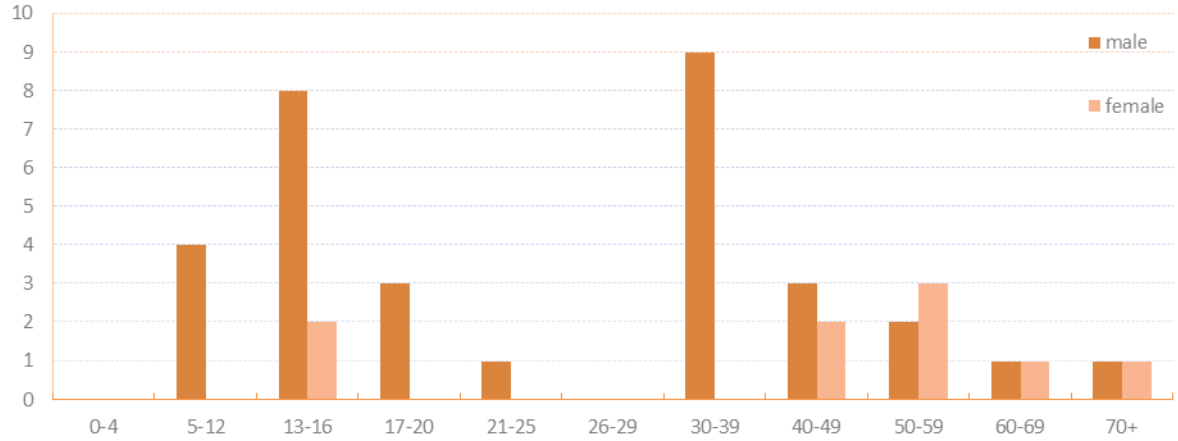


Figure 43 Age and gender of pedal cyclists injured in crashes in the Ballina Shire from 2008 to 2012.
* The age groups in the data sets are determined by the RMS.

Pedestrians

In the Ballina Shire from 2008 to 2012, there were 41 pedestrians casualties; four pedestrians were killed. Of the pedestrians killed or injured 59 per cent were female and 41 per cent were male. Pedestrians aged 70 years and older accounted for 29 per cent of all pedestrian casualties and children aged 5 to 16 years accounted for 20 per cent of the pedestrian casualties. Females aged 60 to 69 years were over represented in pedestrian casualties, (Figure 44).

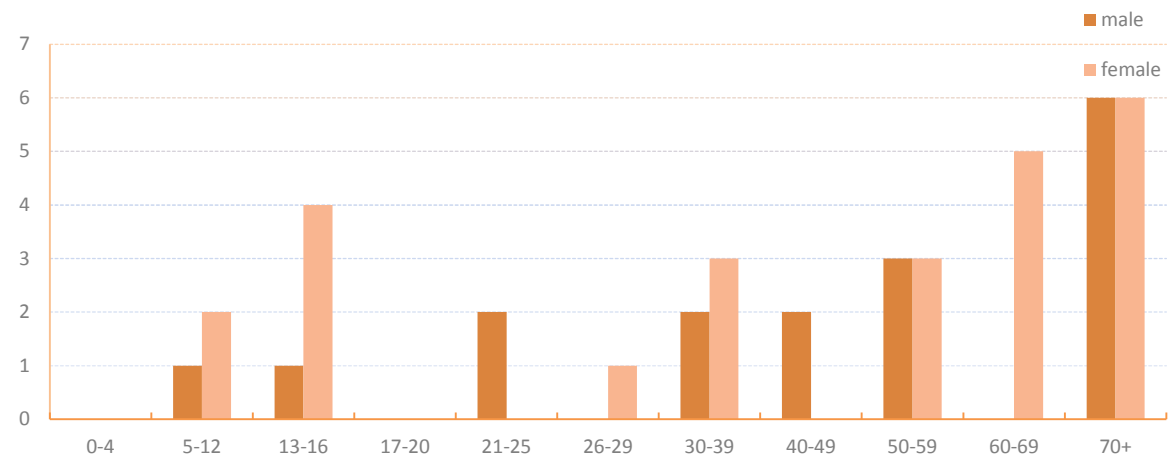


Figure 44 Age and gender of pedestrians killed or injured in crashes in the Ballina Shire from 2008 to 2012.
* The age groups in the data sets are determined by the RMS.

Licence holders

In the Ballina Shire from 2008 to 2012, there was a steady increase in the number of licences issued; provisional licence types reduced very slightly in 2012, (Figure 45).

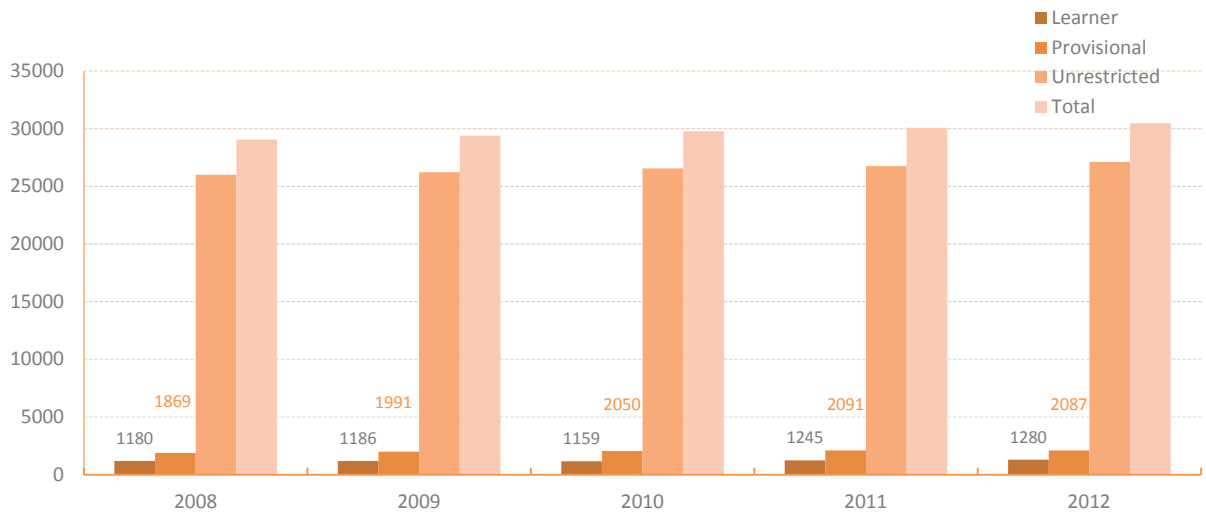


Figure 45 Number of primary licence types in the Ballina Shire from 2008 to 2012.

Since 2008, the number of learner drivers involved in casualty crashes reduced, there were zero fatalities in five years, (Figure 46). The number of provisional drivers involved in casualty crashes has fluctuated over the five-years. One provisional driver was killed.

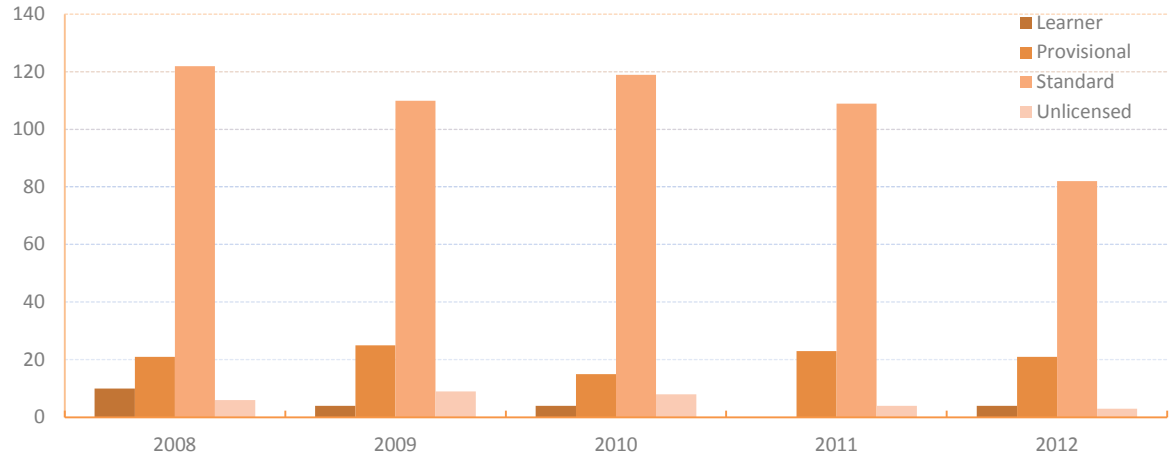


Figure 46 Number of motor vehicle controllers, by licence status involved in casualty crashes in the Ballina Shire from 2008 to 2012.

Provisional licence holders accounted for 7 per cent of the primary licence holders, yet accounted for 12 per-cent of the drivers involved in casualty crashes, (Figure 47).

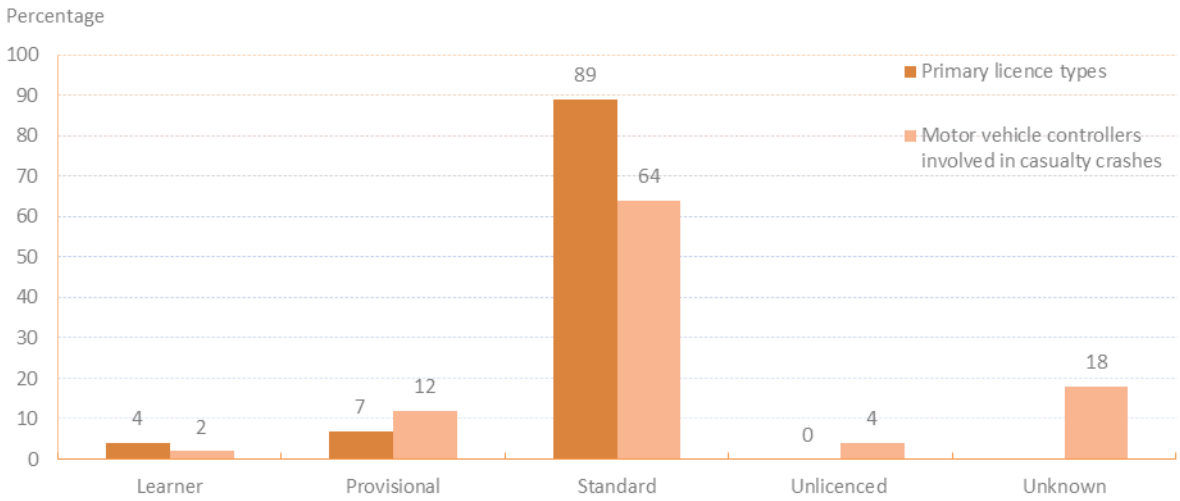


Figure 47 Percentage of primary licence types and the percentage of motor vehicle controllers involved in casualty crashes in the Ballina Shire, five-year average from 2008 to 2012.

Definitions and explanatory notes

Articulated truck	Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.
Bus	Includes passenger buses and long distance/tourist coach.
Car	Includes sedan, station wagon, utility (based on car design), panel van (based on car design), coupe, hatchback, sports car, passenger van and four wheel drive passenger vehicle.
Casualty	Any person killed or injured as a result of a crash.
Controller	A person occupying the controlling position of a road vehicle.
Crash	Any apparently unpremeditated event reported to the police and resulting in death, injury or property damage attributable to the movement of a road vehicle on a road.
Emergency vehicle	Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck.
Fatal crash	A crash for which there is at least one fatality.
Fatality	A person who dies within 30 days of a crash as a result of injuries received in that crash.
Injured	A person who is injured as a result of a crash, and who does not die as a result of those injuries within 30 days of the crash.
Injury crash	A non-fatal crash for which at least one person is injured.
Learner licence	Learner licences are issued to people learning to drive or ride.
Light truck	Includes panel van (not based on car design), utility (not based on car design) and mobile vending vehicle.
Motor vehicle	Any road vehicle which is mechanically or electrically powered but not operated on rails.
Motorcycle	Any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorised 'pedal cycle').
Non casualty	A crash for which at least one vehicle is towed away but there is no fatality
(towaway) crash	or person injured.
Passenger	Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash, provided a portion of the person is in/on the road vehicle.
Pedal cycle	Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian devices. Includes bicycles with side-car, trailer or training wheels attached.
Pedal cyclist	A person occupying the controlling position of a pedal cycle.
Pedestrian	Any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.
Provisional licence	Includes P1 and P2 provisional licence holders. Special restrictions apply to the holders of each type of provisional licence. Provisional P1 (Red) licences are provisional stage 1 licences. They are issued to new drivers and riders who have not previously held a licence other than a learner licence for a continuous period of 12 months or more. Provisional (P2) licence holders are provisional stage 2 licences. They are issued to drivers who have progressed from Provisional (P1) licence.
Standard licence	A driver or rider licence other than a learner or provisional licence.
Unrestricted licence	Is a full licence where no restrictions apply.
Standard licence	A driver or rider licence other than a learner or provisional licence.
Unrestricted licence	Is a full licence where no restrictions apply.

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